

- **Board of Directors**
Engineering, Operations and Real Property Committee

July 10, 2001 Board Meeting

8-2

Subject

Authorize amending the reimbursement agreement with the City of Industry Urban-Development Agency for relocating the Orange County Feeder to cover costs exceeding \$500,000

Description

The Industry Urban-Development Agency (IUDA) is currently constructing the Easterly Industrial Facility project in the city of Industry. Infrastructure improvements for the project include a new 66-inch storm drain to convey site drainage runoff to local storm channels. The storm drain alignment conflicts with Metropolitan's Orange County Feeder (OCF) pipeline at this location. Consequently, Metropolitan entered into a reimbursement agreement with the IUDA for relocation of the OCF. The project location map is found in [Attachment 1](#).

The IUDA has submitted deposits totaling \$484,500 toward the cost of performing all management, design, and construction activities to relocate the affected portion of the OCF. This amount was included in Metropolitan's agreement with the IUDA as the estimated cost to perform the relocation. Due to changed site conditions and the lack of accurate information on existing underground utilities, Metropolitan's forces completed construction at a cost greater than the deposited amount. The extra work performed by Metropolitan construction forces resulted in an increase in costs totaling \$65,300, thereby bringing the total cost for the project to \$549,800.

Metropolitan's Administrative Code requires the Board to authorize the execution of any relocation agreement exceeding \$500,000. Authorization from the Board is therefore requested to amend the reimbursement agreement with the IUDA to cover project costs over \$500,000.

Policy

Metropolitan Water District Administrative Code Section: 8118(a) Relocation Agreements

CEQA

Pursuant to the provisions of the California Environmental Quality Act (CEQA), IUDA, acting as the CEQA Lead Agency, certified the Final Environmental Impact Report (EIR) for the Industry East Project on September 14, 2000. Included as a component of the Project and analyzed within the Final EIR was the relocation of utilities and pipelines, such as the Orange County Feeder. An amendment to the existing reimbursement agreement is necessary to carry out this proposed construction. Metropolitan, as a Responsible Agency under CEQA, is required to certify that it has reviewed and considered the information contained in the Final EIR relative to the environmental effects of the proposed action and has adopted the Lead Agency's findings prior to approval of the proposed action. The Executive Summary for the Final EIR is found in [Attachment 2](#). The Final EIR is available from the Executive Office.

The CEQA determination is: Review and consider information provided in the Final EIR and adopt the Lead Agency's findings relative to the proposed action.

Staff Recommendation


Adopt the CEQA determination and authorize the Chief Executive Officer to amend the reimbursement agreement with the IUDA to exceed \$500,000 to account for the increased costs in relocating the Orange County Feeder.

Fiscal Impact: No fiscal impact, project costs are fully reimbursable by the IUDA.



Roy L. Wolfe
Manager, Corporate Resources

6/26/2001
Date



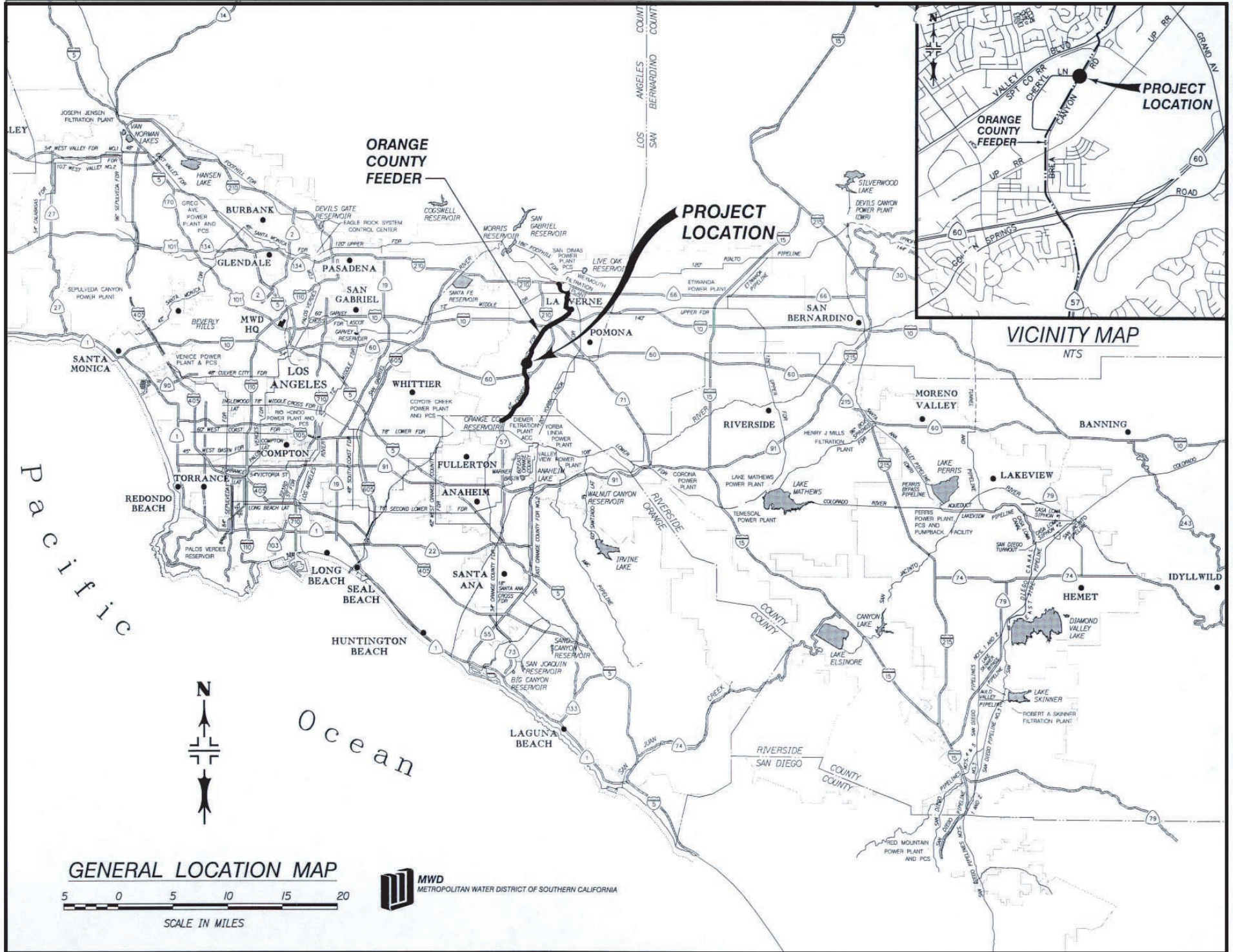
Ronald R. Foster
Chief Executive Officer

6/29/2001
Date

Attachment 1 – Location Map

Attachment 2 – Executive Summary for Final EIR

BLA #1089



1. Executive Summary

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide local and state governmental agency decision makers with an analysis of potential environmental consequences to support informed decision-making. This EIR has been prepared to evaluate the environmental consequences of the proposed Industry East development project. This document focuses on those issues determined to be potentially significant as discussed in the Initial Study completed for this project.

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

Tables 1.2-1 through 1.2-3 summarize the conclusions of the environmental analysis contained in this EIR. Project specific and cumulative impacts are identified as significant or less than significant and for all significant impacts mitigation measures are identified. The level of significance after imposition of the mitigation measures is also presented. Table 1.2-3 summarizes potential off-site land use impacts related to cumulative traffic mitigation.



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1. Executive Summary

**TABLE 1.2-1
SUMMARY OF PROJECT-SPECIFIC ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
Substantial Visual Affect on a Scenic vista or Resource	Potentially significant in Area 'C' adjacent to the project site.	5.1-1 Development Plans shall comply with all City Development Plan Guidelines and Landscape Plan requirements. 5.1-2 The minimum setback allowed for construction of new buildings in Area C adjacent to residential uses in the City of Diamond Bar shall be no less than 60 feet from the property line in accordance with the Uniform Building Code. 5.1-3 To ensure that the project does not create significant shade/shadow impacts on residential uses within the City of Diamond Bar, project structures shall not exceed the height limitation line without further City review. The height limitation line begins at the existing ground elevation along the western project boundary (where it is abuts residential zoned property within Diamond Bar) and rises perpendicular to the boundary at 25 degrees above the horizon. 5.1-4 Project structures immediately adjacent to the residential uses in the vicinity of Washington Street and Alder Lane in the City of Diamond Bar shall be designed to restrict any direct views from windows or access doors toward the rear and side elevations of adjacent residences.	Less than significant.
Degrade Existing Visual Character or Quality of the Site and its Surroundings	Less than significant.	No mitigation measures are necessary.	Not applicable.
Create a New Source of Light or Glare	Potentially significant in proximate residential areas only.	5.1-5 All project lighting, exterior and interior, shall be designed and located so as to confine direct rays to the project site. 5.1-6 All lights shall remain off during non-business hours except for necessary security lighting and any other lighting specifically allowed during non-business hours by the City of Industry. 5.1-7 All project lighting shall be directed downward or shielded so as to avoid direct lighting toward any residences.	Less than significant.



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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Construction-Related Aesthetic Impacts	Potentially significant.	5.1-8 Construction contractors shall use non-glare, directional lighting to minimize potential light and glare impacts when lights are necessary for safety and security in the construction area. 5.1-9 Construction areas immediately adjacent to residential uses along the Washington Street project edge shall be temporarily screened by opaque fencing in order to minimize views from ground floor levels of residences along this property line. Temporary fencing/screening should be removed only upon completion of construction.	Less than significant.
5.2 AIR QUALITY			
Conflict With Or Obstruct Implementation of the Applicable Air Quality Management Plan (AQMP)	Less than significant.	No mitigation measures are necessary	Not applicable.
Violate Any Construction-Related Air Quality Standard or Contribute Substantially to an Existing or Projected Air Quality Violation	Significant.	5.2-1 All trucks and heavy equipment shall be maintained in a proper state of tune as per the manufacturer's specifications. 5.2-2 When operating on-site, trucks should not be left idling for periods exceeding five minutes. Signage shall be provided at construction entrances on-site notifying all contractors of requirements. 5.2-3 Electric power should be used rather than gasoline or diesel generators whenever feasible. 5.2-4 Prior to the issuance of any grading permits, the Applicant shall prepare a Fugitive Dust (PM10) Mitigation Plan. The Plan shall identify methods to control fugitive dust through implementation of available control measures in sufficient frequencies and quantities to prevent visible emissions from crossing the property line of the proposed facility. Provisions of the plan shall include the stipulation that all areas of active grading shall be watered at least twice daily. The plan shall also stipulate that disturbed areas at the construction site shall be treated with dust suppressants when activities have ceased for 30 days as well as two or more of the control techniques identified below: <ul style="list-style-type: none"> • Application of chemical stabilizers to unpaved roads and vehicle parking areas; • Application of sufficient water prior to initiating any earth movement; 	Significant.

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Sweeping and/or cleaning streets where vehicles exit construction sites; • Installation of wheel washers where vehicles exit disturbed surface areas onto paved roads; • Paving of construction access roads; • Paving of all roads on a construction site once final elevations have been reached or at the earliest feasible time; <p>5.2-5 The Applicant shall specify that the contractor use only low ROG paints and coatings.</p> <p>5.2-6 All paints and coatings shall be applied either using high volume, low pressure spray equipment or by hand application. (These measures are associated with transfer efficiencies of 65 and 100 percent, respectively (as opposed to 25 percent for air atomized spray). Based on painting operations occurring for a period of 20 days per year, the combined use of low ROG coatings and these application techniques can reduce ROG emissions associated with the initial phase of construction painting operations from 1,046.0 pounds per day to 455.5 and 296.1 pounds per day, respectively. Similarly, these techniques could reduce ROG from painting operations associated with project build-out from 1,046.0 pounds per day to 383.3 and 248.4 pounds per day, respectively.</p>	

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Violate Any Operations-Related Air Quality Standard or Contribute Substantially To An Existing or Projected Air Quality Violation	Significant.	5.2-7 When operating on-site, trucks should not be left idling for periods exceeding five minutes. Signage shall be provided at construction entrances on-site notifying all contractors of requirements. 5.2-8 The Applicant shall coordinate with the Metropolitan Transit Authority (MTA), and any other appropriate transit agencies, to provide incentives to use mass transit. Sidewalks between the project area and the Metrolink Station should be incorporated in the site planning. Bus stops and shelters should be provided in appropriate locations determined in coordination with transit authorities. 5.2-9 The Applicant shall coordinate with the Metropolitan Transit Authority (MTA) to facilitate provision of a shuttle from the Metrolink Station to the proposed commercial area and any major structures to be incorporated in the project. The shuttle should either be electric or use natural gas as a fuel source. 5.2-10 The Applicant shall designate preferential parking for vanpools. 5.2-11 All site tenants shall be required to post both bus and Metrolink schedules in conspicuous areas.	Significant.
Expose Sensitive Receptors to Substantial CO Concentrations at Build-Out	Less than significant.	No mitigation measures are necessary.	Not applicable.
Create Objectionable Odors Affecting a Substantial Number of People	Less than significant.	No mitigation measures are necessary.	Not applicable.
5.3 BIOLOGICAL RESOURCES			
Direct Loss of Existing Plant Communities and Wildlife Habitat	Less than significant.	No mitigation measures are necessary.	Not applicable.
Direct Loss of Species or Communities of Special Interest	Potentially significant impacts to Burrowing Owls. Significant impacts to riparian and walnut woodland communities.	Area A 5.3-1 Final grading and drainage plans for the portion of Area A north of the San Jose Creek channel shall be reviewed and approved by a qualified biologist. The review shall determine the final impacts to riparian and walnut woodland communities by the proposed project. The review shall also determine that a buffer zone of 100 feet from the edge of the paved development surface to the edge of the tree canopy along Snow Creek, or the CDFG jurisdictional boundary, whichever is more restrictive, has been established in the final	Less than significant.



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SUMMARY OF PROJECT-SPECIFIC ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>grading plan for the proposed Area A development. Further recommendations may be made to reduce or avoid any remaining impacts to these sensitive habitats based upon the review of the final plans.</p> <p>5.3-2 Grading or other plans shall require that the boundary of construction areas be clearly marked with "Hi-Vis" or other type of temporary barrier fencing, when working within or near sensitive riparian and walnut woodland habitats. Plans shall ensure that standard engineering practices are employed to minimize disturbance and sedimentation during the construction period.</p> <p>5.3-3 The applicant shall prepare a feasibility study for the riparian, walnut/walnut-box elder woodland mitigation effort on the project site, before final approval of the grading plan for the portion of Area "A" north of San Jose Creek channel. The total acreage to be restored shall be determined following the submittal of a revised grading plan and a determination of the requirements of the CDFG 1603 agreement and ACOE 404 permit (if applicable). An amended analysis of the total impacts to walnut woodland/forest vegetation and potential impacts to riparian vegetation shall be subsequently submitted. The replacement ratios for the loss of walnut woodland/forest, and mulefat scrub shall be noted and the total acreage required for the restoration effort noted.</p> <p>The feasibility study shall show the potential localities for the restoration effort, and note the total acreage planned for restoration and enhancement. This plan should document the feasibility of the site to support the establishment of the species proposed for the restoration/enhancement effort including a suitable hydrology at the mitigation site.</p> <p>5.3-4 A tree survey shall be conducted by the applicant to document walnut, box-elder, and other native trees that would be removed by the proposed project. This survey shall be used to determine the total number of replacement trees to be planted within the restoration/ enhancement areas on the project site.</p>	

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>5.3-5 The applicant shall prepare and implement a riparian and walnut/walnut-box elder woodland creation/enhancement plan which will detail all site preparation procedures, including grading and ripping, required for this project. The plan will be submitted before the final approval of the grading plan for areas north of the San Jose Creek channel and will be implemented before the approval of the building permits for any structures within these portions of Area "A".</p> <p>A planting plan will be prepared that shall note the native species proposed for the project, type of material to be used (container stock or seed), number of each species required and the installation procedures to be used for each species. The type, grade, rate and application procedure for any fertilizers, mulch or amendment to be used in the program shall be specified. An irrigation plan will be prepared if any supplemental irrigation is to be used for the project. The plan should detail the type of system to be used and the duration of the irrigation planned for the mitigation site. If giant reed (<i>Arundo donax</i>) removal is proposed as part of a enhancement plan, procedures for removing the plants and other invasive weedy species, such as Castor bean, shall be described. The plan will also note the type of herbicide to be used and the method of application.</p> <p>5.3-6 The monitoring program shall include a maintenance and monitoring plan to ensure the success of the proposed native revegetation project. This program will detail the responsible parties and procedures for maintaining the site for a three to five year period. The plan should also note the sampling procedures to document the success of the restoration/enhancement effort. The plan must comply with all conditions and standards of the CDFG 1603 stream alteration agreement and ACOE 404 permit (if applicable). The plan may include potential measures, such as deed restrictions or a conservation easement within the CDFG jurisdictional boundaries of the Snow Creek channel and the old meander of San Jose Creek, to ensure that the land use of the site is restricted for wildlife habitat only. Measures, such as bonding, to ensure completion of the mitigation program should also be included in this plan.</p> <p>5.3-7 A pre-construction survey for burrowing owls shall be conducted in the upland</p>	

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		<p>habitats of Area A. If owls are located on Area A, they shall be relocated to a suitable site. The surveys shall be conducted at least one week before the start of grading activities in affected portions of Area "A".</p> <p>5.3-8 Pre-construction surveys shall be conducted in all riparian habitat, and walnut-box elder woodland found on within Area "A". The survey shall be conducted at least one week before the initiation of grading activities in affected areas and shall document the presence of any breeding birds, and record all bird species observed in these habitats. Temporary buffer zones around the nest tree will be established (300 feet for nesting raptors and 100 feet for the nest of other bird species protected by the CDFG or Migratory Bird Treaty Act). The buffer zone will be maintained until fledglings have left the nest. If federally listed or sensitive riparian species are located during these studies, additional surveys and agency consultation may be required.</p> <p>Areas B & C</p> <p>5.3-9 Pre-construction surveys shall be conducted by the applicant in Areas B and C, based on the final grading plan for this portion of the project site as also required in Mitigation Measure 5.3-7 for Area A. These surveys shall investigate the potential presence of the burrowing owl. If burrowing owls are located, they shall be relocated to a suitable site. The surveys shall be conducted at least one week before the start of grading.</p>	

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Indirect Loss to Species or Communities of Special Interest	Potentially significant.	Area A	Less than significant.
		5.3-10 Landscape plans shall be reviewed and approved by a qualified biologist before the initiation of construction. The review shall determine that the buffer area along Snow Creek is proposed to be planted with suitable, native plant species. Lighting adjacent to Snow Creek, the old San Jose Creek meander shall be shielded to minimize night-time lighting from intruding into sensitive habitats. Landscaping plans shall also be reviewed to determine that no invasive, exotic plant species are proposed for planting adjacent to natural areas. (Appendix D contains the Cal EPPC 1999 Pest Plant List for references purposes.)	
		5.3-11 As required in Mitigation Measure 5.3-8, pre-construction surveys will be conducted for nesting riparian birds. To avoid potential disruption of nesting due to potential indirect impacts, temporary buffer zones will be maintained around the nest trees, as detailed in Measure 5.3-8.	
		5.3-12 The applicant shall submit an erosion control/spill prevention plan for review and approval by the City, before the issuance of grading permits. This plan shall address, but not be limited to, the area adjacent to Snow Creek and the old meander of San Jose Creek. The plan shall note procedures to prevent erosion from entering Snow Creek during the construction period. The plan should also prohibit any fueling or maintenance of construction equipment in the vicinity of Snow Creek.	
Areas B & C	5.3-13 Landscape plans shall be reviewed and approved by a qualified biologist before the initiation of construction. Lighting adjacent to the open space area east of Area C shall be shielded to minimize night-time lighting from intruding into native habitats. Landscaping plans shall also be reviewed to determine that no invasive, exotic plant species (species on the CalEPPC 1999 pest plant list) are proposed for planting adjacent to natural areas.		

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Loss of Wildlife Movement Corridors	Potentially significant	<p>5.3-14 To insure the viability of the wildlife corridors on the project site, the applicant shall implement the following procedures.</p> <p>a) The margins of the development along San Jose Creek maintenance roads, the north side of "D" Street, and along the margin of the western edge of the Union Pacific Railroad alignment shall be landscaped with a screen of native plant species.</p> <p>b) Additional native plant landscape screening shall be conducted on the northern boundary of the project site and the margins of San Jose Creek.</p> <p>c) In Areas B and C, the alignment along the Union RR tracks, along the eastern boundary of Area C from Cottonwood Lane to Grand Avenue, and the margin of the Old Ranch Road underpass beneath Grand Avenue shall be landscaped with a screen of native plant species.</p> <p>The native plant screening shall consist of a single or double row of native shrubs. These shrubs shall include California walnut (<i>Juglans californica</i>), Mexican elderberry (<i>Sambucus mexicana</i>), toyon (<i>Heteromeles arbutifolia</i>), coffeeberry (<i>Rhamnus californica</i>), and/or other native shrub species.</p> <p>d) Two foot gaps shall be placed in any chain link fencing or walls proposed along "D" Street, adjacent to San Jose Creek, along Snow Creek, and along the Union Pacific Railroad alignment in Area A. Gaps shall be placed in any fencing along the east margin of Area C, from Cottonwood Lane to Grand Avenue, along the existing "farm" underpass beneath Grand Avenue, and along the Union Pacific Railroad alignment. Gaps in any fencing shall be placed at the end of the fence alignment, within gates, or other localities that would allow animal movement through existing easements and alignments on the project site. A 2' X 2' hole in the chain link fence could substitute for the fence gap in some areas.</p> <p>e) The feasibility of enlargement of culverts beneath "A" Street, adjacent to Grand Avenue, shall be evaluated. The purpose of enlargement</p>	Less than significant.

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		<p>would be to allow for the potential of wildlife movement beneath "A" Street.</p> <p>f) Night-time lighting along "D" Street and San Jose Creek, along the margins of San Jose Creek, Snow Creek, and along the Southern Pacific Railroad alignment lighting shall be shielded to minimize impacts to wildlife movement.</p> <p>g) In Area C, the eastern margin of the project site from Cottonwood Lane to Grand Avenue, along the margin of the existing "farm" underpass beneath Grand Avenue, and in Areas B and C along the Union Pacific Railroad alignment lighting shall be shielded to minimize night-time impacts to wildlife movement.</p> <p>h) The final grading, landscape and project design plan shall be reviewed and approved by a qualified biologist to ensure that existing culverts and underpass areas are not inadvertently blocked or obstructed by the proposed development.</p>	
5.4 CULTURAL RESOURCES			
Cause a Substantial Adverse Change in the Significance of a Historical Resource – Short-Term Construction Related	Significant.	5.4-1 Prior to the development of any portion of the proposed fence within 500 feet of the proposed Currier Complex fence, the project proponent shall submit finalized construction plans to the City of Industry and a qualified Architectural Historian for approval to confirm that specific development plans would not interfere with maintaining the remaining structures in their "de-activated" condition.	Less than significant.

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>5.4-2 A fence shall be constructed surrounding the site of the main residence and the carriage house. The fence shall provide protection to the structures from vandalism and operation of the project site. It shall be a minimum of six feet high. The fence shall have a minimum setback distance of 30 feet from the main residence and the carriage house. (Existing City Code requires a minimum setback of 60 feet between the fence and the proposed buildings.)</p> <p>5.4-3 The historic structures that are to remain on-site shall be "de-activated" in accordance with Preservation Brief 31, <i>Mothballing Historic Buildings</i>, prepared by the Heritage Preservation Services Division of the National Parks Service.</p> <p>5.4-4 Any demolition of ancillary structures, trenching or construction activities that take place within the Currier Complex shall be monitored on-site by a qualified cultural resource consultant meeting the Secretary of the Interior's Professional Qualifications Standards (48 Federal Register 44738-39).</p>	
Cause a Substantial Adverse Change in the Significance of a Historical Resource – Long-Term Conditions	Significant.	<p>5.4-5 Prior to the development of the proposed project, the proponent shall complete further field recordation of the original setting of the Currier Complex. The recordation of the complex shall include photographs that include the overall setting of the complex, the exterior and interior of all structures on-site and any auxiliary structures and architectural drawings that include site plans and floor plans of each structure. The photographic recordation of all structures on the Currier Complex shall be completed in accordance with the guidelines provided by the Historical Architectural Building Survey (HABS).</p> <p>5.4-6 The main residence, carriage house and pump house shall be offered for donation to appropriate historic preservation groups. The City shall accept a request for donation only after confirming that the receiving organization is capable of relocating the structures to an appropriate site and rehabilitating them such that their historical significance is maintained. The California Register criteria regarding relocation shall be used to determine whether the relocation site is appropriate in terms of context, setting and orientation.</p>	Significant.

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Cause a Substantial Adverse Change in the Significance of an Archaeological Resource	Potentially significant.	5.4-7 Should previously unidentified archaeological resources be uncovered during site preparation, grading or excavation, work shall be stopped for a period not to exceed 14 days and a qualified archaeological consultant meeting the Secretary of the Interior's Professional Qualifications Standards (48 Federal Register 44738-39) shall be retained to assess the find(s). Any significant archaeological resources found shall be preserved as determined necessary by the project archaeologist and offered to a local museum.	Less than significant.
Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geological Feature	Potentially significant.	5.4-8 Should previously unidentified fossil bearing formations be uncovered during site preparation, grading or excavation, work shall be stopped for a period not to exceed 14 days and a qualified paleontological consultant shall be retained to assess the find(s). Any paleontological resources found shall be preserved as determined necessary by the project paleontologist and offered to a local museum.	Less than significant.
Disturbance to Human Remains, Including Those Interred Outside of Formal Cemeteries	Potentially significant.	5.4-9 In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify those persons believed to be most likely descended from the deceased Native Americans for appropriate disposition of the remains.	Less than significant.
5.5 SOILS AND GEOLOGY			
Exposure To Fault Induced Ground Rupture	Less than significant.	No mitigation measures are necessary.	Not applicable.
Exposure to Seismic Ground Shaking	Less than significant.	No mitigation measures are necessary.	Not applicable.
Exposure to Secondary Effects of Ground Shaking	Less than significant.	No mitigation measures are necessary.	Not applicable.
Slope Stability	Less than significant.	No mitigation measures are necessary.	Not applicable.
Foundation Stability and Compressible / Expansive Soils	Less than significant.	No mitigation measures are necessary.	Not applicable.
Erosion	Less than significant.	No mitigation measures are necessary.	Not applicable.

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5.6 PUBLIC HEALTH AND SAFETY			
Potential Impacts from Building Demolition	Less than significant.	No mitigation measures are necessary.	Not applicable.
Potential Impacts from Unknown Buried Hazardous Materials On-Site	Less than significant.	No mitigation measures are necessary.	Not applicable.
Soils Contaminated by Pesticides	Less than significant.	No mitigation measures are necessary.	Not applicable.
Soils Contaminated by Petroleum Hydrocarbons And Volatile Organic Compounds	Less than significant.	No mitigation measures are necessary.	Not applicable.
Potential Impacts from Accidental Release of Hazardous Materials due to Upset or Accident Conditions	Less than significant.	No mitigation measures are necessary.	Not applicable.
Potential Impacts from Accidental Release of Hazardous Materials during Transport of Products or Waste	Less than significant.	No mitigation measures are necessary.	Not applicable.
San Joaquin Valley Fever	Less than significant.	No mitigation measures are necessary.	Not applicable.
5.7 HYDROLOGY AND WATER QUALITY			
Increased Storm Water Runoff and Erosion Associated with Short-Term Construction Activities	Less than significant.	No mitigation measures are necessary.	Not applicable.
Surface Water and Storm Water Discharge as a Result of an Increase In Impervious Surfaces	Less than significant.	No mitigation measures are necessary.	Not applicable.
Degradation of Groundwater	Less than significant.	No mitigation measures are necessary.	Not applicable.
Project Impact on Water Quality of Surface Waters	Less than significant.	No mitigation measures are necessary.	Not applicable.
5.8 LAND USE AND RELEVANT PLANNING			
Conflict with any Applicable City of Industry Land Use Plans, Policies, or Regulations	Less than significant.	No mitigation measures are necessary.	Not applicable.
Compatibility with Existing and Proposed Land Uses in the City of Industry	Less than significant.	No mitigation measures are necessary.	Not applicable.
Compatibility with Existing and Proposed Land Uses In the City of Walnut	Less than significant.	No mitigation measures are necessary.	Not applicable.



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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Compatibility with Existing and Proposed Land Uses in the City of Diamond Bar	Potentially significant to the Washington Street neighborhood.	5.8-1 A block wall or other similarly effective screening mechanism, shall be constructed along the southwestern project boundary between the project site in the City of Industry and the Washington Street neighborhood in the City of Diamond Bar. 5.8-2 A buffer of at least 60 feet shall be created and include measures such as berming and/or landscaping along the southwestern project boundary between the project site in the City of Industry and the Washington Street neighborhood in the City of Diamond Bar. 5.8-3 No loading docks shall be located along the southwestern façade of buildings facing the Washington Street neighborhood in Diamond Bar. 5.8-4 No trash bins shall be located on the southwestern border of the project site adjacent to the Washington Street neighborhood in Diamond Bar. 5.8-5 All ground-mounted mechanical equipment shall be screened from view by a block wall or an enclosed structure. (Roof-mounted equipment must be screened from view pursuant to existing City Code.)	Less than significant.
Compatibility with Existing and Proposed Land Uses in the City of Pomona	Less than significant.	No mitigation measures are necessary.	Not applicable.
Compatibility with Existing and Proposed Land Uses in Unincorporated Los Angeles County	Less than significant.	No mitigation measures are necessary.	Not applicable.
Conversion of Farmland to Non-Agricultural Land Uses	Less than significant.	No mitigation measures are necessary.	Not applicable.
Loss of Open Space	Less than significant.	No mitigation measures are necessary.	Not applicable.
5.9 NOISE			
Construction-Related Impacts	Potentially significant.	5.9-1 During all project site preparation, grading and construction, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers standards. 5.9-2 The project contractor shall place all stationary construction equipment as far as feasible and situated so that emitted noise is directed away from sensitive receptors to the south and east of the project site.	Less than significant.



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**TABLE 1.2-1
SUMMARY OF PROJECT-SPECIFIC ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		5.9-3 The construction contractor shall locate equipment staging areas in a manner that creates the greatest distance between construction-related noise sources and potentially noise sensitive receptors during all project site preparation, grading and construction. 5.9-4 During all project site preparation, grading and construction, the construction contractor shall limit all construction-related activities that would result in high noise levels to between the hours of 7:00 a.m. and 8:00 p.m. Monday through Saturday, unless such construction activities do not result in noise levels exceeding 50 dBA at residential communities or other sensitive uses adjacent to the project site. Due to the proximity of local residents, grading along the southern 200 feet of the project site shall be further restricted to between the hours of 8:00 a.m. and 7:00 p.m. Monday through Friday. No construction shall be allowed on Sundays and public holidays.	
Operational Impacts to Workers from Long-Term On-Site Activities	Less than significant.	No mitigation measures are necessary.	Not applicable.
Noise Generated by Loading Docks during the Initial Construction Phase	Potentially significant impact from night-time operations only.	5.9-5 Initially, exterior loading and/or unloading operations shall be restricted to between the hours of 7:00 a.m. and 10:00 p.m. If the Applicant can demonstrate to the City of Industry that noise levels associated with these operations do not exceed 45 dBA as measured at the property line, the City may extend these exterior operations to 24-hours per day. Alternatively, any loading and/or unloading outside of these hours shall be conducted within an enclosed structure. As another alternative, such operations may be conducted within the confines of "screen walls." These walls shall be of masonry construction (or equivalent) with a height of no less than eight feet.	Less than significant.
Noise Generated by Rail Operations during the Initial Phase	Less than significant.	No mitigation measures are necessary.	Not applicable.
Noise Generated by On-Road Vehicles during the Initial Phase	Less than significant.	No mitigation measures are necessary.	Not applicable.

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SUMMARY OF PROJECT-SPECIFIC ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Noise Generated by Loading Docks at Project Build-out	Potentially significant in areas located in the vicinity of Washington Street.	5.9-6 A minimum 8 foot noise wall shall be constructed along the southern property line where it abuts residential property in Diamond Bar, except where 1) loading docks have been screened by a noise wall per City code, and 2) no significant noise generating activities will take place within the area adjacent to said boundary.	Less than significant.
Noise Generated By Railroad Operations at Project Build-Out	Less than significant.	No mitigation measures are necessary.	Not applicable.
Noise Generated by On-Road Vehicles at Project Build-out	Less than significant.	No mitigation measures are necessary.	Not applicable.
5.10 SOCIO-ECONOMICS			
Employment Generation	Less than significant.	No mitigation measures are necessary.	Not applicable.
Housing Demand and Jobs/Housing Balance	Less than significant.	No mitigation measures are necessary.	Not applicable.
Low and Moderate Income Housing Needs	Less than significant.	No mitigation measures are necessary.	Not applicable.
Consistency With Regional Forecasts	Less than significant.	No mitigation measures are necessary.	Not applicable.
5.11 PUBLIC SERVICES AND UTILITIES			
Increased Demand for Fire Protection Services	Potentially significant.	5.11-1 Prior to issuance of a building permit, the project applicant shall submit an emergency access plan to the Los Angeles County Fire Department. This plan shall identify alternate routes for emergency access during construction to areas potentially blocked by project-related construction activities. 5.11-2 The project applicant shall be instructed to pay all applicable fire facility fees required by the Los Angeles County Fire Department. 5.11-3 Sufficient accessibility for fire-fighting equipment shall be provided. The Los Angeles County Fire Department shall review precise development proposals to ensure adequate access and fire protection facilities. 5.11-4 All buildings shall be constructed to conform with applicable State and City building codes and Los Angeles County Fire Department safety standards.	Less than significant.

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**TABLE 1.2-1
SUMMARY OF PROJECT-SPECIFIC ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Increased Demand for Police Protection Services	Potentially significant.	5.11-5 Prior to approval of any tentative parcel map(s) or development plan(s), the City of Industry Engineering Department shall submit an emergency access plan to the Los Angeles County Sheriff's Department for review and approval. This plan shall identify routes for emergency access to areas affected by construction activities associated with the proposed project.	Less than significant.
Increased Demand for School Services	Less than significant.	No mitigation measures are required to address impacts to the Pomona Unified School District beyond imposition of the non-residential school fees.	Not applicable.
Increased Demand for Park Services	Less than significant.	No mitigation measures are necessary.	Not applicable.
Increased Demand for Wastewater Services	Less than significant.	No mitigation measures are required beyond the required connection fee empowered to the District by the California Health and Safety Code.	Not applicable.
Construction of New Storm Water Drainage Facilities or Expansion of Existing Facilities	Less than significant.	No mitigation measures are necessary.	Not applicable.
Increased Demand for Water Services	Less than significant.	No mitigation measures are necessary.	Not applicable.
Increased Demand for Solid Waste Services	Potentially significant.	5.11-6 Manufacturing and warehousing uses shall implement waste reduction programs, including to the maximum extent possible, recycling programs. 5.11-7 The final development plans shall incorporate adequate recycling storage facilities for collection of recyclable materials.	Potentially significant.
Increased Demand for Electricity Service	Less than significant.	No mitigation measures are necessary.	Not applicable.
Increased Demand for Natural Gas Services	Less than significant.	No mitigation measures are necessary.	Not applicable.
Increased Demand for Telecommunication Services	Less than significant.	No mitigation measures are necessary.	Not applicable.



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SUMMARY OF PROJECT-SPECIFIC ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.12 TRAFFIC AND CIRCULATION			
Year 2001 Traffic Generation (Background Plus Project)	Significant	Mitigation measures necessary to bring year 2001 traffic conditions related to intersections and road segments into acceptable levels of operation are provided in the following section. No project mitigation related to freeways is necessary.	Less than significant if all improvements are implemented. However, some of these improvements are located outside the jurisdiction of the City of Industry and will require the cooperation of other agencies, including but not limited to Caltrans, County of Los Angeles, City of Walnut and City of Diamond Bar. Because of the uncertainty associated with implementing these improvements, this impact is treated as remaining significant after mitigation.



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SUMMARY OF PROJECT-SPECIFIC ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Cumulative Year 2001 Traffic Generation (Background Plus Project Plus Related Projects)	Significant.	5.12-1 Grand Avenue and SR-60 EB Ramps: add 1 northbound through lane on Grand Avenue; add 1 southbound left-turn land on Grand Avenue; add 1 eastbound left-turn lane on SR-60 eastbound off-ramp; add 1 eastbound right-turn land on SR-60 eastbound off-ramp.	Less than significant if all improvements are implemented. However, some of these improvements are located outside the jurisdiction of the City of Industry and will require the cooperation of other agencies, including but not limited to Caltrans, County of Los Angeles, City of Walnut and City of Diamond Bar. Because of the uncertainty associated with implementing these improvements, this impact is treated as remaining significant after mitigation.
		5.12-2 Brea Canyon Road and Lycoming Road: Add 1 northbound shared through/right-turn land on Brea Canyon road; add protected left phasing for northbound and southbound approaches.	
		5.12-3 Brea Canyon Road and SR-60 Westbound Ramp: Add 1 southbound through-lane on Brea Canyon Road; add 1 westbound right-turn lane on SR-60 westbound off-ramp.	
		5.12-4 Brea Canyon Road and Golden Springs Drive: Add right-turn overlap phasing on the northbound approach; change the northbound and southbound approach to protected phasing; add 1 southbound right-turn land on Brea Canyon Road with right-turn overlap phasing; add 1 eastbound through/right-turn lane on Golden Springs Drive; add 1 westbound left-turn land on Golden Springs Drive.	
		5.12-5 SR-60 Eastbound Ramp and Golden Springs Drive: add 1 eastbound left-turn land to Golden Springs Drive; add 1 westbound right-turn land to Golden Springs Drive.	



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SUMMARY OF PROJECT-SPECIFIC ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Year 2010 Project Build-Out Traffic Generation	Significant	Mitigation measures necessary to bring year 2010 traffic conditions related to intersections and road segments into acceptable levels of operation are provided in the following section. No project mitigation related to freeways is necessary.	Less than significant if all improvements are implemented. However, some of these improvements are located outside the jurisdiction of the City of Industry and will require the cooperation of other agencies, including but not limited to Caltrans, County of Los Angeles, City of Walnut and City of Diamond Bar. Because of the uncertainty associated with implementing these improvements, this impact is treated as remaining significant after mitigation.
Cumulative Year 2010 Traffic Conditions	Significant.	<p>5.12-6 Grand Avenue and SR-60 Westbound Ramps: add two northbound through lanes on Grand Avenue with signal coordination; add one southbound through-lane and one right-turn lane on Grand Avenue; add one eastbound right-turn lane with right-turn overlap phasing; add one westbound left-turn lane, one through-lane and one right-turn lane on westbound off-ramp.</p> <p>5.12-7 Grand Avenue and SR-60 Eastbound Ramps: add two northbound through lanes, one right-turn lane on Grand Avenue; add one southbound right-turn lane, one through lane on Grand Avenue; add one eastbound left-turn lane, one right-turn lane on SR-60 eastbound off-ramp; signal coordination.</p> <p>5.12-8 Grand Avenue and Golden Springs Drive: add one northbound through lane, one right-turn lane on Grand Avenue; add one southbound through lane, one right-turn lane on Grand Avenue; add one eastbound left-turn lane, one through lane, one right-turn lane with right-turn overlap phasing on Golden Springs Road; signal coordination.</p> <p>5.12-9 Grand Avenue and Valley Boulevard: add one northbound left-turn lane, two through lanes, one free right-turn lane on Grand Avenue; add one southbound left-turn lane, one through lane, one free right-turn lane on Grand Avenue; add</p>	Less than significant if all improvements are implemented. However, some of these improvements are located outside the jurisdiction of the City of Industry and will require the cooperation of other agencies, including but not limited to Caltrans, County of Los Angeles, City of Walnut and City of Diamond Bar. Because of the uncertainty associated with implementing these improvements, this impact is treated as remaining significant after mitigation.

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**TABLE 1.2-1
SUMMARY OF PROJECT-SPECIFIC ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		one eastbound through lane, one free right-turn lane on Valley Boulevard; add one westbound left-turn lane, one through lane, one right-turn lane with overlap phasing.	
	5.12-10	Grand Avenue and Amar-Temple: add one northbound left-turn lane, one through lane on Grand Avenue; add one southbound left-turn lane on Grand Avenue; add one eastbound right-turn lane on Amar-Temple; add one westbound left-turn on Amar-Temple.	
	5.12-11	Grand Avenue and Mt. Sac Entrance: add one northbound through lane on Grand Avenue; add one southbound through lane on Grand Avenue.	
	5.12-12	Grand Avenue and Diamond Bar Boulevard: synchronize with adjacent signals; add one northbound through lane, right-turn overlap phasing on Grand Avenue; add two southbound through lanes on Grand Avenue; one eastbound free right-turn on Diamond Bar Boulevard; add one westbound through lane with right-turn overlap phasing on Diamond Bar Boulevard.	
	5.12-13	Brea Canyon Road and Valley Boulevard: add one northbound left-turn lane on Brea Canyon Road.	
	5.12-14	Brea Canyon Road and Lycoming Road: install protective phasing and synchronize with adjacent signals; add one northbound through lane, one through lane on Brea Canyon Road; add one southbound through lane on Brea Canyon Road; add one westbound left-turn lane on Lycoming Road; add one eastbound right-turn lane on Lycoming.	
	5.12-15	Brea Canyon Road and Cheryl Lane: add one northbound through lane on Brea Canyon Road; add one westbound left-turn lane on Cheryl Lane.	
	5.12-16	Brea Canyon Road and SR-60 Westbound Ramp: add one southbound through lane, one free right-turn lane on Brea Canyon Road; add one westbound free right-turn lane on westbound ramp.	

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SUMMARY OF PROJECT-SPECIFIC ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		5.12-17 Brea Canyon Road and Golden Springs Drive: add one northbound left-turn lane, right-turn overlap phasing; add one southbound right-turn lane with overlap phasing on Brea Canyon Road; add one eastbound through lane on Golden Springs; add one westbound left-turn lane, one through lane, one right-turn lane with overlap phasing on Golden Springs; north/south projected phasing.	
		5.12-18 SR-60 Eastbound Ramp and Golden Springs: add southbound left-turn lane on eastbound ramp, one eastbound left-turn lane on Golden Springs; add one westbound through lane, one right-turn lane on Golden Springs; signal coordination.	
		5.12-19 Lemon and Valley Boulevard: add one northbound right-turn lane on Lemon; add one westbound through-lane on Valley Boulevard; projected phasing north/south direction on Lemon.	
		5.12-20 Fairway and Valley Boulevard: add one eastbound through lane on Valley Boulevard.	
		5.12-21 Nogales and Valley Boulevard: add one southbound left-turn lane on Nogales; add one eastbound left-turn lane, one through lane on Valley Boulevard; add one westbound through lane, one right-turn lane on Valley Boulevard.	
		5.12-22 Brea Canyon Road and Washington: add one northbound right-turn overlap phasing on Brea Canyon Road; add one southbound through lane on Brea Canyon Road; add one westbound left-turn lane and right-turn overlap phasing on Washington; north/south direction protected phasing and signal coordination.	
		5.12-23 Brea Canyon Road and Currier Road: add one southbound through lane on Brea Canyon Road; signal coordination.	
		5.12-24 Brea Canyon Road and Pathfinder: add one eastbound left-turn lane on Pathfinder; north/south split phase.	

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SUMMARY OF PROJECT-SPECIFIC ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Year 2020 Base Plus Project Traffic Generation	Significant.	<p>5.12-25 Grand Avenue and "A" Street: add one northbound through lane on Grand Avenue; add one southbound through lane on Grand Avenue.</p> <p>Mitigation measures necessary to bring year 2020 intersection and roadway segments conditions into acceptable levels of operation are provided in the following section. No mitigation measures are necessary for freeway segment operations.</p>	Less than significant if all improvements are implemented. However, some of these improvements are located outside the jurisdiction of the City of Industry and will require the cooperation of other agencies, including but not limited to Caltrans, County of Los Angeles, City of Walnut and City of Diamond Bar. Because of the uncertainty associated with implementing these improvements, this impact is treated as remaining significant after mitigation.
Cumulative Year 2020 Traffic Generation	Significant.	<p>5.12-26 Grand Avenue and SR-60 Westbound Ramps: add two northbound through lanes on Grand Avenue with signal coordination; add one southbound through-lane and one right-turn lane on Grand Avenue; add one eastbound right-turn lane with right-turn overlap phasing; add one through and left-turn lane, one through-lane and one right-turn lane on westbound off-ramp.</p> <p>5.12-27 Grand Avenue and SR-60 Eastbound Ramps: add two northbound through lanes, one right-turn lane on Grand Avenue; add one southbound right-turn lane, one through lane on Grand Avenue; add one eastbound left-turn lane, one right-turn lane on SR-60 eastbound off-ramp; signal coordination.</p> <p>5.12-28 Grand Avenue and Golden Springs Drive: add one northbound through lane, one right-turn lane on Grand Avenue; add one southbound through lane, one right-turn lane on Grand Avenue; add one eastbound left-turn lane, one through lane, one right-turn lane with right-turn overlap phasing on Golden Springs Road; signal coordination.</p> <p>5.12-29 Grand Avenue and Valley Boulevard: add one northbound left-turn lane, two through lanes, one free right-turn lane on Grand Avenue; add one southbound</p>	Less than significant if all improvements are implemented. However, some of these improvements are located outside the jurisdiction of the City of Industry and will require the cooperation of other agencies, including but not limited to Caltrans, County of Los Angeles, City of Walnut and City of Diamond Bar. Because of the uncertainty associated with implementing these improvements, this impact is treated as remaining significant after mitigation.

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SUMMARY OF PROJECT-SPECIFIC ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		left-turn lane, one through lane, one free right-turn lane on Grand Avenue; add one eastbound through lane, one free right-turn lane on Valley Boulevard; add one westbound left-turn lane, one through lane, one right-turn lane with overlap phasing.	
		5.12-30 Grand Avenue and La Puente: Add one northbound through/right-turn lane on Grand Avenue; add one southbound through/right-turn lane on Grand Avenue.	
		5.12-31 Grand Avenue and Snowcreek: Add one northbound through/right-turn lane on Grand Avenue; add one southbound through/right-turn lane on Grand Avenue.	



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SUMMARY OF PROJECT-SPECIFIC ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		5.12-32 Grand Avenue and Amar-Temple: add one northbound left-turn lane, one through lane on Grand Avenue; add one southbound left-turn lane and one through lane on Grand Avenue; add one eastbound right-turn lane on Amar-Temple; add one westbound left-turn lane with right-turn overlap phasing on Amar-Temple.	
		5.12-33 Grand Avenue and Mt. Sac Entrance: add one northbound through lane on Grand Avenue; add one southbound through lane on Grand Avenue.	
		5.12-34 Grand Avenue and Diamond Bar Boulevard: synchronize with adjacent signals; add one northbound through lane, right-turn overlap phasing on Grand Avenue; add two southbound through lanes with right-turn overlap phasing on Grand Avenue; one eastbound through lane and free right-turn lane on Diamond Bar Boulevard; add one westbound through lane with right-turn overlap phasing on Diamond Bar Boulevard.	
		5.12-35 Brea Canyon Road and Valley Boulevard: add one northbound left-turn lane on Brea Canyon Road.	
		5.12-36 Brea Canyon Road and Lycoming Road: install protected phasing and synchronize with adjacent signals; add one northbound left-turn lane, one through lane on Brea Canyon Road; add one southbound through lane on Brea Canyon Road; add one westbound left-turn lane on Lycoming Road; add one eastbound right-turn lane on Lycoming.	
		5.12-37 Brea Canyon Road and Cheryl Lane: add one northbound through lane on Brea Canyon Road; add one westbound left-turn lane on Cheryl Lane.	
		5.12-38 Brea Canyon Road and SR-60 Westbound Ramp: add one southbound through lane, one free right-turn lane on Brea Canyon Road; add one westbound free right-turn lane on westbound ramp; signal coordination.	

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SUMMARY OF PROJECT-SPECIFIC ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		5.12-39 Brea Canyon Road and Golden Springs Drive: add one northbound left-turn lane, right-turn overlap phasing; add one southbound right-turn lane with overlap phasing on Brea Canyon Road; add one eastbound through lane on Golden Springs; add one westbound left-turn lane, one through lane, one right-turn lane with overlap phasing on Golden Springs; north/south projected phasing.	
		5.12-40 SR-60 Eastbound Ramp and Golden Springs: add southbound left-turn lane on eastbound ramp, one eastbound left-turn lane on Golden Springs; add one westbound through lane, one right-turn lane with right-turn overlap phasing on Golden Springs; signal coordination.	
		5.12-41 Temple and Valley Boulevard: add one northbound left-turn lane, one right-turn lane with right-turn overlap phasing on Temple; add one southbound left-turn on Temple; add one eastbound left-turn lane and one through lane on Valley Boulevard.	
		5.12-42 Temple and Pomona Boulevard: add one eastbound right-turn overlap phasing on Pomona; add one westbound left-turn lane on Pomona.	
		5.12-43 Lemon and Valley Boulevard: add one northbound right-turn lane on Lemon; add one westbound through lane and one eastbound through lane on Valley Boulevard; projected phasing north/south direction of Lemon.	
		5.12-44 Fairway and Valley Boulevard: add one eastbound through lane on Valley Boulevard.	
		5.12-45 Nogales and Valley Boulevard: add one northbound left-turn lane and southbound left-turn lane on Nogales; add one eastbound left-turn lane, one through lane on Valley Boulevard; add one westbound through lane, one right-turn lane on Valley Boulevard.	
		5.12-46 Grand Avenue and Cameron: Restripe Cameron to provide for two eastbound right-turn lanes.	

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SUMMARY OF PROJECT-SPECIFIC ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		5.12-47 Brea Canyon Road and Washington: add one northbound right-turn overlap phasing on Brea Canyon Road; add one southbound through lane on Brea Canyon Road; add one westbound left-turn lane and right-turn overlap phasing on Washington; north/south direction protected phasing and signal coordination. 5.12-48 Brea Canyon Road and Currier Road: add one southbound through lane on Brea Canyon Road; signal coordination. 5.12-49 Brea Canyon Road and Pathfinder: add one eastbound left-turn lane on Pathfinder; north/south split phase. 5.12-50 Grand Avenue and "A" Street: add one northbound through lane on Grand Avenue; add one southbound through lane with right-turn overlap phasing on Grand Avenue.	
Short-Term Construction Related Impacts	Potentially significant.	5.12-51 No exporting of cut material shall take place during the morning or the evening peak hours. 5.12-52 Designated queuing areas shall be established on- and off-site to prevent any backups on the local street network, specifically Grand Avenue and Brea Canyon Road. 5.12-53 Prior to the issuance of any grading permits, the applicant shall submit a detailed Construction Traffic Control Plan to the City of Industry for approval.	Less than significant.
Delays At Rail Crossings Experienced by Vehicle Traffic	Less than significant.	No mitigation measures are necessary.	Not applicable.

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**TABLE 1.2-2
SUMMARY OF CUMULATIVE ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
9.3 Cumulative Impacts Related to Aesthetics	Less than significant	No cumulative mitigation measures are necessary.	Not applicable.
9.4 Cumulative Impacts Related to Air Quality	Potentially significant	Project specific mitigation measures are listed in Section 5.2. No other mitigation is considered feasible to address cumulative air quality impacts.	Potentially significant.
9.5 Cumulative Impacts Related to Biology	Less than significant.	No cumulative mitigation measures are necessary.	Not applicable.
9.6 Cumulative Impacts Related to Cultural Resources	Less than significant	No cumulative mitigation measures are necessary.	Not applicable.
9.7 Cumulative Impacts Related to Soils and Geology	Less than significant	No cumulative mitigation measures are necessary.	Not applicable.
9.8 Cumulative Impacts Related to Public Health and Safety	Less than significant	No cumulative mitigation measures are necessary.	Not applicable.
9.9 Cumulative Impacts Related to Hydrology and Water Quality	Less than significant	No cumulative mitigation measures are necessary.	Not applicable.
9.10 Cumulative Impacts Related to Land Use and Planning	Less than significant	No cumulative mitigation measures are necessary.	Not applicable.
9.11 Cumulative Impacts Related to Noise	Less than significant	No cumulative mitigation measures are necessary.	Not applicable.
9.12 Cumulative Impacts Related to Socio-Economics	Less than significant	No cumulative mitigation measures are necessary.	Not applicable.
9.13 Cumulative Impacts Related to Public Services and Utilities			
<i>Fire Services</i>	Less than significant	No cumulative mitigation measures are necessary.	Not applicable.
<i>Police Services</i>	Less than significant	No cumulative mitigation measures are necessary.	Not applicable.
<i>School Services</i>	Less than significant	No mitigation measures other than imposition of school fees to all cumulative development are required.	Not applicable.
<i>Parks</i>	Less than significant	No cumulative mitigation measures are necessary.	Not applicable.
<i>Public Utilities</i>	Less than significant	No cumulative mitigation measures are necessary.	Not applicable.



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**TABLE 1.2-3
SUMMARY OF OFF-SITE LAND USE IMPACTS RELATED TO CUMULATIVE TRAFFIC MITIGATION**

Environmental Impact Location	Preliminary Impact Determination	Mitigation Measures	Level of Significance After Mitigation
1. Grand Avenue at SR-60 Eastbound Ramp	Potentially Significant Impact	<p>Impacts have been estimated based on a preliminary assessment and without benefit of specific intersection configuration design. As noted throughout the previous discussion, certain impacts may be avoided or reduced through special design considerations. When feasible, it is recommended that these design considerations be taken into account.</p> <ul style="list-style-type: none"> If sufficient right-of-way or vacant land is available on a roadway side opposite established businesses that have the potential to be encroached upon, then to the extent feasible, the roadway design should consider utilizing available undeveloped areas to accommodate intersection improvements. Where intersection improvements would move a right-of-way closer to an existing access/driveway serving established uses, the overall design should address setbacks and recommend appropriate locations for access/driveway relocations, and/or turning movements adjustments or restrictions to ensure that access points and driveways will minimize potential traffic safety concerns. Where intersection improvements would severely encroach upon and/or eliminate sidewalks, alternatives for establishing pedestrian circulation and access to bus stops should be considered and incorporated into the design. Such alternatives may include mid-block crosswalks and bus turnouts. Other options may include re-establishing the pedestrian access internally on-site or limiting the sidewalk to one side of the street so that adequate setbacks can be provided. 	<p>Although specific mitigation measures related to off-site land use and/or other secondary impacts associated with cumulative-level intersection improvements cannot be fully determined at this time, it is anticipated that design and/or engineering measures can ultimately reduce most physical impacts to less than significant levels. Provided that the proposed project is required to contribute toward its fair share cost of implementing these improvements, including their related secondary mitigation measures to be determined through future specific design, the project's contribution to a significant cumulative impact would be less than cumulatively considerable and therefore less than significant in accordance with CEQA Guidelines Section 15130(a)(1). However, some of the proposed roadway improvements and their associated land use impacts are located outside the City of Industry and will require the cooperation of other agencies. Because of the uncertainty of how these other agencies may implement these improvements, these impacts are treated as remaining cumulatively significant after mitigation.</p>
2. Grand Avenue at SR-60 Westbound Ramp	Potentially Significant Impact		
3. Grand Avenue at Golden Springs Road	Significant Adverse Impact		
4. Grand Avenue at Valley Boulevard	No Impact or Less Than Significant Impact		
5. Grand Avenue at La Puente Road	No Impact or Less Than Significant Impact		
6. Grand Avenue at Snowcreek Drive	No Impact or Less Than Significant Impact		
7. Grand Avenue at Amar Road/Temple	Potentially Significant Impact OR Significant Adverse Impact (with building removal)		
8. Grand Avenue at Mount San Antonio College (entrance)	No Impact or Less Than Significant Impact.		
9. Grand Avenue at Diamond Bar Boulevard	Potentially Significant Impact OR Significant Adverse Impact (with building removal)		
10. Brea Canyon Road at Valley Boulevard	No Impact or Less Than Significant Impact		
11. Brea Canyon Road at Cheryl Lane	No Impact or Less Than Significant Impact.		
12. Brea Canyon Road at Lycoming Street	Significant Adverse Impact or Potentially Significant Impact (with mitigation and no removal of businesses)		
13. Brea Canyon Road at SR-60 Westbound Ramp	Potentially significant impact		
14. Brea Canyon Road at Golden Springs Road	Significant Adverse Impact		
15. SR-60 eastbound Ramp at Golden Springs Road	Significant Adverse Impact		
16. Temple Avenue at Valley Boulevard	Potentially Significant Impact or Significant Adverse Impact (with building removal)		
17. Temple Avenue at Pomona Boulevard	Potentially Significant Impact OR Significant Adverse Impact (with building removal)		

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**TABLE 1.2-3
SUMMARY OF OFF-SITE LAND USE IMPACTS RELATED TO CUMULATIVE TRAFFIC MITIGATION**

Environmental Impact Location	Preliminary Impact Determination	Mitigation Measures	Level of Significance After Mitigation
18. Lemon Avenue at Valley Boulevard	No Impact or Less Than Significant Impact	<ul style="list-style-type: none"> Where intersections improvements require the removal of mature trees, established landscaping or roadway medians, the intersection design should consider measures to re-establish a "landscaped" effect within reduced rights-of-way. When properties must be acquired to accommodate recommended intersection improvements, owners should be compensated at fair market value. 	
19. Fairway Drive at Valley Boulevard	No Impact or Less Than Significant Impact		
20. Nogales Street at Valley Boulevard	Potentially Significant Impact OR Significant Adverse Impact (with building removal)		
21. Grand Avenue at Cameron Avenue	No Impact or Less Than Significant Impact		
22. Brea Canyon Road at Washington Street	Potentially Significant Impact		
23. Brea Canyon Road at Currier Road	Potentially Significant Impact		
24. Brea Canyon Road at Pathfinder Road	No Impact or Less Than Significant Impact		
25. Grand Avenue at "A" Street (project site)	No Impact or Less Than Significant Impact		

