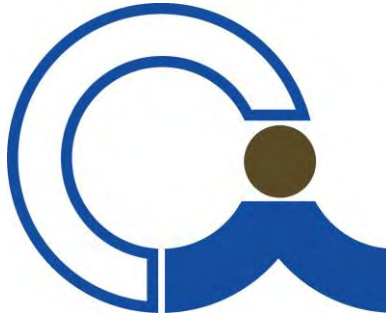


**2014** GENERAL PLAN

Adopted June 12, 2014





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Adopted June 12, 2014

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# Reader’s Guide to the General Plan

## PURPOSE OF THE GENERAL PLAN

State law (Government Code Section 65300) requires every city in California to adopt a comprehensive, long-term “general plan.” The general plan represents the City of Industry’s view of its future and can be thought of as the blueprint for its growth and development. City councils, planning commissions, boards, and staff use the goals and policies of the general plan as a basis on which to make land use, circulation, safety, and environmental decisions.

The general plan is comprehensive both in its geography and subject matter. It addresses the entire territory within the City of Industry’s boundaries as well as areas outside of its boundaries that relate to its planning activities (sphere of influence). The general plan also addresses the full spectrum of issues associated with the management of the City. The general plan includes forecasts of long-term conditions and provides goals and policies that help guide day-to-day decision making toward achieving long-term aspirations.

## DOCUMENT FORMAT AND STRUCTURE

A general plan consists of an integrated and internally consistent set of goals and policies that are grouped by topic into a set of elements and are guided by a citywide vision. State law requires that a general plan address seven elements or topics, but allows some discretion on the arrangement and content. The Industry General Plan addresses these seven topics through five elements listed below as they relate to state requirements. Accompanying these elements are a series of figures, this reader’s guide, and an introductory chapter that contains the guiding Vision and a brief summary of the City’s setting and history. An appendix provides more detailed information on the General Plan’s buildout methodology.

<i>City of Industry General Plan Elements</i>	<i>State Mandated General Plan Elements</i>
1. Land Use	1. Land Use
2. Circulation	2. Circulation
3. Resource Management	3. Open Space
	4. Conservation
4. Safety	5. Safety
	6. Noise
5. Housing (under separate cover)	7. Housing

**Vision.** The Vision is the broadest level of direction in the General Plan and describes the important aspirations, desires, and characteristics that will define the City of Industry in the future.

**Element.** Each element is a chapter of the General Plan that addresses a general topic and contains specific goals and policies.

**Goal.** A goal describes the desired and intended state or condition regarding a particular topic that

contributes to the City’s Vision.

**Policy.** A policy is a statement that describes a process, course of action, and level of public commitment to achieve the stated goal and citywide Vision. In addition to those statements explicitly labeled as a policy, the land use designations in the Land Use Element represent a policy both in map form and described in the text. Similarly, the circulation system roadway classifications serve as policies for the City’s roadways.



## RELATED PLANS AND PROGRAMS

The General Plan is supported by the following City documents, which, while not technically a part of the General Plan, contribute to the ability to understand and implement its direction.

- General Plan Implementation Plan
- General Plan Environmental Impact Report and Mitigation Monitoring Plan
- Capital Improvements Program
- Municipal Code
- Redevelopment Plan 1971-2012 (Redevelopment agencies dissolved by State Legislature) or successor economic development plan

In addition, many issues extend beyond the boundaries of the City and/or are not within its authority. The following must be considered in development and planning decisions:

- National Pollutant Discharge Elimination System (NPDES)
- National Flood Insurance Program
- Clean Water Act
- California Environmental Quality Act (CEQA)
- Seismic Hazards Mapping Act
- SCAG Regional Comprehensive Plan
- The Congestion Management Plan (CMP)
- The Regional Transportation Plan (RTP)
- Air Quality Management Plan (AQMP)

## TERMINOLOGY

The General Plan document and related discussions may include terms and references that are unfamiliar to members of the general public. This section provides an annotated list of policy terms; technical terms; and planning agencies, regulations, or documents that readers may find useful when reviewing or discussing the General Plan.

### Policy Terms

Policy terms are used in the goals and policies to define the level of intended commitment and reflect the desired outcome. The use of each term is a deliberate application of these definitions. Other terminology may appear and is to be interpreted according to its similarity to the appropriate terminology below. When reviewing proposed projects for compliance with this General Plan, City staff will evaluate the applicability of policies and these terms to provide direction and recommendations through the appropriate application process.

**Require.** The policy will always be followed; “require” represents a commitment to the guidance expressed. (similar words: must, will)

**Should.** The policy will be followed in most cases; exceptions or degrees of implementation are acceptable with valid reasons. (similar word: may)

**Allow.** The action, decision, or initiative of another person or organization is to be permitted unless a convincing argument can be made for denial. (similar word: permit)

**Restrict.** The intent is to set limits within which action and/or implementation will occur. (similar words: control, limit, contain)

**Prohibit.** The intent is to actively prevent a specified condition, action, or decision from occurring. (similar words: forbid, ban)

**Coordinate.** The intent is to work/partner with other entities to implement the policy. (similar words: work with, facilitate)

**Consider.** The intent is to study a matter to determine the appropriate level of commitment; an evaluation of possibilities until facts are available to allow an informed decision. (similar words: review, evaluate)





## Technical Planning Terms

**Acre:** The standard measurement for an area of land. One acre is equal to 43,560 square feet.

**Buildout:** Development of all land in the City to its full potential or theoretical capacity as permitted under this General Plan.

**Community Noise Equivalent Level (CNEL):** A weighted average of sound levels gathered during a 24-hour period.

**Decibel (dB):** A unit used to measure the intensity of a sound on a logarithmic scale. An A-weighted decibel (dBA) is an expression of the relative loudness of sounds in air as perceived by the human ear.

**Easement:** The right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on private property to install and maintain utility facilities.

**Fault:** A fracture in the earth's crust forming a boundary between rock masses that have shifted.

**Fire Hazard Severity Zone:** A zone identified by CAL FIRE that indicates the potential for fire hazards based on an evaluation of fuels, topography, density, weather, infrastructure, materials, brush clearance, and fire history.

**Floodplain:** The relatively level land area on either side of the banks of a stream regularly subject to flooding. The part of the floodplain subject to a 1 percent chance of flooding in any given year is commonly referred to as the 100-year floodplain.

**Floor Area Ratio (FAR):** The ratio of total net floor area of a building to the total lot area. An FAR describes the intensity of the use on a site, which reflects the combination of both building height and site coverage.

**Ground Subsidence:** A sinking down of a part of the earth's crust due to seismic activities or the removal of underground water or gas resources.

**Groundwater:** Water under the earth's surface, often confined to aquifers that supply wells and springs.

**Hazardous Materials:** Refer generally to substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment.

**Jobs/Housing Ratio:** A number used to indicate the general availability of housing for employees in a given subregion. The jobs/housing ratio divides the number of jobs in an area by the number of residents. A ratio close to 1.50 is considered a healthy balance.

**Landslide:** The movement of a mass of rock, earth, or debris down a slope, usually caused by a seismic or flooding event. A mudflow is a type of landslide.

**Level of Service (LOS):** A scale used to measure the performance of a roadway or intersection based on factors

such as speed, travel time, capacity, maneuverability, delay, and safety.

**Liquefaction:** The transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake.

**MS4 Permit:** A type of NPDES permit for municipal separate storm sewer systems.

**Noise:** Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying.

**Non-conforming:** A use or structure that was valid when brought into existence, but by subsequent action does not conform to current regulations. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

**Ordinance:** A law or regulation set forth and adopted by a governmental authority, usually a city or county.

**Overlay:** A land use designation that modifies the basic underlying designation in some specific manner.

**Parcel:** A legal lot of real property.

**Planning Area:** The area directly addressed by the general plan that encompasses the city limits and lands within its sphere of influence.

**Peakload Water Supply:** The supply of water available to meet both domestic water and firefighting needs during the time of season and time of day when domestic water demand on a water system is at its peak.

**Right-of-way:** A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roads, railroads, and utility lines.

**Site:** A parcel of land or a group of parcels used or intended for a certain use.

**Sphere of Influence:** The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission.

**Square Foot:** A standard unit of measurement applied to building or land area. One square foot is the area of a square with sides that measure one foot.

**Tax Increment:** Additional tax revenues that result from increases in property values.

**Total Maximum Daily Load (TMDL):** The maximum amount of a pollutant that a water body can receive and still attain water quality standards.

**Watershed:** The entire region drained by a waterway or watercourse. It is an area where water, sediments, and dissolved materials from the land flow into a particular body of water.



## Planning Agencies, Regulations, or Documents

**Air Quality Management Plan (AQMP):** A plan prepared by the SCAQMD that contains policies designed to achieve federal and state air quality standards.

**Alquist-Priolo Earthquake Fault Zoning Act:** A state law that attempts to mitigate the hazard of constructing buildings used for human occupancy on the surface trace of active faults. The act directs the California Geologic Survey to map and regulate zones around active faults (aka Alquist Priolo Earthquake Fault Zones).

**Caltrans:** The abbreviation commonly used to refer to the California Department of Transportation, the state agency responsible for highway, bridge, and rail transportation planning, construction, and maintenance.

**California Environmental Quality Act (CEQA):** A state law requiring state and local agencies to regulate activities with consideration for environmental protection.

**CAL FIRE:** The California Department of Forestry and Fire Protection is charged with the fire protection and stewardship of much of California's wildlands, including the creation of Fire Hazard Severity Zone maps.

**Capital Improvements Program (CIP):** A program established that schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction.

**Clean Water Act (CWA):** The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters.

**Congestion Management Program (CMP):** A state program designed to link land use, transportation, and air quality decisions; develop a cooperative approach to including all modes of travel in the transportation system; and to propose transportation projects for state gas tax funds.

**Environmental Impact Report (EIR):** A report required pursuant to the CEQA that assesses the environmental characteristics of an area, determines what impacts will result if the area is altered or disturbed, and identifies alternatives or other measures to avoid or reduce those impacts.

**Environmental Protection Agency (EPA):** This term can be used to refer to either the federal or state agency charged with protecting human health and the environment. The federal agency is also referred to as USEPA. The state agency may be referred to as Cal/EPA.

**Federal Emergency Management Agency (FEMA):** A federal agency charged with helping communities nationwide prepare for, respond to, and recover from natural and manmade disasters. FEMA prepares Flood Insurance Rate Maps, which are official maps that delineate

special flood hazard areas where flood insurance is required for loans and where communities administer floodplain regulations.

**General Plan Implementation Plan:** A plan that identifies the specific actions needed to achieve the Vision and implement the General Plan goals and policies. An implementation plan is typically revisited annually for necessary updates and revisions.

**Industry Urban Development Agency (IUDA):** Between its establishment 1971 and dissolution in 2012, the IUDA administered the City's redevelopment project areas pursuant to California Redevelopment Law. The IUDA performed standard redevelopment functions, including property acquisition, property management, relocation assistance, demolition, rehabilitation, and property disposition and development.

**Insurance Services Office (ISO):** ISO is a private advisory organization that evaluates municipal fire-protection efforts in communities throughout the United States. The resulting ratings help insurance companies establish fair premiums for fire insurance.

**Local Agency Formation Commission (LAFCO):** A county level commission that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities.

**Los Angeles County Flood Control District (LACFCD):** The primary agency responsible for the management of flood control and drainage within the county.

**Mitigation Monitoring Plan (MMP):** An MMP is generated as part of an EIR and is used by city staff and other mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation.

**Municipal Code:** A set of laws and regulations adopted by the local jurisdiction to promote and protect public peace, health, safety, and welfare, and to guide growth and development consistent with the General Plan.

**National Flood Insurance Program:** A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

**National Pollutant Discharge Elimination System (NPDES):** A program administered by the EPA regulating municipal, industrial, and construction stormwater discharges.

**National Register of Historic Places:** The official list established by the National Historic Preservation Act of sites, districts, buildings, structures, and objects that are significant in the nation's history or have unique artistic or architectural value.



**Redevelopment Agency:** See the Industry Urban Development Agency (IUDA).

**Regional Transportation Plan (RTP):** A 25-year long-range transportation plan developed and updated by SCAG every four years to guide transportation investments based on projected growth and regional goals regarding congestion, mobility, economics, the environment, and overall quality of life.

**San Gabriel Valley Council of Governments (SGVCOG):** The SGVCOG a Joint Powers Authority of 31 incorporated cities in the San Gabriel Valley (including the City of Industry), the three Supervisorial District representing the unincorporated areas in the SGV, and the Valley's three water agencies. The SGVCOG is a subregional body that provides input and advocacy on local and regional transportation and land use planning projects (such as the RTP or light rail extensions) that affect its members.

**Section 303(d) Impaired Water Bodies:** Section 303(d) of the CWA requires states to create lists of impaired water bodies. An impaired water body is a body of water (e.g., stream, river segment, or lake) where the state has identified that required pollution controls are insufficient to attain or maintain applicable water quality standards.

**Seismic Hazards Mapping Act:** A state law that requires the California Geologic Survey to prepare maps that delineate zones where data suggest amplified ground shaking, liquefaction, or earthquake-induced landslides may occur (mapped as seismic hazard zones).

**Southern California Association of Governments (SCAG):** A metropolitan planning organization, representing six counties and 190 cities, which undertakes a variety of regional planning and policy initiatives.

**SCAG Regional Comprehensive Plan:** An advisory document prepared by SCAG and provided to local agencies for their information and voluntary use for preparing local plans and handling local issues of regional significance.

**South Coast Air Quality Management District (SCAQMD):** The air pollution control agency for Los Angeles, Riverside, Orange, and San Bernardino counties.

**Zoning Code:** The chapter of a municipal code that provides the city's legislative regulations on permitted land use and development standards according to zoning district.

June 2014

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# Industry—Business First

## GUIDING VISION

### **Be an employment base and commercial and business hub for the San Gabriel Valley and Los Angeles metropolitan area.**

The City of Industry was founded for the purposes of being a business and industrial hub. As articulated in the 1971 General Plan, the primary goal of the City is in creating and maintaining an ideal setting for manufacturing, distribution, and industrial facilities. In addition, the City foresaw its larger role in the region by committing to being equally responsive to the creation of a setting that is complementary to its neighboring communities. Since its founding, the City has developed in accordance with these primary goals. It is the City of Industry's guiding vision to continue its basic purpose as a location for industrial and employment growth.

In support of this guiding vision, it is the City of Industry's vision to:

#### **Maintain a Vibrant Economy**

- Maintain a diverse and prosperous economy consisting of a variety of industrial, professional, and commercial uses.
- Achieve a sustained economic viability that provides a tax base supportive of the City's growth potential, maintains fiscal viability, and funds capital improvement programs that serve present and future businesses.
- Provide the flexibility to respond to changing market conditions.

#### **Enhance Property Values**

- Enhance the value of businesses and properties within the City such that additional investment is stimulated by providing a quality level of services, safety, security, infrastructure, and design.
- Achieve a professional appearance in the City marked by a functional quality in its buildings and structures, landscaping, signage, and utilities and infrastructure systems.

#### **Be a Responsible Steward of Its Resources**

- Provide prudent public ownership, improvement, and strategic partnerships to achieve the City's economic development and revitalization goals.
- Provide infrastructure and circulation systems that are properly sized to support future growth and are maintained in a timely fashion.

#### **Be a Considerate Neighbor**

- Support the surrounding population through sponsorship of community-building programs, such as the Youth Activities League, and through a development review process that considers our neighbors and non-business uses.

## SETTING

The City of Industry is in the southeastern corner of Los Angeles County, near the junction of Orange and Riverside Counties (see Figure 1, Regional Location). The City of Industry encompasses approximately 7,706.6 acres, or 12.04 square miles, in East San Gabriel Valley between the Puente Hills on the south and the San Jose Hills to the north.

The City of Industry is bordered on the north primarily by the incorporated cities of La Puente and Walnut and to a lesser extent by Baldwin Park, West Covina, and Pomona. On the southern border lies the incorporated City of Diamond Bar and on the western border is Pico Rivera and El Monte. The City is also bordered by several unincorporated Los Angeles County communities, including Bassett, Avocado Heights, West Puente Valley, Valinda, South San Jose Hills, South Walnut, Rowland Heights, Hacienda Heights, and North Whittier. With the exception of Diamond Bar on the east, the entire southern boundary of the City is bordered by unincorporated Los Angeles County.

As shown on Figure 2, Local Vicinity, the City of Industry is approximately 14 miles long, generally stretching from Interstate 605 (I-605) on the west to State Route 57 (SR-57) on the east, and approximately one-half mile wide. Interstate 10 (I-10) touches a portion of the northwestern boundary of the City, I-605 borders much of the western boundary, and Valley Boulevard forms most of the northern boundary of the City. State Route 60 (SR-60) traverses the southern edge of the City of Industry.

Looking at the aerial of the City of Industry as it appears in 2010 (Figure 3), it is easy to distinguish the City from its neighbors—it is the area with the large, white rooftops. However, the City is more dynamic than it appears. The City of Industry also includes:

*Waterways.* The San Gabriel River is on the western edge of the City, immediately north of the Whittier Narrows recreation area. San Jose Creek runs east-to-west generally through the center of the City and eventually connects to the San Gabriel River near the intersection of the I-605 and SR-60. In addition, the Walnut Creek Wash is located along the northern border of the City near Baldwin Park Boulevard.

*Cultural Amenities.* The Homestead Museum is on Don Julian Road and is owned by the City of Industry and managed by Historical Resources Incorporated. The Homestead Museum includes the Workman and Temple historic homes, a public gallery, lush gardens, and a private cemetery where Pio Pico, the last governor of Alta California, is buried.

*Resorts.* The Pacific Palms Resort and Conference Center includes two 18-hole championship golf courses, a 175,000-square-foot golf service area, conference center, a 292-room hotel, and the Industry Hills Expo Center with a 400-stall equestrian facility for boarding, training, horse shows, and events. The California Country Club is an 18-hole golf course along the San Gabriel River.

*Residences.* According to a survey of housing units conducted by staff in 2011, there are 59 residential units scattered in various locations throughout the City.

## HISTORICAL BACKGROUND

Prior to the City of Industry's incorporation, the San Gabriel Valley, including what is now the City, was predominantly rural; agricultural crops such as hay, cattle, vineyards, citrus, and walnuts were among the area's main products. The Southern Pacific Railroad, Union Pacific Railroad, and Santa Fe line traversed the Valley.

As the Los Angeles area urbanized, residential uses expanded east into the San Gabriel Valley. Because of the residential expansion, there were few areas for industrial businesses, and the Los Angeles County Regional Planning Commission began looking at the area of what is now the City of Industry as an option. Local residents seized upon this opportunity and, in order to ensure local control, voted to incorporate on December 4, 1956. However, a court challenge delayed the actual certification of the incorporation and elections until June 18, 1957, when the City of Industry became the 54th city in Los Angeles County.

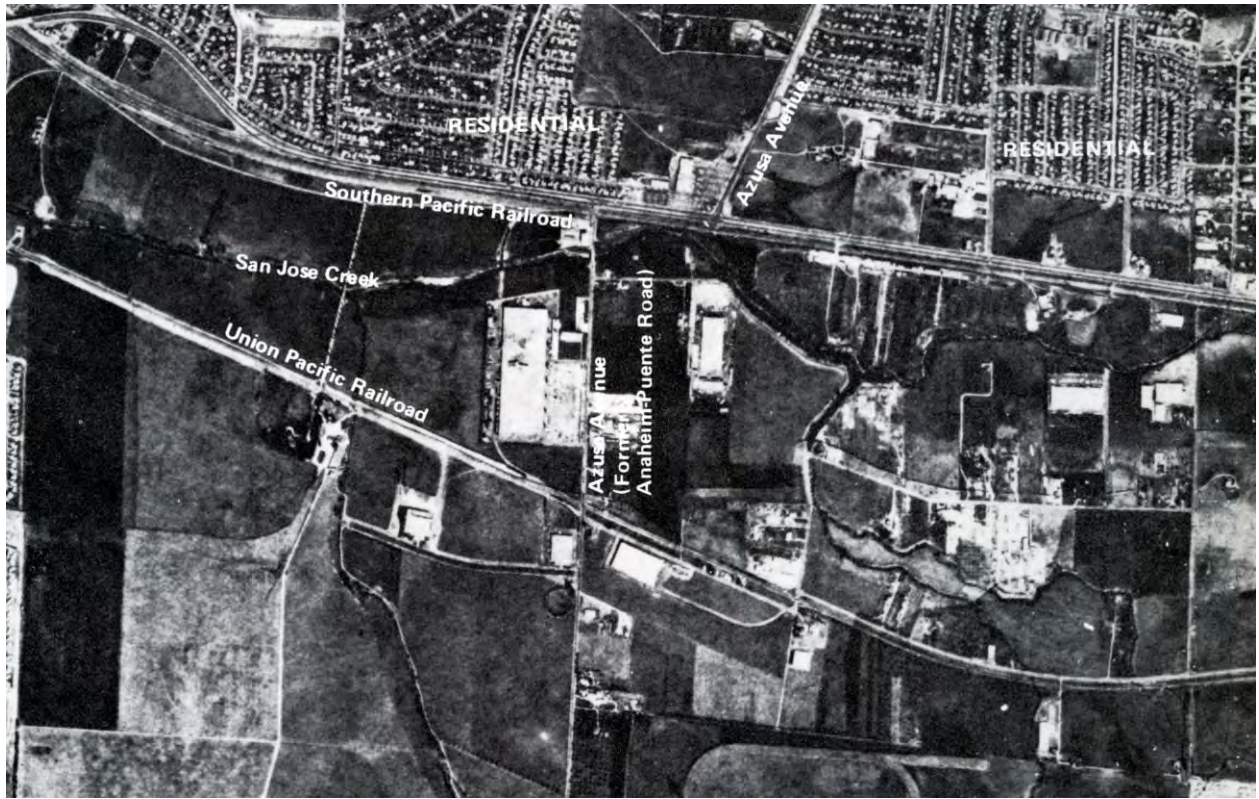


Two days after incorporation, the City founders established a city manager style of government, contracted for services, and zoned the entire city for industrial use. Within its first five years, the number of industrial firms quadrupled, the number of jobs nearly tripled, total payroll nearly tripled, and the City doubled in size. By 1970, there were over 260 businesses in the City employing about 27,000 people with a combined payroll of over \$200 million. Today, there are approximately 2,500 businesses and approximately 70,000 persons employed in the City with a combined payroll of over \$3 billion, with the manufacturing and wholesale trade sectors leading the way.

In 1961, the City Council adopted the City's first zoning ordinance, which provided for commercial, manufacturing, agricultural, and public uses. In 1971, the City's first General Plan was adopted and the Industry Urban Development Agency (IUDA) was formed to purchase and improve blighted property and foster the growth of business parks, recreation and historical centers, civic center, and public works improvements. The IUDA functioned until its dissolution by the State Legislature in February 2012.



**The City of Industry in the 1940s, looking northeast over the Workman and Temple Family Homestead (in the foreground). At this time, the San Gabriel Valley was largely rural and supported a large number of crops and cattle ranches.**



An aerial of Azusa Avenue in the City of Industry circa 1960, just a few years after incorporation.



The City of Industry circa 1976 (looking north along Azusa Avenue), just after opening of the 1.4-million-square-foot Puente Hills Mall.



# 1.0 Land Use Element

## 1.1 INTRODUCTION

The growth, use, and arrangement of our land are critical to achieving the Vision for the City of Industry. Land is a finite and valuable resource, and the way it is used and how it is planned are a key factor in the City's economic future. As stewards of the land, the City must plan for uses and development that build value in terms of function, design, and economic return.

The Land Use Element describes how land is used and regulated in the City and also addresses future buildout projections and compatibility issues. The element first presents the City's land use designations that generally define allowable uses and intensity standards. The Land Use Plan is then presented to illustrate the distribution, location, and balance of land uses in the City of Industry. The next section describes the estimated buildout of the City in terms of daily population, building square footage, and employment. The last section describes topics germane to the City of Industry and presents related goals and policies.

## 1.2 LAND USE DESIGNATIONS

Land use designations define the amount, type, and nature of development that is allowed on property within the City. Table 1 describes each of the land use designations shown on the land use plan, as well as their related intensity standards. These land use designations are further refined by and work in tandem with the City's Zoning Code, which regulates the size and height of buildings as well as specific types of uses permitted in the various zoning districts.

Each land use designation indicates a maximum level of development intensity. The building intensity is measured by floor area ratio (FAR). An FAR is the ratio of total net floor area of a building to the total lot area. An FAR describes the intensity of the use on a site, which reflects the combination of both building height and site coverage.

## 1.3 LAND USE PLAN

The land use plan (see Figure 4) graphically illustrates the planned pattern of land use in the City of Industry and its sphere of influence (SOI) as identified by the Los Angeles County Local Agency Formation Commission (LAFCO).

## 1.4 ESTIMATED BUILDOUT

Estimating the future buildout of the land use plan enables the City to plan for adequate levels of services and infrastructure. This is accomplished by creating a set of projections based on the theoretical buildout of each land use designation. Assuming buildout of the plan, the City of Industry is projected to accommodate approximately 11.8 million square feet of commercial and 91 million square feet of employment uses, generating a total of 101,936 jobs (see Table 2). Buildout of the SOI would accommodate another 7 million square feet of employment and 26,136 square feet of commercial uses, generating 6,076 jobs. Daily population, which includes existing residential, is projected to be 102,395 in the City and 6,076 in the SOI.

**Table 1  
Land Use Designations**

<b>Land Use Designation</b>	<b>Allowable Uses<sup>1</sup></b>	<b>Max FAR<sup>2</sup></b>
Employment	<ul style="list-style-type: none"> <li>- A variety of business and employment uses including industrial manufacturing, assembly, printing, machining, milling, welding, research and development, distribution, warehousing, storage, and supporting office uses</li> <li>- The uses permitted in the Commercial land use designation when zoned appropriately</li> </ul>	0.5 FAR
Commercial	<ul style="list-style-type: none"> <li>- A mixture of commercial (retail, service, tourist-serving), medical, professional office, entertainment, fitness, and dining uses</li> <li>- The uses permitted in the Employment land use designation when zoned appropriately</li> </ul>	0.5 FAR (commercial) 1.0 FAR (office)
Recreation/Open Space	<ul style="list-style-type: none"> <li>- Commercial recreation such as golf courses, resorts, equestrian facilities, exposition centers</li> <li>- Open space such as parks, trails, bikeways, indoor and outdoor recreational facilities, and interpretive centers</li> <li>- Commercial nurseries</li> </ul>	N/A
Institutional	<ul style="list-style-type: none"> <li>- Public schools and school offices and maintenance facilities</li> <li>- Publicly owned and maintained facilities including civic centers, governmental institutions and facilities, post offices, museums, transportation facilities, and libraries.</li> <li>- Quasi-Public Uses such as public utility facilities, power generation facilities, and electrical substations</li> <li>- Hospitals, nursing homes, comprehensive subacute and skilled nursing care, and long term residential care</li> </ul>	N/A

<sup>1</sup> Uses such as railways, roadways, waterways, utilities, and flood control channels are accommodated within each land use designation.

<sup>2</sup> When more than one parcel shares common parking, landscape, access, and maintenance, the maximum FAR is determined based on the perimeter of an entire project. This means that individual parcels within the project may exceed the maximum FAR as long as the FAR for the entire project complies with the maximum FAR.



**This image shows the City of Industry looking from its eastern end to the west circa 2004.**

**Valley Boulevard separates the City of Industry's employment and commercial uses from the residential communities to the north.**

**Table 2  
Land Use Buildout**

<i>Land Use Designation</i>	<i>Acres</i>	<i>Building Square Feet</i>	<i>Jobs</i>	<i>Daily Population</i>
<b>City Boundaries</b>				
Commercial	523.7	11,851,027	21,665	21,665
Employment	5,350.2	91,086,436	79,211.6	79,307
Recreation and Open Space	794.1	521,000	450	535
Institutional	238.9	NA	605	887
Street R.O.W.	799.7	NA	NA	NA
<b>Subtotal City Boundaries</b>	<b>7,706.6</b>	<b>103,458,464</b>	<b>101,932</b>	<b>102,395</b>
<b>Sphere of Influence</b>				
Commercial	1.2	26,136	58	58
Employment	405.9	7,042,067	6,018	6,018
Recreation and Open Space	46.5	0	0	0
Institutional	0.0	0	0	0
Street R.O.W.	75.5	NA	NA	NA
<b>Subtotal SOI</b>	<b>529.1</b>	<b>7,068,203</b>	<b>6,076</b>	<b>6,076</b>
<b>Total Planning Area</b>				
Commercial	524.9	11,877,163	21,723	21,723
Employment	5,756	98,128,504	85,230	85,326
Recreation and Open Space	840.6	521,000	450	535
Institutional	238.9	0	605	887
Street R.O.W.	875.2	NA	NA	NA
<b>Total Planning Area</b>	<b>8,235.8</b>	<b>110,526,667</b>	<b>108,008</b>	<b>108,471</b>

Notes:

R.O.W. = right-of-way

The assumptions used in these projections are detailed in the Appendix: Buildout Methodology.

Population density is expressed in terms of daily population to capture both employment and residential population as it is most applicable to the City of Industry.

Projections were modified to account for existing railroad right-of-ways, utilities, flood control channels, existing residences, and the Metrolink station.

The 2004 Industry Business Center Master Plan was assumed for the buildout of the currently undeveloped 592-acre property at the eastern end of the City.

## 1.5 GOALS AND POLICIES

### 1.5.1 A Hub for Regional Business and Employment

The City of Industry continues to fulfill its purpose as a job and employment base for the region. The City of Industry provides over half (55 percent) of the industrial jobs and 12 percent of the retail jobs in San Gabriel Valley. More than one in every ten industrial or retail jobs in Los Angeles County is in the City of Industry (13 and 11 percent, respectively). Additionally, these jobs contribute to a healthy subregional jobs-to-housing balance since roughly 70 percent of those employed in the City of Industry live in the East San Gabriel Valley, Southwest San Gabriel Valley, Upper San Gabriel Valley, and Whittier.

The City of Industry's land use pattern reflects its main purpose, with approximately 82 percent of the City devoted to industrial, commercial, and commercial recreational uses. The surrounding region is housing-rich and provides desirable living conditions that are removed from the impacts of industrial and commercial uses, along with supporting amenities such as parks, schools, community services, and grocery stores. According to the 2010 Regional Transportation Plan (RTP) produced by the Southern California Association of Governments (SCAG), the San Gabriel

Valley subregion has a jobs-to-housing ratio of 1.25 without the City of Industry and 1.40 with the City (A ratio close to 1.50 is considered a healthy balance.) The primary purpose of the City of Industry is to continue to be a business and employment hub accommodating uses such as manufacturing, assembly, machining, distribution, warehousing, retail, and office uses.

**Goal**

LU1 An employment and commercial hub for the San Gabriel Valley and Los Angeles metropolitan area.

**Policies**

LU1-1 Accommodate business and employment uses as the primary land use.

LU1-2 Permit limited ancillary uses on industrial sites, such as limited office use and showrooms, as necessary to support basic industrial activities.

**1.5.2 Economically Sustainable and Strategic Growth**

The City of Industry is largely built out (as of 2010, 87 percent of usable land was developed) and the remaining developable vacant lands are largely identified for industrial and commercial uses or used as vegetated slopes around the Pacific Palms resort. Except for the development of the Industry Business Center, the majority of new growth will come from the recycling and improvement of existing buildings. The manner in which remaining vacant lands are developed and existing buildings recycled will influence the City's sustained economic strength, revenue base, and expenditures. The City of Industry must continually evolve to meet changing market demands and to continue to attract new and retain established businesses. The City must utilize all its resources to improve itself to achieve its Vision. Growth that supports the City's Vision will not only strengthen the economy of the City but also that of the region.

Between its establishment in 1971 and dissolution in 2012 by the State Legislature, the Industry Urban Development Agency (IUDA) utilized its redevelopment powers to acquire and manage property, assist with relocation, and demolish, rehabilitate, and develop properties to stimulate economic growth and improve the physical appearance and function of the City. Even though the IUDA no longer exists, its many functions are still critical for the City to achieve its vision. The City will continue to utilize all available economic development and financing tools to achieve its Vision and enhance the City.

**Goal**

LU2 A competitive business climate and blend of businesses that best serve the long-term economic future of the City of Industry.

**Policies**

LU2-1 Focus retail commercial and office uses near major intersections and areas of high visibility.

LU2-2 Attract the establishment and continuation of businesses that bring new jobs and improve sales tax revenue, particularly those that increase the City's share of growing sectors of the regional and global economy. Encourage businesses that contribute to a professional environment and enhance the overall value of the City of Industry as a place to conduct business.

LU2-3 Encourage the consolidation of smaller lots and large industrial lots to be occupied by a single tenant as opposed to multiple tenants.

LU2-4 Discourage uses that do not contribute to the sales tax base or promote a professional atmosphere, such as pawn shops, adult entertainment and product stores, massage parlors, medical marijuana dispensaries, bars, check-cashing outlets, scrap metal yards, and tattoo parlors.

- LU2-5 Maximize the competitive advantage of locating a business in the City of Industry by:
- Constructing and maintaining adequate infrastructure and services
  - Utilizing all available economic development tools
  - Conducting business development programs such as the Human resources, Management Operations, and Executive training luncheons and job fair
  - Supporting the Industry Manufacturers Council and its role in spearheading programs such as the yearly business directory, website, and newsletter
  - Investing in activities and programs that advertise and promote the City of Industry as a quality and desirable location for business.
  - Continuously improve communication with the business community and emphasize service to existing businesses
- LU2-6 Support the use of energy-saving designs and equipment in all new development and rehabilitation or reconstruction projects.

**1.5.3 A Beneficial Relationship with Non-business Uses and Its Neighbors**

Fulfilling its purpose, the City of Industry has matured as an employment and commercial hub and is almost entirely devoted to these uses. However, the City of Industry is more than just a place for business, and there are non-business uses that the City will continue to respect, such as its existing residences, schools, the Workman and Temple Family Homestead Museum, and the San Gabriel River. The City of Industry also desires to give back to and foster a positive relationship with the surrounding communities that are home to a majority of the City’s employees. This will be accomplished through the City’s support of education- and community-building programs such as the Youth Activities League, Boys and Girls Club, student scholarships, 999 sponsorships, donations to nearby educational institutions, job fairs, and training programs; as well as its design review process that minimizes negative impacts.

With respect to the existing residences, the City of Industry has continually discouraged the development of new housing due to the inherent traffic, noise, and odors associated with business and employment uses, which can be incompatible with a quality and safe living environment, and limits housing to existing residences and replacement housing.

**Goal**

- LU3 A mutually beneficial and compatible relationship with non-business resources and surrounding jurisdictions.

**Policies**

- LU3-1 Minimize impacts (including noxious fumes, air pollutants, excessive noise, and hazardous materials) to non-business uses through the use of land use regulations, site planning, and design controls.
- LU3-2 Support the surrounding population through the sponsorship and/or provision of education- and community-building programs.

**1.5.4 The Flexibility to Respond to Changing Conditions**

The City’s General Plan and Zoning Ordinance are designed to carefully monitor and control new development; however, they cannot address every situation. To take advantage of opportunities or remove impediments to achieving the Vision, the City needs the ability to quickly respond to changing market conditions and innovative development proposals. Such flexibility should be incorporated into the City’s development review process and the application of development standards.

**Goal**

LU4 Staff, regulations, and processes that allow flexible responses to conditions and circumstances in furtherance of the City's Vision.

**Policies**

- LU4-1 Maintain clear development standards but allow flexibility in their application to achieve the Vision.
- LU4-2 Allow flexibility in the application of development standards for those uses that support the Vision and when necessary to minimize impacts on surrounding uses.

**1.5.5 An Attractive and Professional City**

An attractive and high quality appearance increases value for all businesses and promotes additional investment in the City. The City seeks a professional character and identity—one that is functional, aesthetically pleasing, and well maintained. The City expects designs that accommodate the intended use onsite; provide a clean face to the public with visible and attractive landscaping and building treatments; screen storage, refuse, and mechanical equipment; incorporate clear and uncluttered signage; and employ effective security measures.

**Goal**

LU5 High quality and well-maintained properties, buildings, and infrastructure that enhance property values and encourage additional public and private investment.

**Policies**

- LU5-1 Maintain a high quality appearance and functionality of public lands, properties, and rights-of-way, including sidewalks, street trees/landscaping, curbs, and street lighting.
- LU5-2 Design new and, when necessary, retrofit existing streets and public rights-of-way to maintain a high quality, professional appearance.
- LU5-3 Prohibit outside storage and mechanical equipment that is visible from the street.
- LU5-4 Maintain a professional appearance on private lands through application of standards that address landscape, building, and signage treatments.



**Businesses within the City maintain a high quality image through the use of attractive landscaping and a clean building face that employs functional yet creative design.**

**1.6 DISADVANTAGED UNINCORPORATED COMMUNITIES**

There are disadvantaged, unincorporated communities in the State that lack public services such as water, sewers, paved streets, storm drains, and street lights. State law (Government Code Section 65302.10) requires that the Land Use Element include an identification of any unincorporated islands or fringe communities within the City's SOI, an analysis of water, wastewater, storm water drainage, and fire protection conditions in these communities, and an analysis of financing alternatives that could make the extension of services to these communities feasible. A "community" is defined as an inhabited area that is comprised of at least 10 dwelling units adjacent or in close proximity to one another. There are a total of nine residential units scattered throughout the City's SOI. Accordingly, the City of Industry does not have any adjacent, unincorporated communities that fit the definition of community and whose needs must be assessed under Section 65302.10.

## 2.0 Circulation Element

### 2.1 INTRODUCTION

To enhance the value of existing businesses, attract new businesses, and stimulate new investment, the City must continue to improve its circulation systems to ensure they accommodate the desired level of growth, are functional and safe, and further the professional appearance desired in the City of Industry. The Circulation Element coordinates the mobility systems with future land use patterns and levels of buildout identified in the Land Use Element. The element first describes the City's roadway system in terms of street classifications and performance standards, followed by a discussion of complete streets focused on pedestrians, bicyclists, and the use of public transit. The final topics address regional transportation planning and goods movement.

### 2.2 STREET CLASSIFICATION SYSTEM

The street system is classified by size, function, and capacity as follows and as shown on Figure 6. The street section for each roadway classification is shown in Figure 6.

*Major Highways.* Major Highways primarily serve through-traffic and major activity centers, carry high volumes of traffic, and provide access to abutting properties as a secondary function.

*Secondary Highways.* Secondary Highways augment the Major Highway system, serve trips of moderate length, and allow a greater level of access to abutting properties than Major Highways.

*Limited Secondary Highways.* Limited Secondary Highways are similar to Secondary Highways but accommodate less traffic capacity.

*Collector Streets.* Collector Streets gather traffic from Local Streets and convey it to the arterial system and provide direct access to abutting properties.

*Local Streets.* Local Streets provide direct access to adjoining properties and connections to Collector Streets. They distribute traffic within a localized area and are not intended for use as a through-street or a link between higher capacity roadways.



**The image above displays the intersection of State Route 60 and Azusa Avenue, a Major Highway. Gale Avenue functions as both a Secondary Highway (west of Azusa Avenue) and a Collector Street (east of Azusa Avenue). Hatcher Avenue serves as a Local Street.**

*Augmented Roadway Overlay.* This overlay allows flexibility from the standard street sections to increase capacity, tailor street design to reflect local conditions, and make more efficient use of the street right-of-way. Such augmentation can range from adding lanes at intersections or midblock segments to adding, expanding, or eliminating a median or other midblock measures. Detailed engineering studies are necessary to identify the most effective and feasible types of improvements.

*Enhanced Intersection Overlay.* This overlay allows flexibility from the standard intersection configuration to increase capacity, improve operation, and respond to local conditions. Intersection enhancements might include additional lanes, reduced median width, increased right-of-way width, removal of on-street bike lanes, or reduction of parkway width. Detailed engineering studies are necessary to identify the most effective and feasible types of improvements.

*Conceptual Transportation Corridor.* The Conceptual Transportation Corridor along the existing channelized San Jose Creek identifies a conceptual route for a multipurpose corridor that could accommodate multiple users, including a truck-bypass and multipurpose trails, in addition to the existing creek. This classification indicates the conceptual location for the corridor and indicates the City’s acknowledgement of plans proposed by others; however, right-of-way agreements, alignment, design, environmental clearances, and regional/local approvals are all necessary if the truck-bypass corridor and/or multipurpose trails are to become reality.

### 2.3 PERFORMANCE STANDARDS

Evaluating the ability of a circulation system to handle the existing and future traffic loads requires establishing suitable performance standards. Performance standards have both a policy component, which establishes the minimum level of service (LOS) standards, and a technical component, which specifies how to measure and evaluate traffic forecasts in relation to the performance standards.

For the City of Industry, the volume-to-capacity (V/C) ratio represents the criteria used to measure LOS and is consistent with the requirements of the Los Angeles County Metropolitan Transportation Authority (Metro). A V/C ratio is calculated based on average daily traffic volumes on a roadway and the daily capacity value for that roadway. An LOS scale is used to evaluate roadway performance based on the V/C ratio. The levels range from A to F, with LOS A representing free flow traffic and LOS F representing extreme congestion with traffic levels above the capacity of the facility.

In the City of Industry, peak-hour intersection volumes are used to compare projected traffic volumes with future capacity in order to assess the adequacy of the circulation system. Peak-hour intersection volumes are shown in Table 3. LOS D (ICU value less than or equal to 0.90) is established as the lowest acceptable LOS for peak-hour intersection volumes in the City.

**Table 3  
Peak Hour Intersection LOS**

<i>Level of Service</i>	<i>Maximum ICU Value</i>
A	0.60
B	0.70
C	0.80
D	0.90
E	1.00
F	1.01 and greater

Note: Peak hour intersection LOS is based on intersection capacity utilization (ICU) values, calculated as follows:  
 Saturation flow rate = 1,700 vehicles per hour (VPH)  
 Clearance Interval = 0.05 of an ICU value



## 2.4 GOALS AND POLICIES

### 2.4.1 Roadway System

The City of Industry's roadway system must meet multiple goals. It must provide convenient access and be safe, free-flowing, functional, and compatible with its surroundings. The roadway system must provide the necessary capacity to accommodate the traffic generated from the future buildout of the land use plan while maintaining level of service standards. The street right-of-ways also need to accommodate pedestrians, bicyclists, landscaping, traffic control devices, and infrastructure in a manner that is safe and aesthetically pleasing.

#### Goal

- C1 A transportation system that supports the Vision and planned land uses while maintaining the desired level of service.

#### Policies

C1-1 Roadways in the City of Industry will:

- Comply with federal, state, and local design and safety standards
- Meet the needs of multiple transportation modes and users
- Reflect the context and desired character of the surrounding land uses
- Be maintained in accordance with best practices and City standards

C1-2 Maintain a peak-hour LOS D at intersections identified on the Roadway Classification Plan.

C1-3 Maintain and rehabilitate the circulation system as necessary and as funding is available, with a focus on identifying and improving roadways and intersections that are approaching or have reached unacceptable levels of service.

C1-4 Ensure that the location, intensity, and timing of development are consistent with the provision of adequate transportation infrastructure.

C1-5 Coordinate with Caltrans, SCAG, neighboring jurisdictions, and others to identify, fund, and implement needed improvements to roadways identified in the roadway classification plan.

### 2.4.2 Complete Streets

In addition to vehicular traffic, roadways accommodate bicyclists, children, persons with disabilities, pedestrians, users of public transportation, and seniors. Designing roadways to accommodate this spectrum of mobility options is essential to the City's prosperity and to providing convenient access to jobs, schools, shopping, services, parks, and other key destination points.

#### *Pedestrian and Bicycle Travel*

Historically, the City of Industry's roadways were designed to accommodate automobile and truck traffic. In fact, truck trips currently comprise approximately 15 percent of the City's trips. Today, approximately 95 percent of the roads in the City have been built to their full right-of-way width to accommodate trucks, and there are limited opportunities to accommodate safe, shared on-street bicycle travel. Section 21202 of the California Vehicle Code (CVC) requires bicycles operating at speeds less than the normal speed of traffic to ride as close as practicable to the right-hand edge of the roadway unless substandard lane widths make it unsafe. A "substandard lane width" is generally considered to be less than 14 feet. In the City of Industry, the standard outside lane width is 13 to 14 feet with the last 2 feet devoted to a concrete gutter, effectively leaving the outside lane with 11 to 12 feet of safe driving area. Due to the amount and type of vehicle trips (large trucks) and existing lane widths, the City generally does not encourage bicycle travel on its roadways.

However, the City of Industry does have a sidewalk system that provides access to the nearly all areas of the City. Section 21100(h) of the California Vehicle Code allows bicycles to ride on sidewalks and allows cities to adopt tailored rules that address bicycling on public sidewalks. Because there is limited pedestrian traffic on the City's sidewalks, potential conflicts between pedestrians and bicyclists would be minimal. In the City of Industry, multipurpose sidewalks are the primary paths of pedestrian and bicycle travel. Given the City's substandard street widths (in terms of shared bicycle use) and the type/volume of traffic, the City should consider accommodating bicyclists on designated sidewalks subject to appropriate regulations and creating a master plan to address bicycle travel in a comprehensive manner.

In addition to the sidewalk system, there are segments of regional trails existing within the City including the San Gabriel River Trail, San Jose Creek Trail, which exists between the San Gabriel River and 7<sup>th</sup> Street, and the Schabarum-Skyline Trail, which is partially completed near Ajax Avenue and crossing under Workman Mill Road (see Figure 7). The City of Industry accommodates bicycle and pedestrian travel on the following systems (as identified on Figure 7):

*Multipurpose Sidewalks.* A comprehensive system of sidewalks in the City of Industry that accommodate both pedestrian and bicycle travel and provide connections throughout the City.

*Multipurpose Trails (Class I).* Paved facilities designated for pedestrian and bicycle use that are physically separated from roadways.

*Bike Lanes (Class II).* Lanes on the outside edge of roadways reserved for the exclusive use of bicycles and designated with special signing and pavement markings.

*Bike Routes (Class III).* Bicycle travel that is accommodated on designated streets and sidewalks.

*Conceptual Transportation Corridor.* Along the existing channelized San Jose Creek, the City identifies a conceptual route for a multipurpose corridor that could accommodate multiple users, including a truck-bypass and multipurpose trails, in addition to the existing creek. This classification indicates the conceptual location for the corridor and indicates the City's acknowledgement of plans proposed by others; however, right-of-way agreements, alignment, design, environmental clearances, and regional/local approvals are all necessary if the truck-bypass corridor and/or multipurpose trails are to become reality.



**The Industry Metrolink Station, located off of Brea Canyon Road, is served by the Riverside Metrolink Line.**

### **Public Transportation**

Public transportation provides an alternative mode of transportation for motorists and a primary mode for the transit dependent. Though the development and operation of public transit services are outside the City's authority, the City actively promotes transit through development review and cooperation with regional transportation agencies. As shown on Figure 8, the City of Industry is served by numerous bus lines operated by Foothill

Transit and Metro, which provides bus service to the Industry park-and-ride lot and Puente Hills Mall Transit center. Additionally, commuter mass transit service is provided by the Metrolink Riverside Line, Metrolink San Bernardino Line, and Amtrak through Metrolink stations in the City of Industry.

**Goal**

C2 Safe and efficient circulation systems for automobiles, trucks, transit vehicles, bicycles, and pedestrians.

**Policies**

- C2-1 Maintain a multimodal system of sidewalks and trails that connect businesses, schools, and other key destination points.
- C2-2 Provide and designate multipurpose sidewalks and trails for bicycle travel.
- C2-3 Upgrade roadways as necessary to the required street section standards through the development review process or as public funding permits.
- C2-4 Explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, drainage corridors, road rights-of-way, and other potential options.
- C2-5 Encourage and facilitate the use of public transportation to reduce emissions associated with the use of automobiles.
- C2-6 Maintain a proactive working partnership with Metro and Foothill Transit to ensure the continued improvement of transit services provided to the City of Industry. Encourage the extension of Metro and/or Foothill Transit service lines to provide a direct stop at the Industry Metrolink Station.
- C2-7 If dictated by Metro or Foothill Transit, require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts.
- C2-8 Encourage the development and expansion of the Metro Rail Gold Line, Metrolink, and high-speed rail systems that would enhance regional mobility in Southern California and serve the City of Industry.

**2.4.3 Regional Transportation Planning**

Transportation in the City of Industry is directly related to the regional transportation network. This is especially apparent on the north-south roadways traversing the narrow width of the City. Planning for the needs of the community necessarily includes recognition of the related transportation needs and planning efforts of the surrounding communities, county, and region.

**State Highways**

The California Department of Transportation (Caltrans) has authority over the state highway system, including roadways and interchanges. Any modifications to the Pomona Freeway (SR-60), San Bernardino Freeway (I-10), Orange Freeway-Pomona Freeway (SR-57), or San Gabriel River Freeway (I-605) require approval from Caltrans.

**Congestion Management**

The Congestion Management Program (CMP) is a state program designed to link land use, transportation, and air quality decisions; develop a cooperative approach to including all modes of travel in the transportation system; and propose transportation projects for state gas-tax funds. Strategies are geared toward increasing vehicle occupancy, promoting alternative travel modes, and reducing the number of trips. Metro is responsible for preparing and implementing the county’s CMP. Local jurisdictions are required to monitor arterial congestion levels, monitor transit services along certain corridors, and implement a trip reduction ordinance and land use analysis program. The City of Industry implements the CMP through the CEQA and project review processes and implementation of its CMP ordinance (Chapter 17.68 of the Municipal Code).

**Regional Transportation Plan**

The Regional Transportation Plan (RTP) is a component of the Regional Comprehensive Plan and Guide prepared by SCAG to address regional issues, goals, objectives, and policies for the Southern California region. The RTP sets broad goals for the region and provides strategies to reduce issues related to congestion and mobility.

### **Air Quality Management Plan**

The federal Clean Air Act requires preparation of plans to improve air quality in any region designated as a nonattainment area. The Air Quality Management Plan (AQMP), prepared by the South Coast Air Quality Management District (SCAQMD), contains policies designed to achieve federal and state air quality standards and is linked to SCAG’s Regional Comprehensive Plan and Guide.

#### **Goal**

C3 Safe and efficient regional transportation facilities that accommodate regional travel demands.

#### **Policies**

- C3-1 Encourage the use of ride sharing and public transit for persons employed in the City to reduce traffic congestion and the need for off-street parking in the City.
- C3-2 Help identify and implement feasible solutions to long-term regional transportation problems.
- C3-3 Coordinate with the railroads, Caltrans, SCAG, Metro, ACE, and other transportation agencies when necessary to design, fund, and complete regional projects.
- C3-4 Work with Caltrans, the Metro, and surrounding jurisdictions to implement the RTP, Master Plan of Arterial Highways, and CMP.



**This image shows a cargo train transporting containers across the Hacienda Boulevard crossing, just southwest of City Hall.**

#### **2.4.4 Goods Movement**

The movement of goods to and through the City of Industry is critical to the local and regional economy and a primary reason for the continued attractiveness of doing business in the City. More than 50 major trucking lines serve the area, as well as freight forwarders and transportation/warehousing/distribution firms. Overnight delivery from the City of Industry can be

made to all major California cities, as well as surrounding states. There are no formalized truck routes in the City of Industry because trucks are allowed to use all public roadways within the City. As of the writing of this General Plan, regional agencies were engaged in preliminary discussions about the viability of a truck-bypass along the San Jose Creek to improve the flow of goods through the area. As shown on Figure 5, the Conceptual Transportation Corridor acknowledges the conceptual route for the truck-bypass as well as that for a multipurpose trail that is also being considered to be developed by outside agencies along the San Jose Creek. Right-of-way agreements, alignment, design, environmental clearances, and regional/local approvals are all required to be obtained by these outside agencies if the truck-bypass corridor and/or multipurpose trails are to become reality.

Union Pacific provides freight service on two parallel tracks through the City and an intermodal facility just west of Azusa Avenue (see Figure 9). Currently, the Alameda Corridor-East (ACE) authority, has implemented or scheduled several grade separations along the rail lines within the City of Industry to improve traffic flow and reduce delays, including at Orange Avenue, Sunset Avenue, Nogales, and Brea Canyon. Others are planned for Rose Hill, Turnbull Canyon Road, and Fairway Avenue. Lemon Avenue and Puente Avenue are also possible candidates for grade separation. The project is also implementing numerous improvements to signal controls. In addition to these regional routes, there are several rail spurs within the City serving individual businesses.

**Goal**

C4 Safe and efficient flow of goods through the City of Industry.

**Policies**

C4-1 Continue to design public roadways to accommodate trucks.

C4-2 Continue to coordinate with the rail companies to provide for efficient rail service that minimizes impacts on the local street system.

C4-3 Continue to pursue grade separation for railroad crossings on designated streets.

June 2014

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CIRCULATION ELEMENT

## 3.0 Resource Management Element

### 3.1 INTRODUCTION

The City is largely built out and is devoted primarily to activities related to business and industry. The remaining vacant land is largely approved for development. However, the City still contains some key resources and must comply with certain regulations to protect regional resources. The Resource Management Element covers issues relating to the City's watershed, water quality, air quality, open space and recreation, waste collection and recycling, and historical and cultural resources. It provides information, as well as goals and policies to ensure the preservation and management of these resources, thereby assuring their long-term viability.

It should be noted that this element does not contain any explicit goals or policies concerning biological, energy, or mineral resources. Since the City is urbanized and largely built out, it does not contain significant biological resources. Moreover, the City is located inland and does not contain or abut any harbors or fisheries. No areas of the City are within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The scattered vacant parcels throughout the City are not considered significant with regard to biological resources because they are located within heavily urbanized areas; are disconnected, isolated islands; and do not contain sources of plant or animal species or serve as wildlife corridors.

Additionally, according to the California Geological Survey, there are no lands within the City designated by the State Mining and Geology Board as being of regional or statewide significance; according to the California State Department of Conservation, Division of Oil, Gas, and Geothermal Resources, no oil, gas, or geothermal resources are within the City's boundaries, although there are a number of plugged and abandoned oil wells.

### 3.2 GOALS AND POLICIES

#### 3.2.1 Water Resources

##### ***Water Supply***

Water supply to the City of Industry is provided by six separate water agencies: La Puente Valley County Water District, Rowland Water District, San Gabriel Valley Water Company, Suburban Water Systems, Walnut Valley Water District, and City of Industry Waterworks. Figure 10 shows the service boundaries within the City of Industry for each of the water suppliers. The City of Industry also uses reclaimed water from the San Jose Creek Water Reclamation Plant, which is located on the western boundary of the City. These water providers reported water supplies in excess of projected water demands over the 2015–2035 period to accommodate the forecast increased water use for the future buildout of the land use plan. Additional water savings and conservation are expected as a result of compliance with local and state regulations.

##### ***Watershed Management***

A watershed is an area where water, sediments, and dissolved materials from the land flow into a particular body of water. The City of Industry lies within the San Gabriel River Watershed, which drains to the Pacific Ocean through the San Gabriel River, including numerous storm drainage structures and the Walnut and San Jose Creeks in or near the

City of Industry. Figure 10 shows the primary flood control channels that travel in and around the City. The watershed in Los Angeles County is under the authority of the Los Angeles Regional Water Quality Control Board (RWQCB). The County of Los Angeles Department of Public Works leads the planning and implementation of the San Gabriel River Watershed.

The primary receiving water body for the majority of the City of Industry is San Jose Creek, a concrete channelized structure that traverses east–west through the entire City, beginning at the eastern boundary with Pomona and leaving the city limits near 5th Avenue heading west, where it eventually empties into the San Gabriel River north of the SR-60/I-605 interchange.

### **Water Quality**

Water quality within a watershed is generally impacted by two sources: runoff and groundwater seepage. Stream flow in the San Gabriel River Watershed is almost exclusively the result of surface runoff; therefore, water quality is a reflection of land use. In general, low density land uses, such as wilderness and recreation, have a lower impact on overall water quality than higher density urbanized land uses.

The San Gabriel Basin aquifer, which encompasses approximately 170 square miles, is the primary groundwater and drinking water source for the San Gabriel Valley. Currently, all drinking water provided by water purveyors within the basin meets all federal and state drinking water standards. However, multiple areas of contaminated groundwater in the basin prompted the United States Environmental Protection Agency (US EPA) to place four areas of the San Gabriel Valley on the National Priorities List (or Superfund list). The San Gabriel Valley Superfund site includes areas of soil and groundwater contamination that underlie significant portions of the valley, including the City of Industry. Collectively, this Superfund site covers approximately 30 square miles of the San Gabriel Valley.

The federal Clean Water Act (CWA) defines “impaired water bodies” as waters where existing pollution controls are not sufficient to attain water quality standards. Such waters may also be referred to as “Section 303(d) impaired water bodies.” For each water-quality-limited segment of water bodies identified in the 303(d) list, the State Water Resources Control Board (SWRCB) is required to develop what is called a total maximum daily load (TMDL)—the maximum amount of a pollutant that a water body can receive and still attain water quality standards—or take other action to address the impairment. The pollution above that maximum has to be budgeted by allocating it among the various sources of the pollutant in order to regain the beneficial uses of the water body.

San Jose Creek (through the City of Industry to the San Gabriel River) is a CWA Section 303(d) impaired water body according to the Los Angeles RWQCB. The primary pollutant/stressor identified is coliform bacteria, with additional secondary pollutants/stressors of selenium, ammonia, sulfates, pH values, and toxicity.



Wastewater treatment for the City of Industry is provided through the Sanitation Districts of Los Angeles County, whose purpose is to construct, operate, and maintain facilities that collect, treat, recycle, and dispose of domestic and industrial wastewater. Individual districts operate and maintain their own portions of the collection system. There are 24 independent districts serving Los Angeles County, with the City of Industry located in portions of Districts 15, 18, and 21. Cities are responsible for collection of wastewater through local lines, which feed to major trunk lines. As shown in Figure 11, nearly 62 miles of trunk lines serve the City, providing excellent coverage.

**This image shows some of the settling tanks from the San Jose Creek Water Reclamation Plant, which provides primary, secondary, and tertiary treatment for up to 100 million gallons of wastewater per day.**



Seventeen sanitation districts, including those that cover the City of Industry, are served by a regional, interconnected system of facilities known as the Joint Outfall System (JOS). The JOS operates upstream water reclamation plants for recycled water and a downstream joint water pollution control plant that treats wastewater with a higher industrial contribution and the solids that are removed at the upstream plants.

**Regulations**

*National Pollutant Discharge Elimination System.* The CWA established a framework for regulating municipal, industrial, and construction stormwater discharges under the National Pollutant Discharge Elimination System (NPDES) permit program. The regulations require that municipal separate storm sewer system (MS4 Permit) discharges and industrial (including construction) stormwater discharges to surface waters be regulated by a NPDES permit. NPDES stormwater permits are required for most municipalities, certain industrial facilities, and construction activities that result in a land disturbance of one acre or more. Individual and general stormwater permits contain standard requirements to use best management practices (BMPs) to reduce pollutants in construction and post-construction runoff to a city’s storm drain system from new development projects.

In California, the SWRCB and local RWQCBs have assumed the responsibility of implementing the US EPA’s NPDES permit program. SWRCB is the regulating authority for industrial and construction activities, while the Los Angeles RWQCB issues and enforces MS4 stormwater permits in the County of Los Angeles, including the City of Industry.

*Basin Plan.* The basin plan for the Los Angeles region contains water quality standards and implementation plans for water quality objectives to protect all waters through various regulatory programs, including TMDLs for impaired water bodies, waste discharge requirements, NPDES permits, waivers, and remediation programs, among others.

*Wastewater Ordinance.* The Sanitation Districts’ Wastewater Ordinance requires any business that desires to discharge industrial wastewater to the Districts’ sewage system to first obtain an industrial wastewater discharge permit. The application review process will determine if a pretreatment program is necessary, and if so, staff will determine if the pretreatment equipment proposed is adequate to meet appropriate discharge limits and comply with the Districts’ spill containment, flow monitoring, rainwater diversion, and combustible gas monitoring policies. The applications are reviewed secondarily for compliance with federal standards. The districts also operate an inspection and monitoring program. In 2009, the Sanitation Districts reported 61 businesses in Los Angeles County that required the pretreatment program.

*Water Efficient Landscape Ordinance.* In 2006 the legislature passed AB 1881, known as the Water Conservation and Landscaping Act. This act compelled the California Department of Water Resources to draft a model ordinance for water conservation in landscaping that every jurisdiction would be required to adopt by January 1, 2010, or create their own that was equally effective. The City of Industry adopted its model ordinance on January 14, 2010. This ordinance applies to most new developer projects with greater than 2,500 square feet of landscaping.

**Goal**

RM1 A reliable system that enables the City to efficiently and cost- effectively manage its water resources and needs.

**Policies**

RM1-1 Work with local water providers to construct, maintain, and upgrade our water supply, transmission, storage, and treatment facilities to support existing and new development.

RM1-2 Encourage the use of recycled water.

RM1-3 Encourage the conservation of water resources through the use of drought-tolerant plants and water-saving irrigation systems.

RM1-4 Require the control and management of urban runoff, consistent with Regional Water Quality Control Board and Los Angeles County MS4 Permit regulations.

- RM1-5 Seek and pursue the most efficient and cost-effective means of implementing NPDES permit requirements. Allow new development projects to creatively implement NPDES standards and requirements.
- RM1-6 Encourage the use of low impact development strategies to intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.
- RM1-7 Protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban runoff, and recharge the aquifer. Cooperate with federal, state, and local agencies that are charged with improving water quality in the region.
- RM1-8 Require the management of wastewater discharge and collection consistent with requirements adopted by the Regional Water Quality Control Board.

### 3.2.2 Air Resources and Greenhouse Gases

The City of Industry lies in the South Coast Air Basin (SoCAB), which includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The entire region experiences heavy concentrations of air pollutants due to the high level of urbanization, prolonged periods of little to no wind, temperature inversions, and mountain ranges to the north and east.

The City of Industry is home to many manufacturing and warehousing operations, but, in recent years, there has been a general shift from manufacturing to warehousing and distribution operations. Traditionally, manufacturing facilities are the main source of stationary source air pollutants (e.g., stacks and other point sources). However, as the City transforms into a logistical center for rail and truck cargo, the type of air pollutants affecting the City and surrounding areas will change, and the focus will shift from the reduction of stationary to mobile source air pollutants such as diesel particulate matter associated with truck idling and transport refrigeration units.

The South Coast Air Quality Management District (SCAQMD) is the agency responsible for monitoring air quality and for planning, implementing, and enforcing programs designed to attain and maintain the California and national ambient air quality standards. SCAQMD is also responsible for establishing permitting requirements and issuing permits for stationary sources and ensuring that new, modified, or relocated stationary sources do not create net pollutant emission increases. SCAQMD enforces air quality rules and regulations through a variety of means including inspections, educational and training programs, and fines.

Permits to release air pollutants within the SoCAB are separate from any land use decisions issued by the City and are regulated through SCAQMD's New Source Review program and Rule 1402 for existing sources.

Global climate change is not confined to a particular city and is generally accepted as the consequence of global industrialization over the last 200 years. California has established a comprehensive framework for the reduction of greenhouse gas (GHG) emissions over the next 40-plus years. This will occur primarily through the implementation of Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375), which address GHG emissions on a statewide basis. The California Air Resources Board's (CARB's) Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target established by AB 32—1990 levels by year 2020. Strategies include the Low Carbon Fuel Standard Program, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio Standard Program, and changes in the corporate average fuel economy standards.

The 2010 California Green Building Code Standards are in effect in the City of Industry, which offer 15 percent greater energy efficiency than the 2005 standards—before compliance with any voluntary green building certification programs. The City and private property owners have implemented renewable energy features in buildings and carports. As examples, the City's Metrolink station features solar powered carports and Walmart is designed to operate on Bloom Energy (fuel cell) technology.

While emissions from trucks, cars, and trains are regulated by a number of state and federal agencies and are largely out of the City's control, the City recognizes its responsibility to participate in regional efforts to improve air quality and reduce greenhouse gas emissions.

### **Goal**

RM2 Improved air quality and reduced greenhouse gas emissions.

### **Policies**

- RM2-1 Comply with state building codes relative to indoor air quality.
- RM2-2 Support efforts to reduce pollutants to meet State and Federal Clean Air Standards.
- RM2-3 Collaborate with the CARB and other agencies within the South Coast Air Basin to improve regional air quality and achieve GHG reduction targets.
- RM2-4 Prohibit siting of sensitive land uses within distances defined by CARB unless sufficient mitigation is provided.

### **3.2.3 Open Space and Recreation Resources**

As a largely developed, business-oriented City with a limited population, the City of Industry does not serve the recreational needs of a residential base. The City does not have a department devoted exclusively to recreation and does not maintain developed "parks" in a traditional sense. However, this does not mean that the City is bereft of recreational areas, community amenities, or green areas. The City of Industry has approximately 790 acres of land designated for recreation and open space, including two private golf courses, the Pacific Palms Resort, flood control facilities (including the San Gabriel River), former Duck Farm property, and a privately held open area (former golf course) for the Wildwood Mobile Home Park. The Homestead Museum and school areas represent more traditional recreational resources in the City even though they are designated as institutional uses on the land use plan. When these lands are added, the area of land in The City available for open space and recreation increases to 887 acres—or roughly 1.9 acres per resident. Other green spaces in the City include privately held and required landscaping around buildings, especially along street frontages. Figure 12 identifies the location of the various open space and recreation resources in The City of Industry.

Given that there are no areas of biological or habitat significance in The City of Industry, there is no open space designated solely for the preservation of natural resources. The San Gabriel River is designated as recreation and open space for public health and safety reasons and for its potential recreational and resource value. Additionally, since no resource production activities exist in the City, no lands are designated as open space for the purposes of the managed production of resources.

### **Goal**

RM3 Open space areas that are well maintained, serve the target population, and function as a citywide amenity.

### **Policies**

- RM3-1 Cooperate with regional efforts to upgrade the resource and recreational value of the San Gabriel River.
- RM3-2 Consider proposals by others to increase the recreational value of and access to flood control channels.
- RM3-3 Explore opportunities to maximize the recreational value, use, and access of the areas designated for recreation and open space on the land use plan.
- RM3-4 Require property owners to establish and maintain private landscaped areas as directed in the municipal code.
- RM3-5 Continue the City's street planting and tree maintenance programs.

### 3.2.4 Solid Waste

Because waste collection and disposal are considered a matter of great public concern in a city with primarily industrial and warehousing uses, the municipal code covers all aspects of integrated waste management. Solid waste is collected in the City through a franchise agreement (Ord. 686 § 1 (part) 2002). The current franchise for solid waste collection operates a Materials Recovery Facility (MRF) for recycling. The City uses the household hazardous waste collection programs provided by Los Angeles County.

Assembly Bill (AB) 939, the Integrated Waste Management Act, requires that every California city divert 50 percent of its waste from landfills by the year 2000, and the City is meeting or exceeding these requirements. The Sanitation Districts of Los Angeles County are responsible for implementation of the Countywide Integrated Waste Management Plan (CIWMP) and managing solid waste on a regional basis. Since the primary landfill for Los Angeles County (Puente Hills) is nearing capacity and opening new local landfills is difficult, the Sanitation Districts have chosen to open remote disposal sites using waste-by-rail transport. The intermodal facility for the waste-by-rail operation is located next to the Puente Hills MFR. Per AB 939, the City of Industry's Source Reduction and Recycling Element [of the CIWMP] identifies waste characterization, source reduction, recycling, composting, and solid waste facility capacity, among other items.

#### Goal

RM4 A cost-effective, integrated waste management system that meets or exceeds state and federal recycling and waste diversion mandates.

#### Policies

RM4-1 Meet or exceed AB 939 requirements.

RM4-2 Prohibit the disposal of hazardous and electronic waste into the municipal waste stream.

### 3.2.5 Historic and Cultural Resources

The City of Industry is proud of and is the main sponsor for the Workman and Temple Family Homestead Museum (15415 Don Julian), an eleven-acre site that dates from the era when California was still part of Mexico.

The Homestead Museum features the Workman House, a 1870s era country home constructed around an 1840s adobe built by William and Nocolasa Workman; La Casa Nueva, a 1920s Spanish Colonial Revival mansion noted for its architectural crafts, built by the Workmans' grandson Walter Temple and his wife, Laura; and El Campo Santo, one of the region's oldest private cemeteries, containing the remains of Pio Pico, the last governor of Mexican California, and many other prominent pioneer families. The museum is owned and funded by the City of Industry, managed by Historical Resources, Inc., and is registered with the National Register of Historic Places (NRHP).



**This image above shows the Workman House, which was first built in 1842, remodeled in 1870, and added to the NRHP in 1974.**

**Goal**

RM5 Historical and cultural resources that celebrate the community and serve as a focal point for civic pride and identity.

**Policies**

RM5-1 Continue to support and enhance the Workman and Temple Family Homestead Museum.

RM5-2 Support the proper handling and documentation of historically or archaeologically significant sites, burial sites, and objects that may be discovered.

RM5-3 Comply with federal and state requirements when considering nominations for or modifications to resources of significant historical or cultural merit.

RM5-4 Continue to honor the heritage of the City on Industry.

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## 4.0 Safety Element

### 4.1 INTRODUCTION

The protection of life and property is vital to the continued success of our businesses and residents. Fortunately, the City's inland location and built-out nature eliminate a number of major hazards, and other major safety issues are addressed through compliance with federal, state, and county policies and building codes. The Safety Element identifies natural and man-made environmental hazards and ways to reduce the risk of property damage, injuries, or loss of life associated with living in an urban environment. It provides information, as well as goals and policies to protect the general health, safety and welfare of the community from seismic, geological, flooding and hydrology, and urban and wildland fire hazards. The element also addresses the management of hazardous materials, emergency preparedness, and noise and land use compatibility.

### 4.2 GOALS AND POLICIES

#### 4.2.1 Seismic and Geologic Hazards

Being in Southern California means that people and property within City of Industry will be subject to seismic and geological hazards such as strong ground shaking, seismic-induced settlement, seismic-induced landslides, collapsible and expansive soils, and ground subsidence. These seismic and geological hazards can affect the structural integrity of buildings and utilities and, in turn, cause severe property damage and potential loss of life.

Although no areas of the City are within an Alquist-Priolo Earthquake Fault Zone, there are numerous active faults and fault systems within 60 miles of the City of Industry. The most likely source of strong ground shaking would be a major earthquake along these active faults, shown in Figure 13. Other geologic hazards include earthquake liquefaction and landslides.

Liquefaction can be caused by seismic ground shaking, which can increase pressure in the water that fills the pores between soil grains, causing the soil to lose strength and behave as a liquid. When soils liquefy, they lose their capacity to support structures and the structures can sink, tilt, and suffer significant damage. Landslides, slope failures, and mudflows can occur during or after periods of intense rainfall or in response to strong seismic shaking, and are more likely in areas of high topographic relief such as steep canyons.

The majority of the City of Industry is within the zone of required investigation for liquefaction and portions of the City are within the zone of required investigation for earthquake-induced landslides, as shown on Figure 14. The California Seismic Hazards Mapping Act requires that site-specific geotechnical investigations be conducted within these zones to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy.

#### Goal

S1 Minimal loss of life and damage to property resulting from an earthquake or other geologic hazards.

## Policies

- S1-1 Require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.
- S1-2 Conform to state law regarding unreinforced masonry structures.
- S1-3 Cooperate and coordinate with public and quasi-public agencies to assure seismically strengthened or relocated facilities and other appropriate measures to safeguard water, electricity, natural gas, and other transmission and distribution systems.

### 4.2.2 Flood Hazards

With the urbanized nature and inland location of the City, Industry is not at significant risk of flooding, tsunamis, or hydrologic hazards. The City is not in any designated 100- or 500-year flood hazard areas, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, effective August 2008 (see Figure 15). The vast majority of the City falls within Zone X—an area outside the 1 percent annual chance floodplain. Additionally, a small number of areas in the western, central, and eastern portions of the City are within Zone D, which are areas with possible but undetermined flood hazards and no flood hazard analysis has been conducted.

The three dams in the region (Puddingstone, Santa Fe, and Whittier Narrows) could create flooding impacts in the City were they to fail or overflow. Fortunately, as shown on Figure 16, only portions of the City fall within dam inundation areas.

The Los Angeles County Flood Control District (LACFCD) is the primary agency responsible for the management of flood control and drainage within the county. LACFCD is empowered with broad management functions, including flood control planning and construction of drainage improvements for regional flood control facilities, as well as watershed and watercourse protection related to those facilities.

## Goal

- S2 Minimized risk of damage to lives, property, and essential facilities from flooding and other hydrologic hazards.

## Policies

- S2-1 Coordinate with the LACFCD to ensure that updated and effective master drainage plans are implemented in a timely fashion for the short- and long-term protection of the community.
- S2-2 Cooperate in securing FEMA map amendments recognizing the appropriate redesignation of flood plains within the City boundaries.
- S2-3 Comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone unless all standards of elevation, flood proofing, and storage have been implemented to the satisfaction of the Engineering and Planning Departments.

### 4.2.3 Fire Hazards

Fires can occur in urban environments as well as unpopulated area that may contain brush or grassland. Because the City's industries store large quantities of flammable materials (e.g., paper products, chemicals, and solvents), extra measures need to be taken to ensure adequate fire safety. The Los Angeles County Fire Department (LACFD) provides fire protection services to the City of Industry and maintains a comprehensive inspection program that reduces the potential for accidents. Additionally, the California Fire Code contains fire safety-related building standards that are referenced in other parts of Title 24 of the California Code of Regulations. The City maintains road width, building separation, and building setback standards as part of its Municipal Code to ensure adequate emergency access to buildings in case of a fire.



The City of Industry is served by Battalion 12 of the Los Angeles County Fire Department. Three fire stations are within the City: Fire Station #43 on Stimson Avenue, Fire Station No. 87 on Second Avenue, and Fire Station #118 (pictured) on Gale Avenue. The City is also served by stations in neighboring communities via mutual aid agreements.



The City’s few remaining natural open space areas could also be susceptible to wildland fire hazards. According to Fire Hazard Severity Zone maps prepared by the California Department of Forestry and Fire Protection (CAL FIRE), the 592-acre undeveloped site on the City’s eastern end (referred to as the IBC site) is designated as being within the High Fire Hazard Severity Zone (see Figure 17). The IBC site, however, is proposed for development and will include an irrigated, landscaped perimeter and a fuel modification plan, which will eliminate the wildland fire hazard for this area. A portion of the City area north/northwest of the IBC site, which includes the Plantation development, will continue to fall within the Moderate and High fire hazard severity zones.

The Fire Hazard Severity Zones map also designates two areas along the south central and western City boundaries in the High and Moderate fire hazard severity zones (see Figure 17). The area along the south-central portion of the City boundary abuts the Puente Hills Mall and other commercial/industrial uses. The area along the western boundary abuts a number of commercial/industrial uses.

According to the Insurance Services Office, the fire suppression system rating for the Los Angeles County Fire Department, including fire dispatch (operators, alarm dispatch circuits, telephone lines available), fire department (equipment available, personnel, training, distribution of companies, etc.), and water supply (adequacy, necessary flow rate, condition, number and installation of fire hydrants) is rated at Class 4 . The worst rating is a Class 10, and the best rating is a Class 1.

**Goal**

S3 Reduced risk of injury to lives and property from structural and wildland fires.

**Policies**

- S3-1 Comply with and enforce applicable building codes when reviewing plans and issuing building permits.
- S3-2 Cooperate with the County of Los Angeles to conduct long-range fire safety planning, including enforcement of stringent building, fire, subdivision, and other municipal code standards.
- S3-3 Support area-wide mutual aid agreements and communication links with Los Angeles County authorities and other participating jurisdictions.

**4.2.4 Hazardous Materials**

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, and acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households.

As a major industrial center, the City contains businesses that store and use hazardous materials. Additionally, the City functions as a transportation corridor with major rail lines and numerous freeways carrying high volumes of truck and train traffic, which can pose real threats in the event of a spill or unauthorized release.

The use, storage, and transportation of hazardous materials and hazardous waste are heavily controlled at the federal, state, and local level through regulations and government agency monitoring and review. The Health Hazardous Materials Division of the LACFD oversees, plans, and responds to issues related to hazardous materials and waste for the City.

**Goal**

S4 Reduced potential for hazardous materials exposure and contamination.

**Policies**

- S4-1 Coordinate with the LACFD to identify and enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use or transport.
- S4-2 Require that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases.
- S4-3 Discourage new sensitive land uses from locating near existing sites that use, store, or generate large quantities of hazardous materials.

**4.2.5 Emergency Preparedness**

In the event of an emergency, preparedness and response plans will help preserve life and minimize damage to property. The Los Angeles County Office of Emergency Management (OEM) provides emergency planning, coordination, operations, public education, training, and grants administration services for the City of Industry. The County OEM also prepares the Operational Area Emergency Response Plan (OAERP), which strengthens short and long-term emergency response and recovery capability, and identifies emergency procedures and emergency management routes in the County.

The City's major roadways and access to major freeways provide numerous evacuation routes in the event of an emergency. The presence of freight and commuter rail lines in the City results in numerous at-grade rail crossings at major roadway intersections. If these rail lines or at-grade crossings were blocked in an emergency, north-south access could be limited. Fortunately, there are already numerous grade-separated rail crossings in the City and more are planned as part of the Alameda Corridor-East project.

**Goal**

S5 Effective disaster mitigation, preparedness, response, and recovery.

**Policies**

S5-1 Coordinate with and support the County OEM in preparing and implementing the OAERP.

**4.2.6 Noise and Land Use Compatibility**

The City of Industry is devoted to industrial and commercial uses that are less sensitive to noise than other uses. Certain land uses are particularly sensitive to noise and vibration, including residential, school, and open space/recreation areas where quiet environments are necessary for enjoyment, public health, and safety. Excessive noise levels are not only a potential annoyance but can constitute a health threat resulting in temporary or permanent hearing loss and mental distress. Despite its industrial and commercial focus, the City of Industry does not contain land uses or businesses that generate excessive noise levels that impact surrounding sensitive land uses.

**Measuring Noise**

Two common terms used in reference to levels of sound or noise are the decibel (dB) and community noise equivalent level (CNEL). A decibel is a unit used to measure the intensity of a sound on a logarithmic scale. The CNEL is a weighted average of sound levels gathered throughout a 24-hour period. More specifically, it is the



energy average of the sound levels occurring during a 24-hour period, with 5 dB added to the levels occurring during the period from 7:00 PM to 10:00 PM and 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.

### **Noise Regulations**

*State of California Building Code.* California's noise insulation standards are codified in the California Building Code and apply to new construction for the purpose of ensuring compatibility between interior and exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans for these uses must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

*State of California Land Use Compatibility Criteria.* Table 4 presents a land use compatibility chart for community noise adopted by the State of California as part of its general plan guidelines. This table provides a tool to gauge the compatibility of new land uses relative to noise levels. This table identifies normally acceptable, conditionally acceptable, and clearly unacceptable noise levels for various land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. A normally acceptable designation means that standard construction can occur with no special noise reduction requirements.

*City of Industry Municipal Code.* The City of Industry regulates noise nuisances under Chapter 1.30, which addresses public nuisances; and under Chapter 17.12, which addresses noise from entertainment uses.

### **Existing Noise Sources**

The City of Industry is impacted by a multitude of existing noise sources, many of them directly connected with major interstate commerce and intrastate thoroughfares that divide the City. Major noise sources affecting the City of Industry include stationary and mobile sources, which are described below.

*Mobile Sources.* Traffic and truck noise is generated on regional and local roadways within the City of Industry. Noise generated by the train traffic on UPRR's Alhambra and Los Angeles Subdivision lines contributes to the ambient noise environment along these two transportation routes. At an at-grade crossing, a train is required by the Federal Railroad Administration to sound a warning horn at a distance of a quarter mile from all intersections, except those which have established a "quiet zone." A quiet zone is a segment of rail line where locomotive horns are not routinely sounded while the train approaches the public railroad grade crossings.

*Stationary Sources.* Stationary sources of noise include commercial and industrial equipment and activities. Whereas mobile source noise affects many noise receptors along an entire length of roadway, stationary noise sources affect their immediate areas. Major stationary sources within the City include industrial and warehousing operations and schools (stationary noise from sounding of bells and whistles at at-grade rail crossings is described under mobile source noise).

Industrial and warehousing operations are major noise sources in the City of Industry. In addition to onsite mechanical equipment, which generates noise, warehousing and industrial land uses generate substantial truck traffic, which results in additional noise on local roadways in the vicinity of industrial operations.

Schools are considered both sensitive noise receptors and noise generators. They are considered noise sensitive because of the necessity for quiet in the classroom to provide an adequate environment for learning. However, outdoor activities that occur on school campuses throughout the City generate noticeable levels of noise within the vicinity of the campus. While it is preferable to have schools located in a residential setting to support the

neighborhood, noise generated on both the weekdays (from physical education classes and sports programs) and weekends (from use of the fields) can elevate noise levels within the community.

### **Noise Assessment and Modeling**

To understand and evaluate the impacts of land use patterns, traffic, and individual developments on the noise environment, a variety of data has been collected and existing and future impacts have been modeled. Projected noise contours for the City's roadways and freeways at buildout are presented in Figure 18. Future noise impacts to the community are expected to be primarily generated by increasing traffic volumes that accompany increased development. The greatest increases in noise are expected on lands subject to increased development intensity, especially in the IBC area in the eastern portion of the City. However, all existing uses and land use designations for future development adjacent to roadway segments with high noise levels are warehousing and industrial.

It is important to note that special attention to project-specific site design may substantially reduce noise impacts below those projected; therefore, these estimates are considered conservative and unmitigated. A wide range of design criteria affecting roadway engineering and traffic noise abatement include differences in final grade between the roadbed and the top of walls, spacing of intersections, setbacks and parkway widths, roadway composition, and other considerations.

### **Goal**

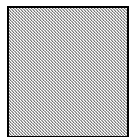
S6 An environment where noise does not adversely affect sensitive land uses.

### **Policies**

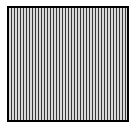
- S6-1 Coordinate with Caltrans, San Gabriel Valley Council of Governments, Southern California Association of Governments, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of transportation and land use plans to minimize noise impacts and provide appropriate mitigation measures.
- S6-2 Address noise impacts through the effective enforcement of the noise ordinance, project and environmental review, and compliance with state and federal noise standards.
- S6-3 Consider the noise levels likely to be produced by any new businesses or substantially expanded business activities locating near existing noise-sensitive uses such as schools, community facilities, and residences, as well as adjacent to established businesses involving vibration-sensitive activities.

**Table 4  
Land Use Compatibility for Community Noise Environments**

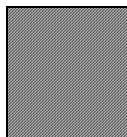
Land Uses	CNEL (dBA)					
	55	60	65	70	75	80
Residential-Low Density Single Family, Duplex, Mobile Homes						
Residential- Multiple Family						
Transient Lodging, Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheatres						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Businesses, Commercial and Professional						
Industrial, Manufacturing, Utilities, Agricultural						



**Normally Acceptable:**  
Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



**Conditionally Acceptable:**  
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



**Normally Unacceptable:**  
New construction or development should generally be discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

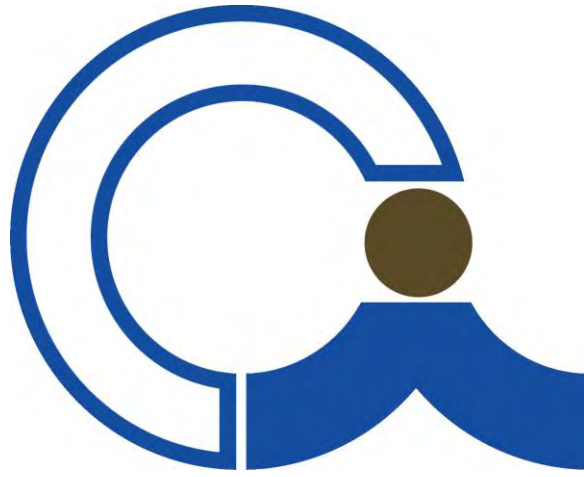


**Clearly Unacceptable:**  
New construction or development generally should not be undertaken.

Source: OPR 2003. Adapted from the US EPA Office of Noise Abatement Control, Washington D.C. Community Noise. Prepared by Wyle Laboratories. December 1971.

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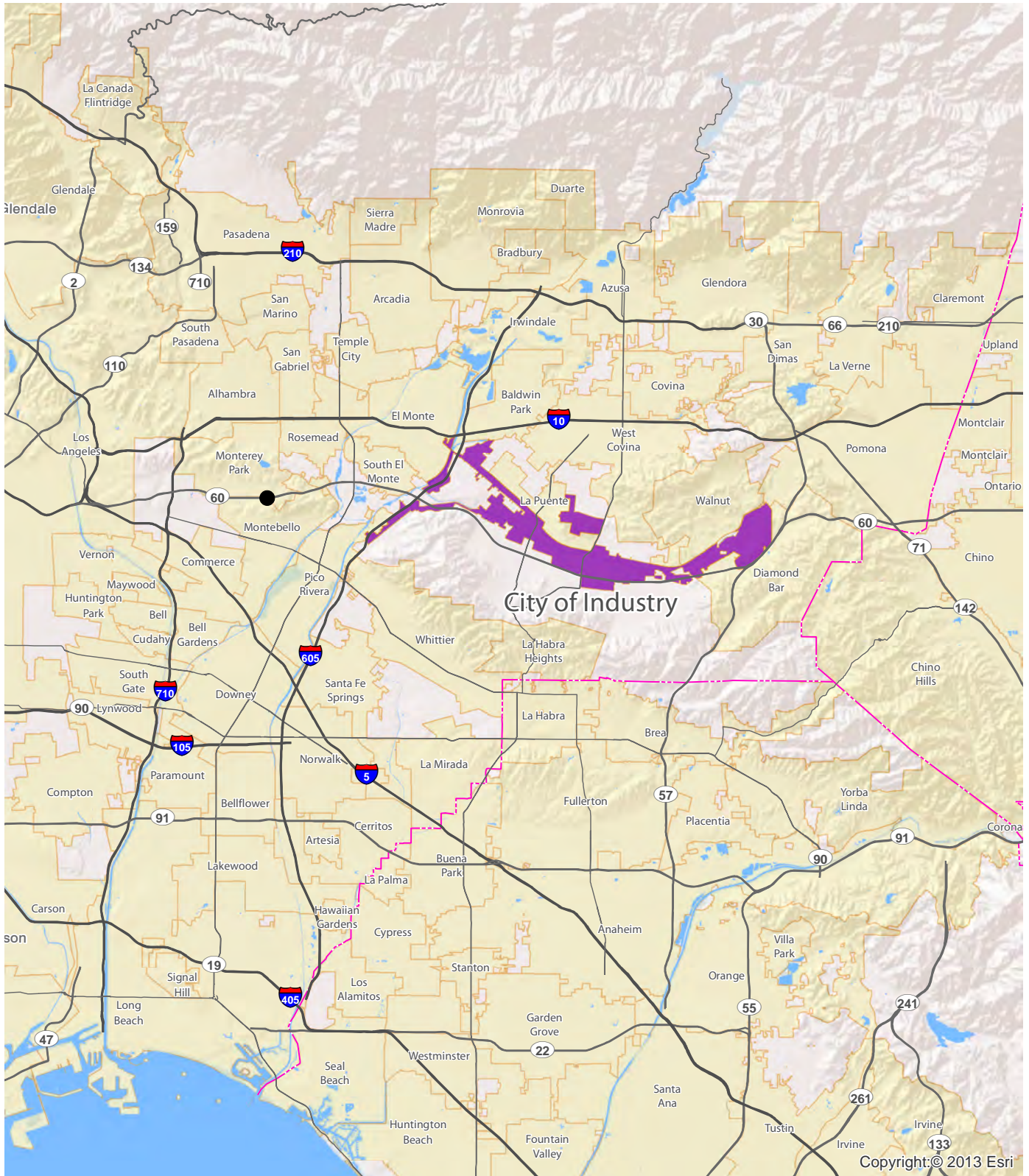


2014 GENERAL PLAN

FIGURES







0 1.5 3 6 Miles

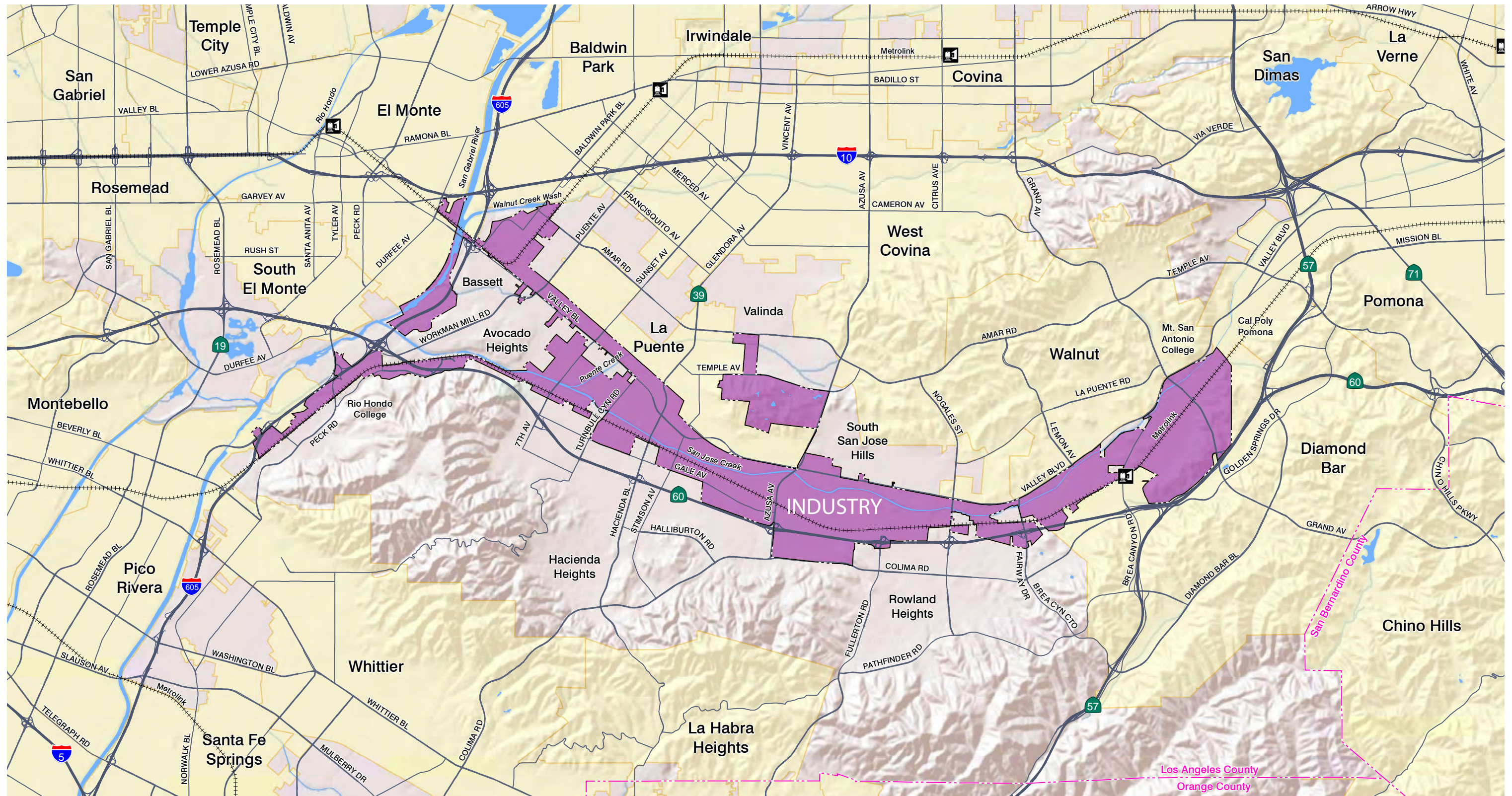


6.12.14

FIGURE 1

# Regional Location





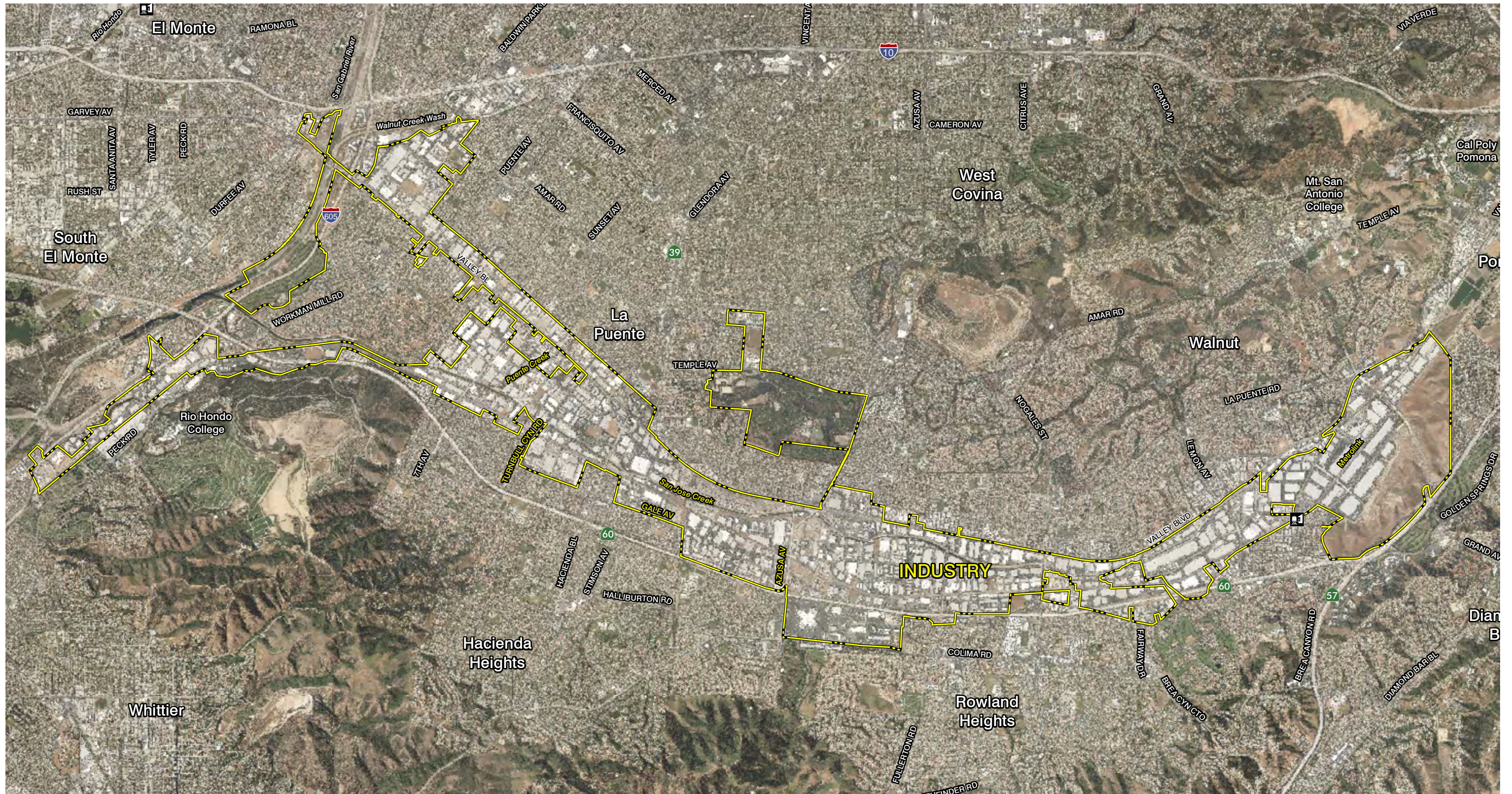
0 2,300 4,600 9,200 Feet



6.12.14

FIGURE 2  
Local Vicinity





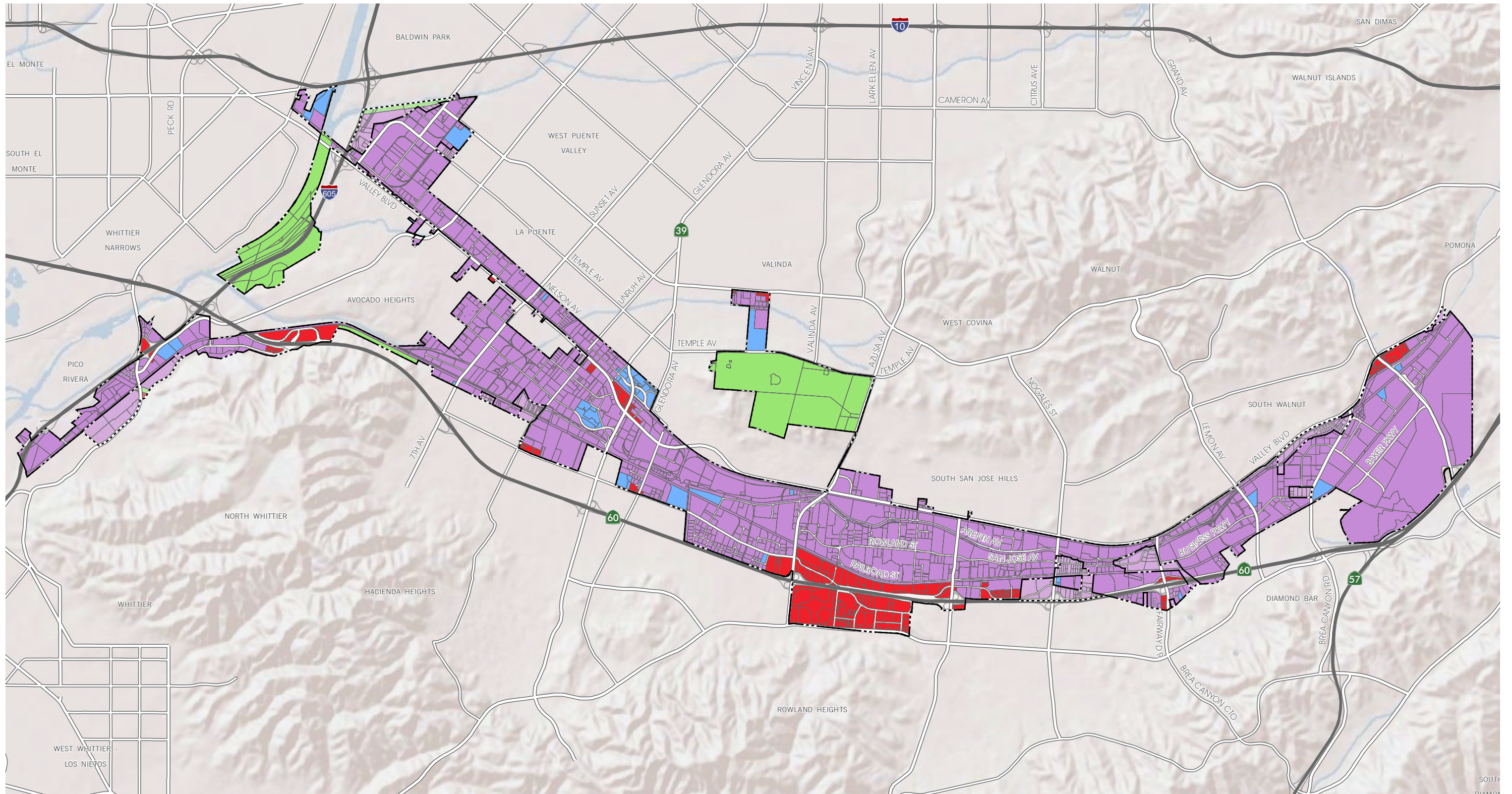
0 1,875 3,750 7,500 Feet



6.12.14

FIGURE 3  
Aerial Photo





0 1,625 3,250 6,500 Feet



6.12.14

**General Plan**

- Employment
- Commercial
- Institutional
- Recreation & Open Space

**General Plan Sphere**

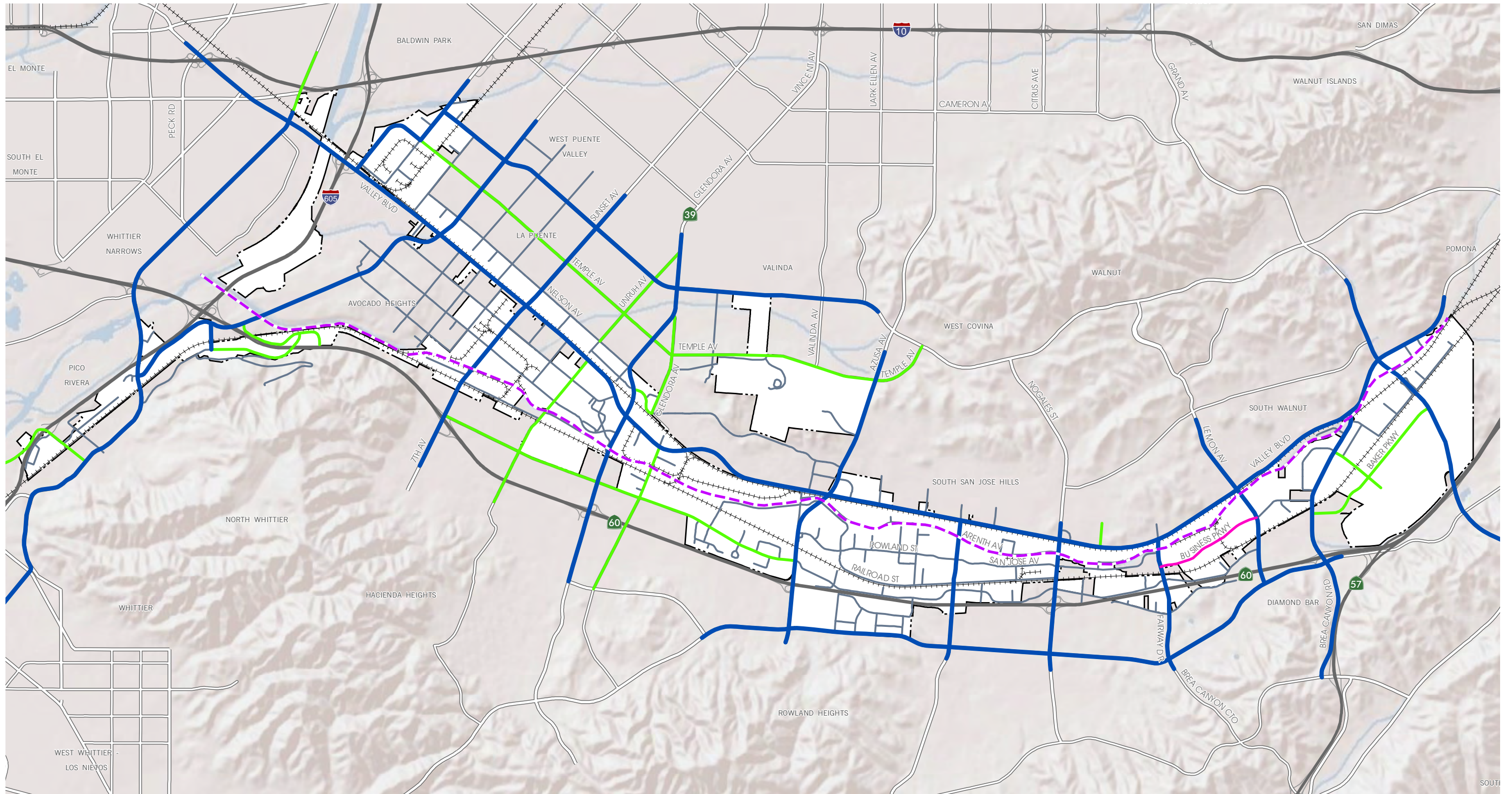
- Employment
- Commercial
- Recreation & Open Space

- City of Industry
- Sphere of Influence Boundary

FIGURE 4  
General Plan Land Use







0 1,500 3,000 6,000 Feet



6.12.14

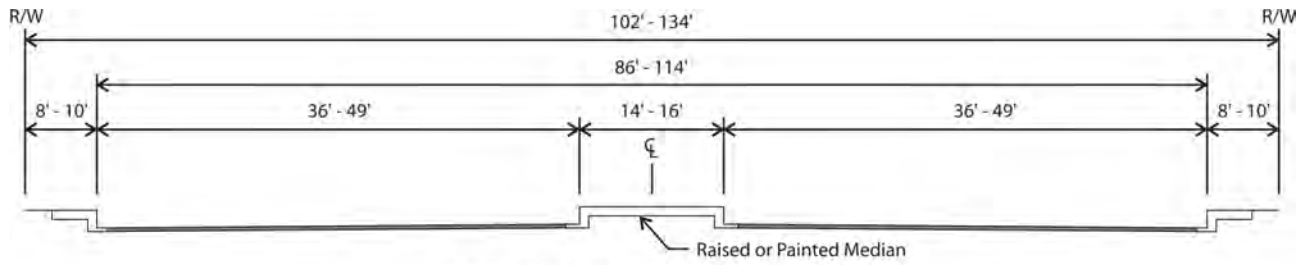
- - - - Conceptual Transportation Corridor
- Major Highway
- Secondary Highway
- Limited Secondary Highway
- Collector Street
- + + + + + Rail Lines

NOTES:  
 Roadway classifications outside city boundaries are based on City of West Covina, Pomona, La Puente, Pico Rivera, Diamond Bar, and El Monte General Plans, as well as the Los Angeles County Highway Plan. See the street sections figure to determine the configuration of each roadway classification.

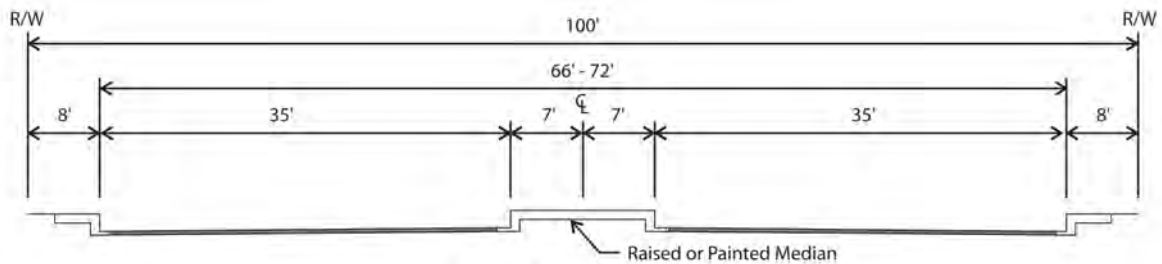
FIGURE 5  
 Roadway Classification Plan



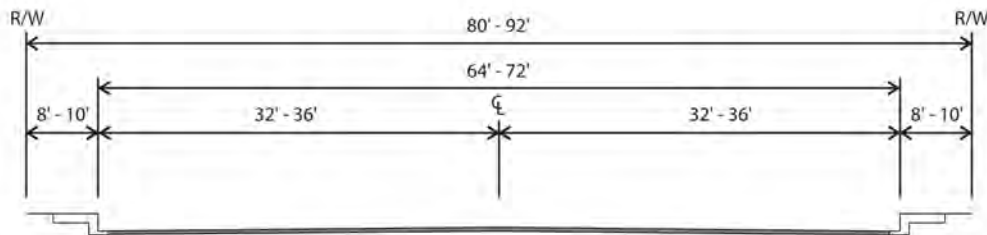




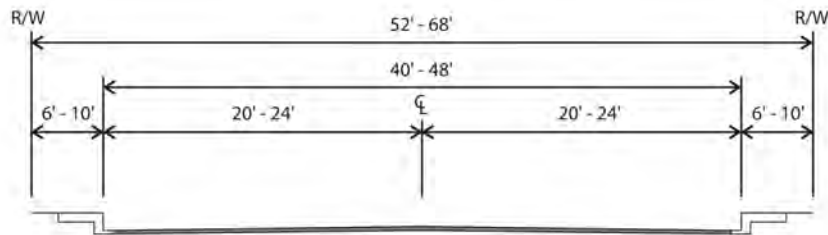
Major Highway (6 Lanes Divided)



Secondary Highway (4 Lanes Divided)



Limited Secondary Highway (4 Lanes Undivided)



Collector (2 Lanes Undivided)

NOTES:

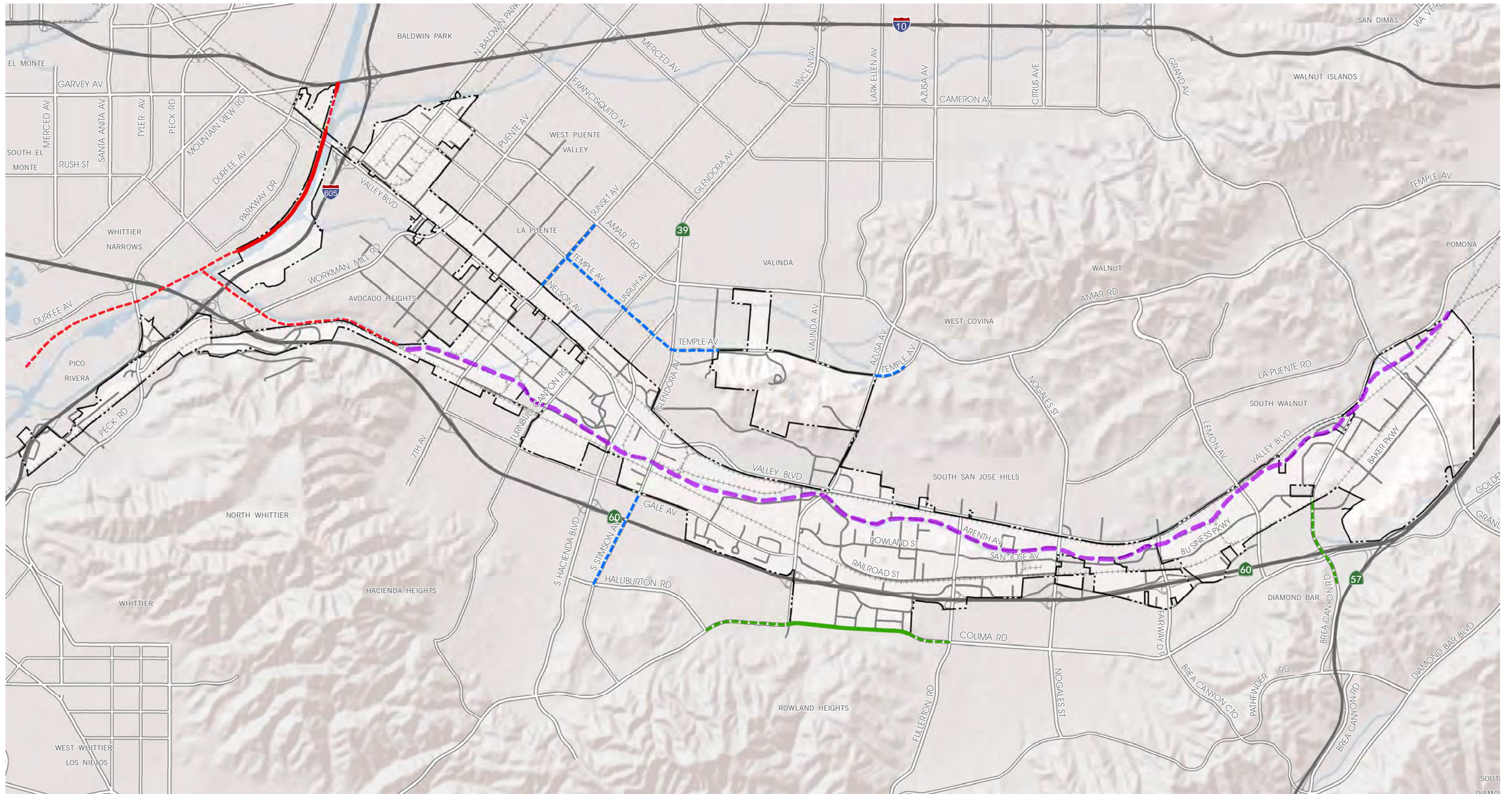
Street sections are typical and variations may be permitted with approval of the city engineer.

Please contact the city engineer for the exact street sections

6.12.14

FIGURE 6  
Street Sections





0 1,500 3,000 6,000 Feet



6.12.14

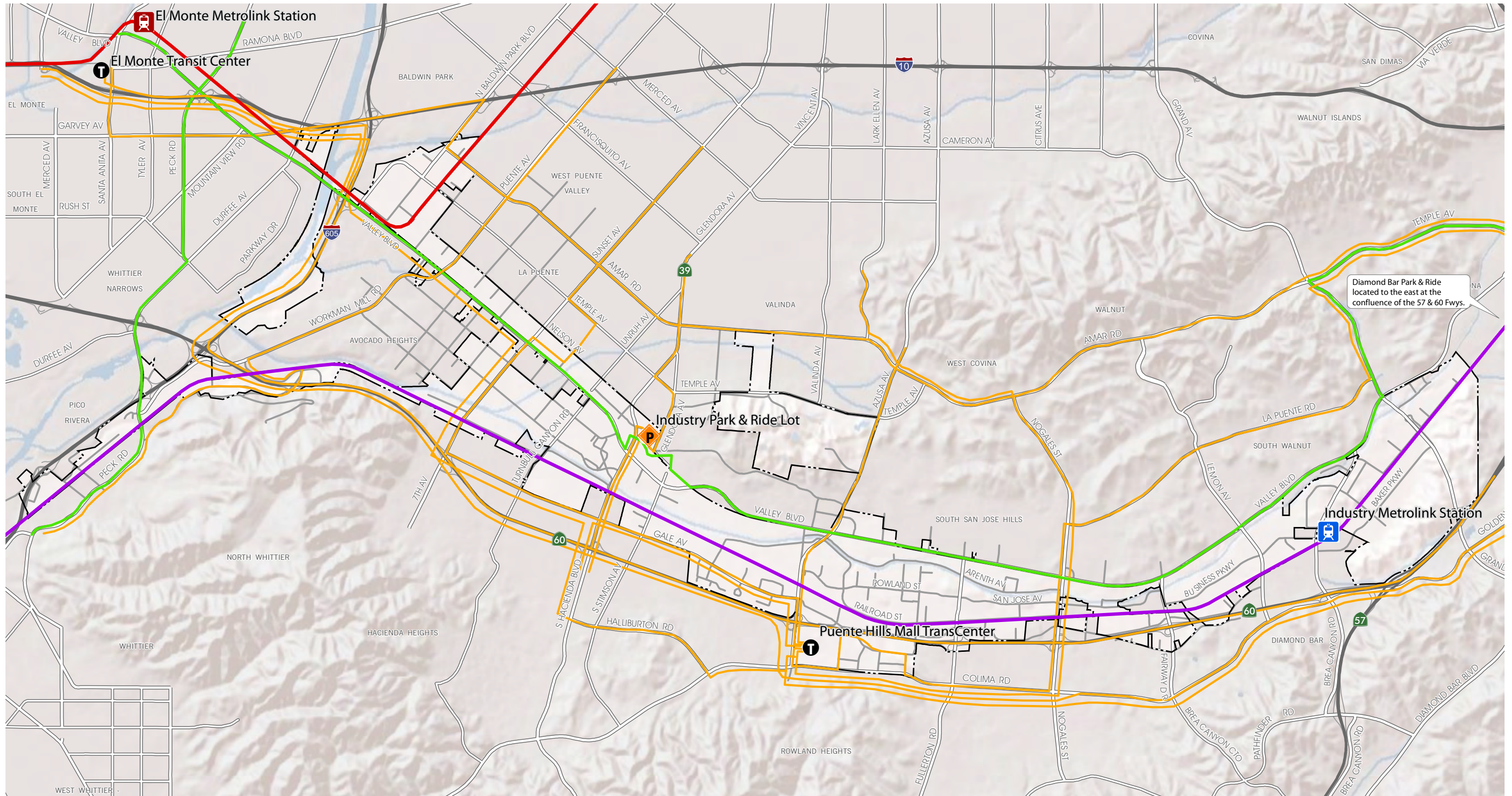
- - - - - Conceptual Transportation Corridor
- Class I Multi Purpose Trail within the City
- - - - - Class I Multi Purpose Trail outside the City
- Class II Bike Lanes within the City
- - - - - Class II Bike Lanes outside the City
- - - - - Class III Bike Routes outside the City
- - - - - Rail Lines

NOTES:  
 Multipurpose Sidewalks - included on all streets as shown on the Street Sections, but not depicted.  
 Bicycle travel on roadways within Industry is not prohibited; however, it is discouraged for safety reasons.  
 Bicycle travel is accommodated on all sidewalks in the City. Contact the Planning Department for a map of the existing Multipurpose Sidewalk system as well as a map depicting the ideal ways to travel through the City.

FIGURE 7  
 Bicycle and Pedestrian Plan







0 1,500 3,000 6,000 Feet



6.12.14

- Foothill Transit Bus Service
- Metro Line Bus Service
- Metrolink Riverside Line, Amtrak Sunset Limited/Texas Eagle, and Union Pacific
- Metrolink San Bernardino Line and Union Pacific

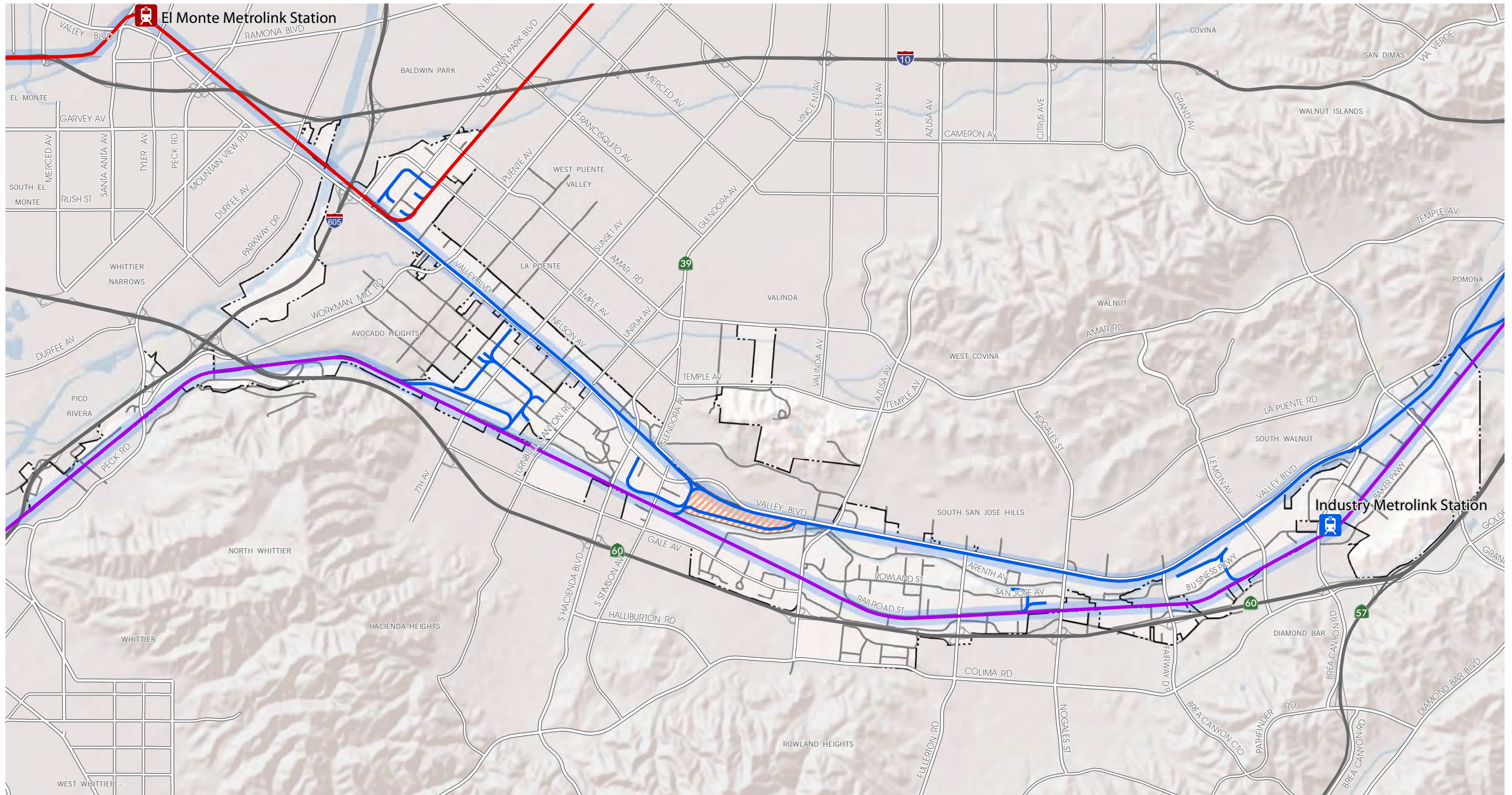
NOTES:  
 Bus routes extend beyond the limits shown.  
 Please see the Rail Service Plan for more information.

- El Monte Metrolink Station
- Industry Metrolink Station
- Transit Center
- Park and Ride

FIGURE 8  
 Public Transit Plan







0 1,500 3,000 6,000 Feet



6.12.14

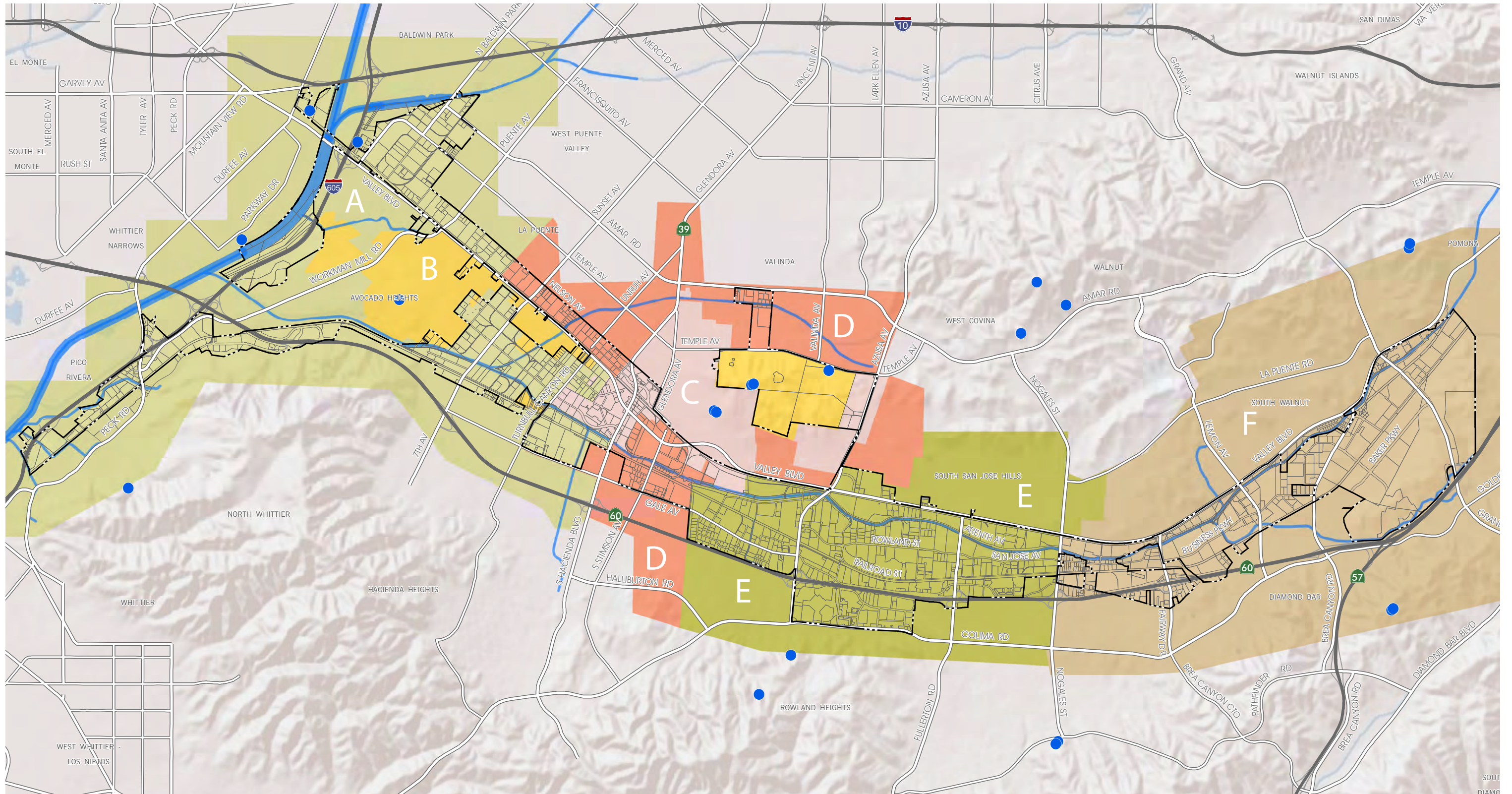
Sources: Alameda Corridor-East Construction Authority, Amtrak, Metrolink, Union Pacific, and The Planning Center 2011

- Metrolink Riverside Line, Amtrak Sunset Limited/Texas Eagle, and Union Pacific
- Metrolink San Bernardino Line and Union Pacific
- Union Pacific Rail Line
- Union Pacific Intermodal Facility
- Alameda Corridor-East
- El Monte Metrolink Station
- Industry Metrolink Station

NOTE:  
Please see the Transit Plan for more information

FIGURE 9  
Rail Service Plan





0 1,500 3,000 6,000 Feet

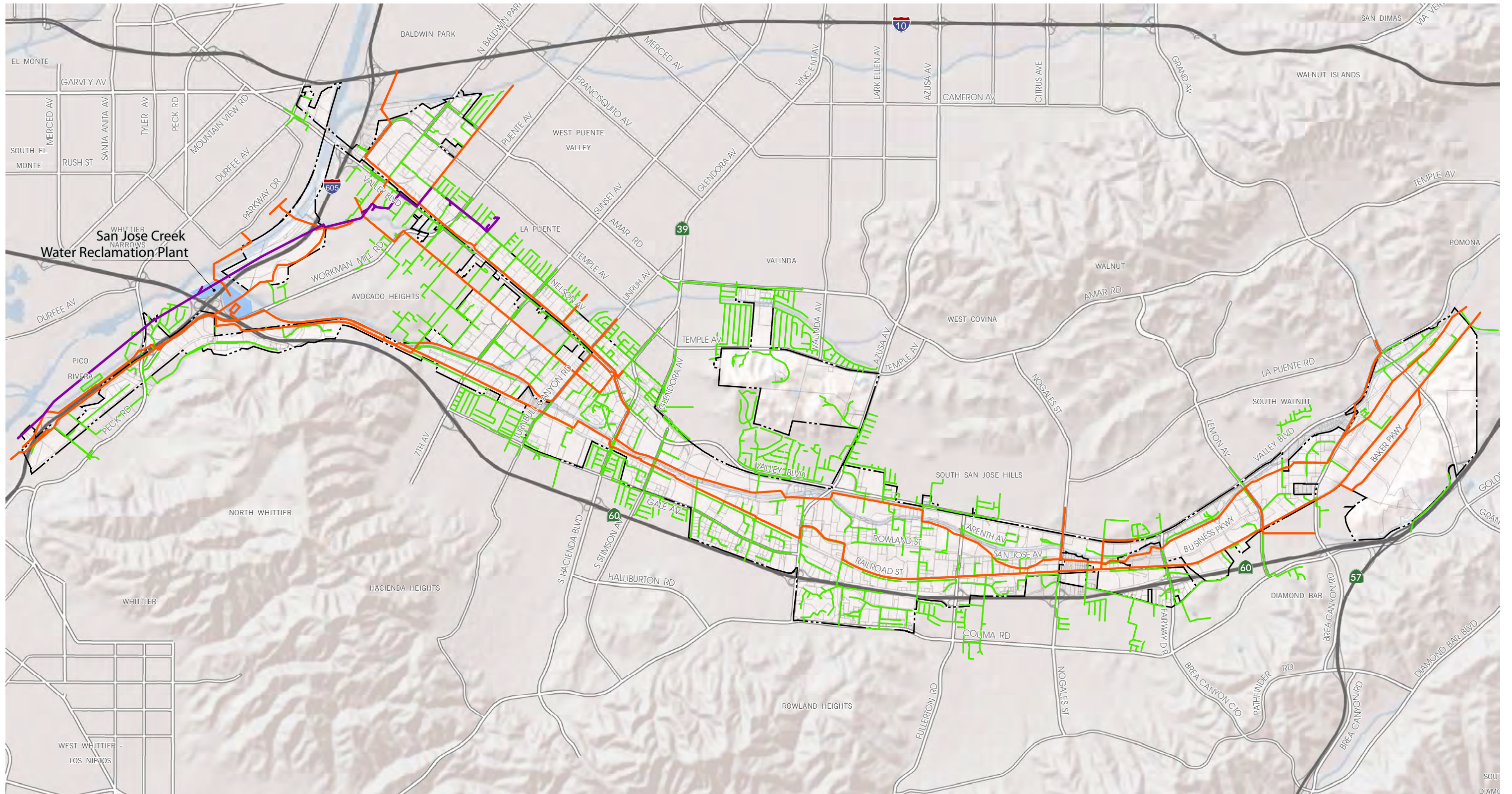


6.12.14

- |  |   |   |
|--|---|---|
| <span style="background-color: yellow; border: 1px solid black; padding: 2px;">A</span> San Gabriel Valley Water Company     | <span style="background-color: red; border: 1px solid black; padding: 2px;">D</span> Suburban Water Systems       | <span style="color: blue;">●</span> Reservoir   |
| <span style="background-color: orange; border: 1px solid black; padding: 2px;">B</span> City of Industry Waterworks System   | <span style="background-color: green; border: 1px solid black; padding: 2px;">E</span> Rowland Water District     | <span style="color: blue;">—</span> River, Natural Drainage, or Flood Control Channel |
| <span style="background-color: pink; border: 1px solid black; padding: 2px;">C</span> La Puente Valley County Water District | <span style="background-color: tan; border: 1px solid black; padding: 2px;">F</span> Walnut Valley Water District |   |

FIGURE 10  
Water District Boundaries  
and Drainage Channels





0 1,500 3,000 6,000 Feet



6.12.14

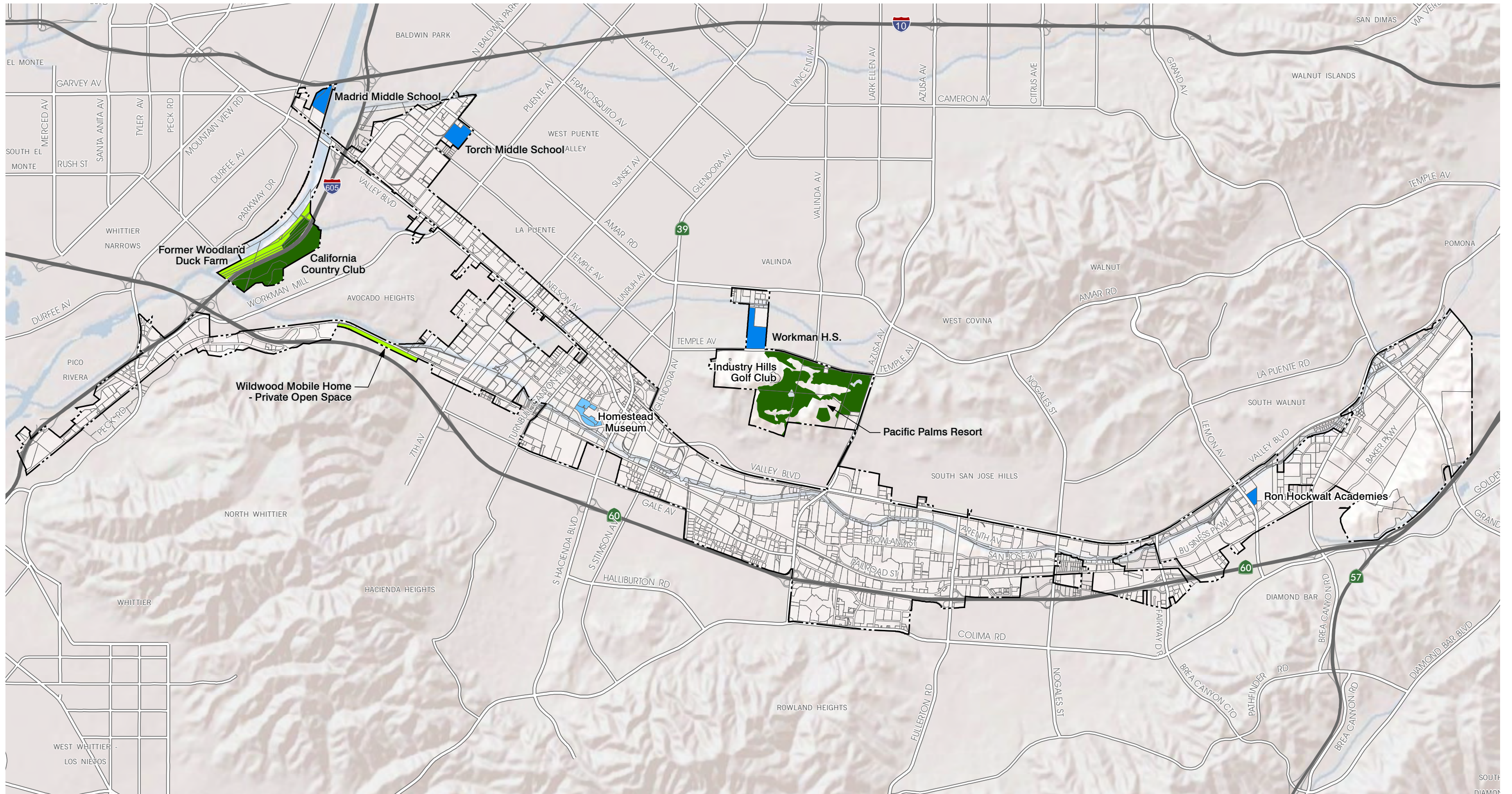
- Reclaimed
- Trunk Line
- Private Contract
- San Jose Creek Water Reclamation Plant

FIGURE 11

Wastewater Treatment System







0 1,750 3,500 7,000 Feet



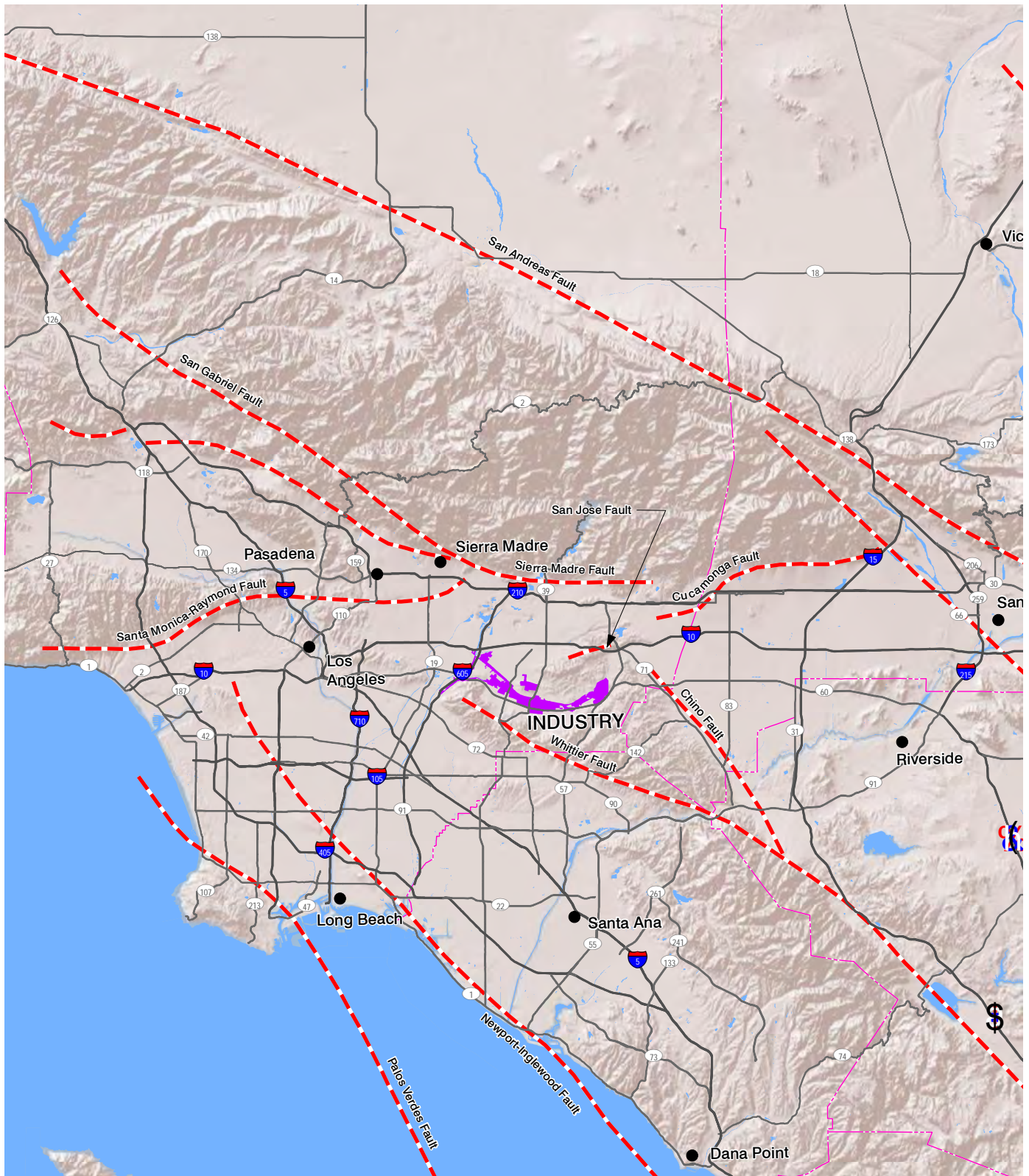
6.12.14

- Golf Course
- Open Space
- School
- Museum

FIGURE 12  
Open Space and  
Recreational Resources







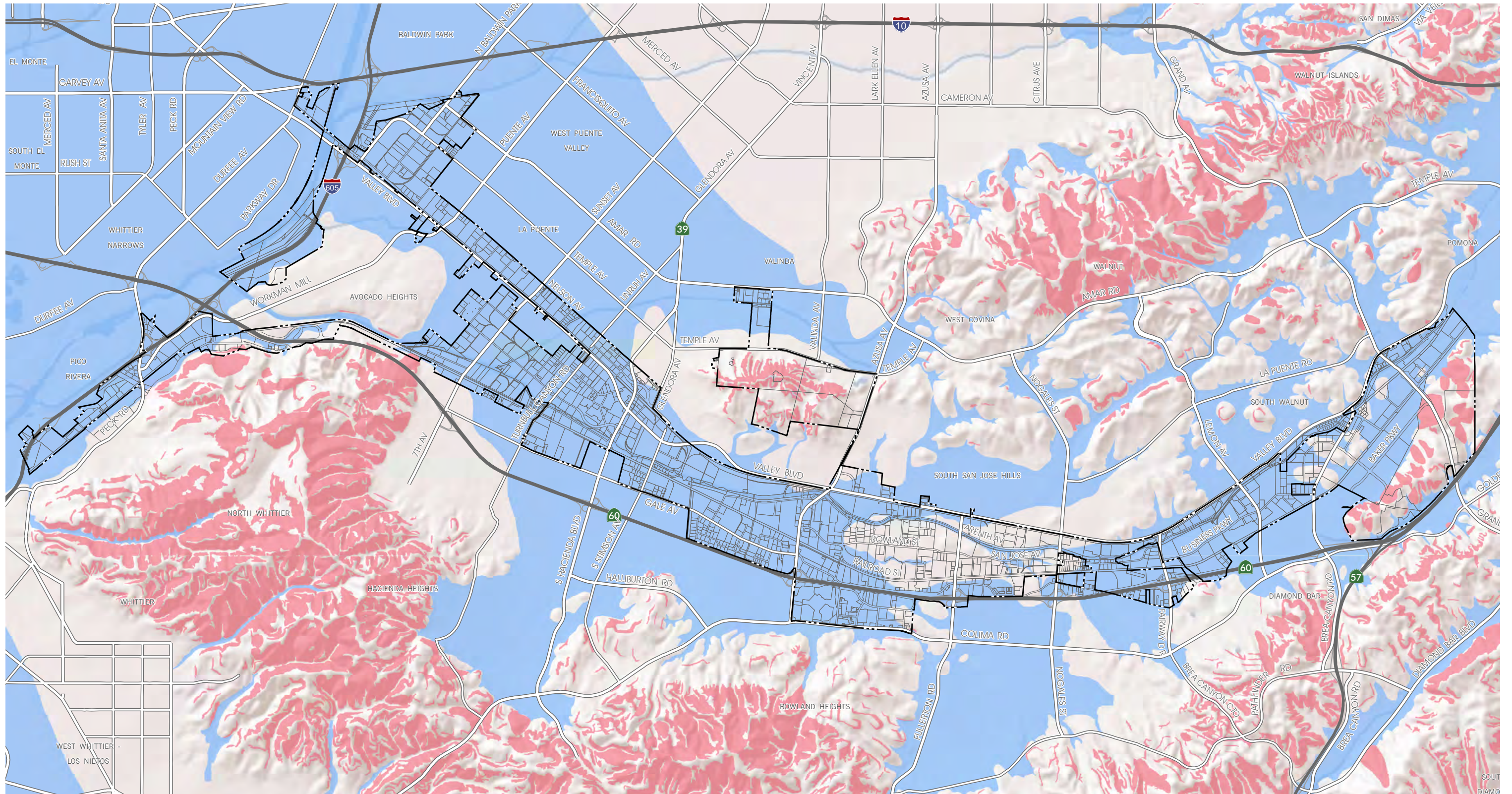
0 3.75 7.5 15 Miles



6.12.14

FIGURE 13  
Regional Faults





Potential Seismic Landslide Zone  
 Potential Seismic Liquefaction Zones

FIGURE 14  
Liquefaction and Landslide Hazards

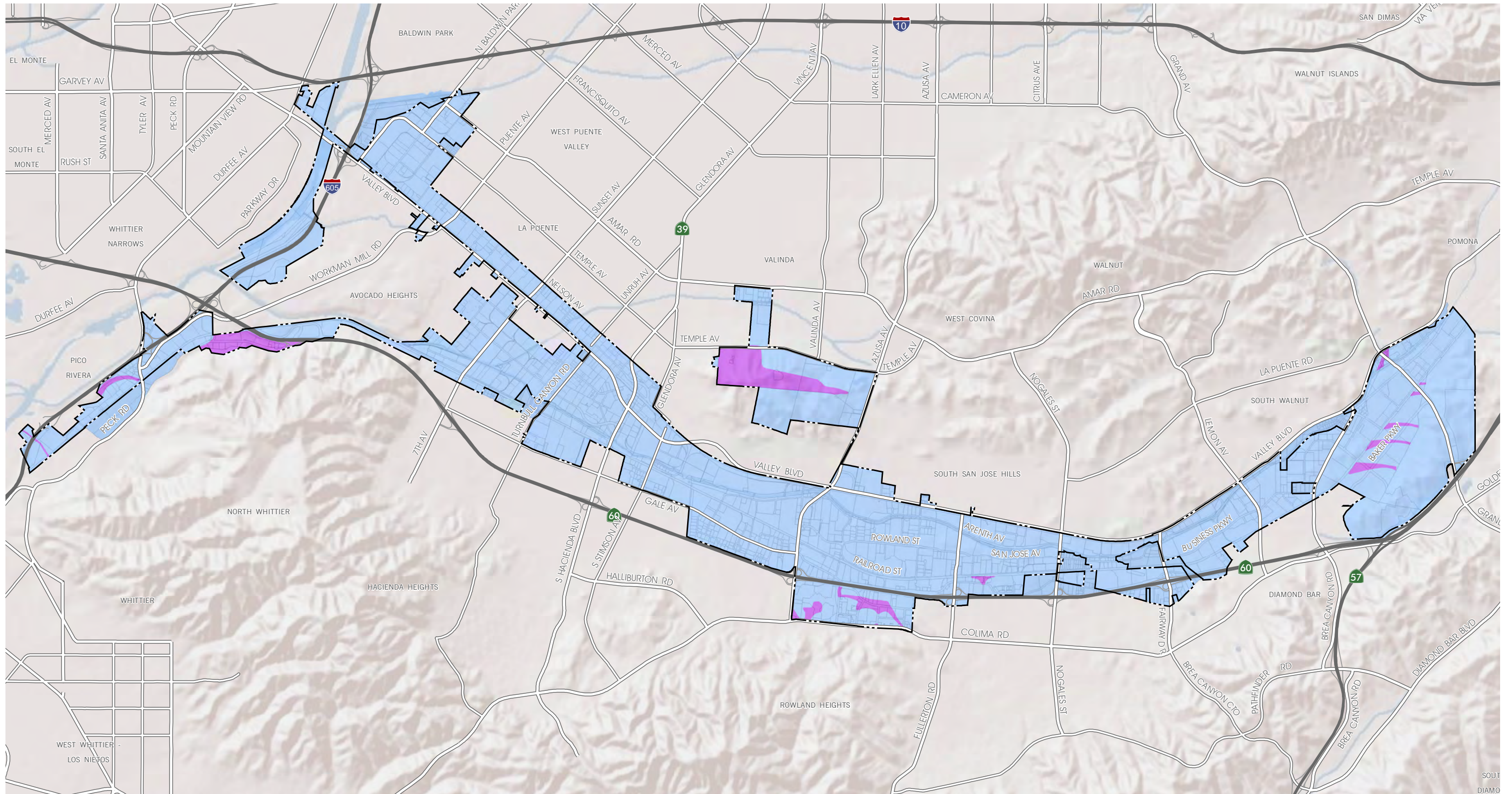


6.12.14

Source: California Department of Conservation, 2002







0 1,500 3,000 6,000 Feet



6.12.14

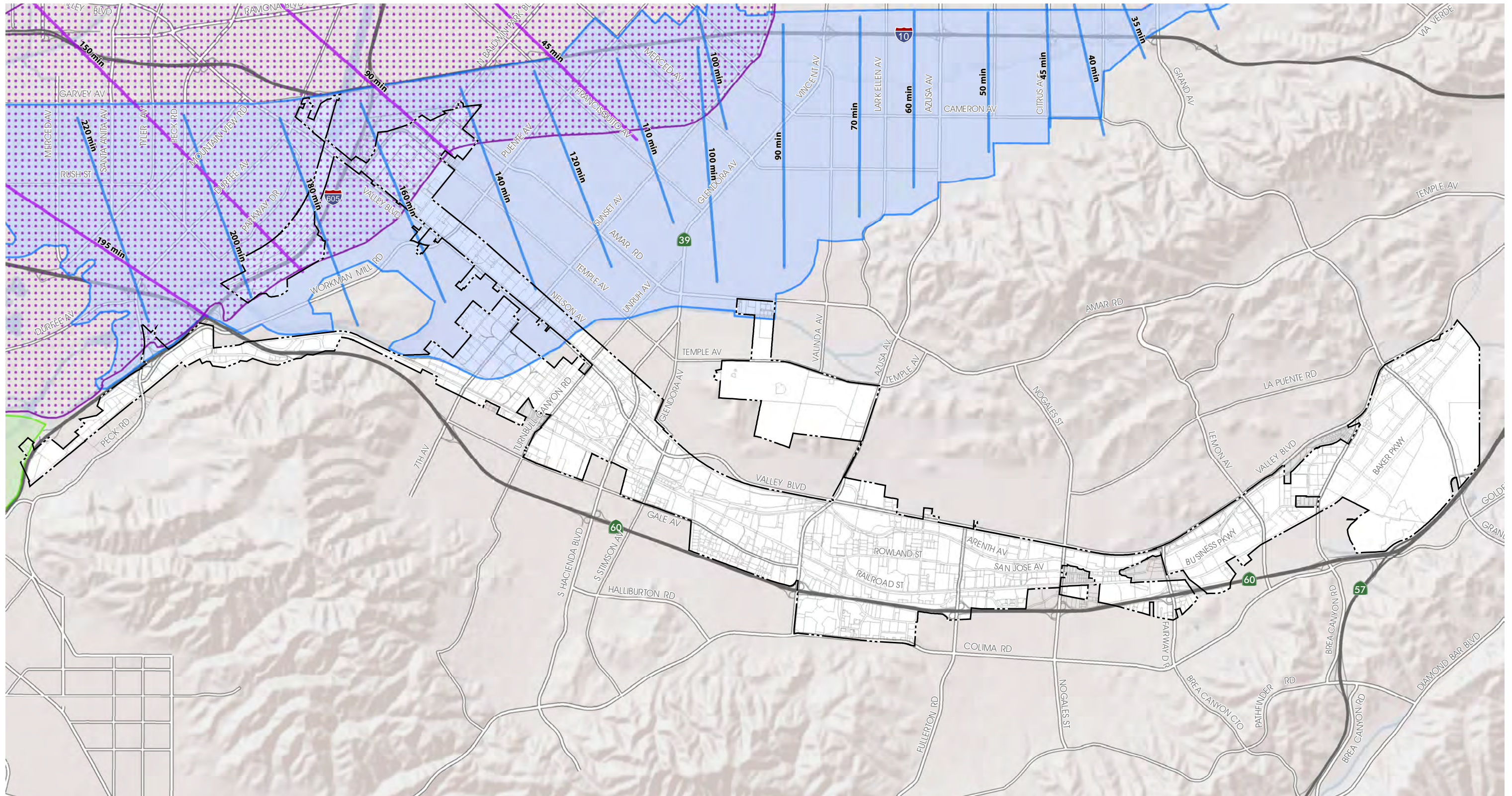
**Flood Zones**

- Zone X Area determined to be outside the 100- and 500-year floodplains.
- Zone D Areas with possible but undetermined flood hazards. No flood hazard analysis has been conducted. Flood insurance rates are commensurate with the uncertainty of the flood risk

FIGURE 15  
FEMA Flood Hazards

Source: FEMA, 2010





0 1,500 3,000 6,000 Feet



6.12.14

- Santa Fe Dam Inundation Area  
Source: U.S. Army Corp of Engineers, Santa Fe Dam Emergency Plan Inundation Map, June 1985
- Puddingstone Dam Inundation Area  
Source: Los Angeles County Flood Control District, August 1973
- Whittier Narrows Dam Inundation Area  
Source: U.S. Army Corp of Engineers, Whittier Narrows Dam Emergency Plan Inundation Map, August 1985

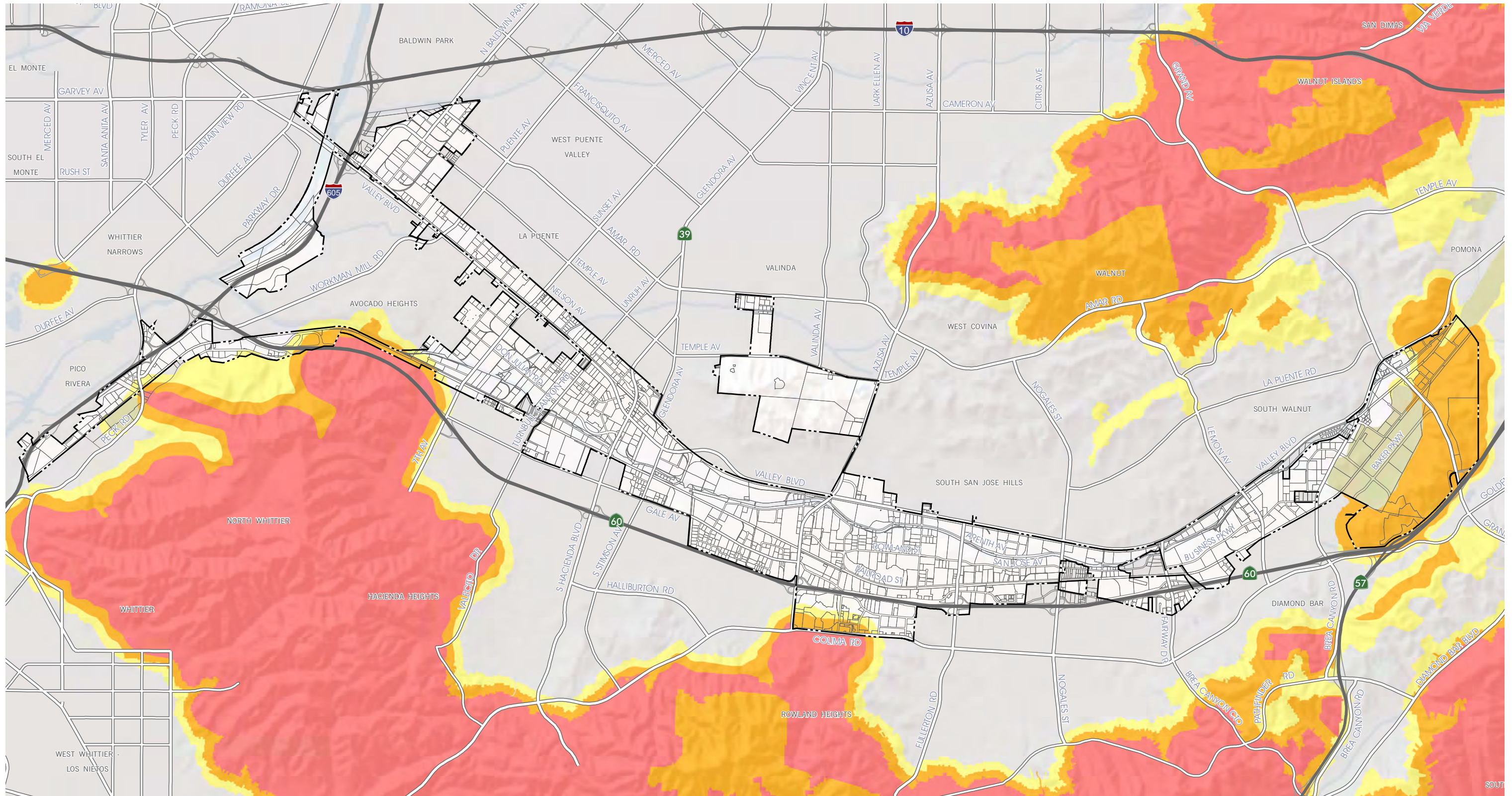
Time Between Dam Failure and Arrival of First Water

- Santa Fe Dam
- Puddingstone Dam

FIGURE 16  
Dam Inundation Hazards







0 1,500 3,000 6,000 Feet



6.12.14

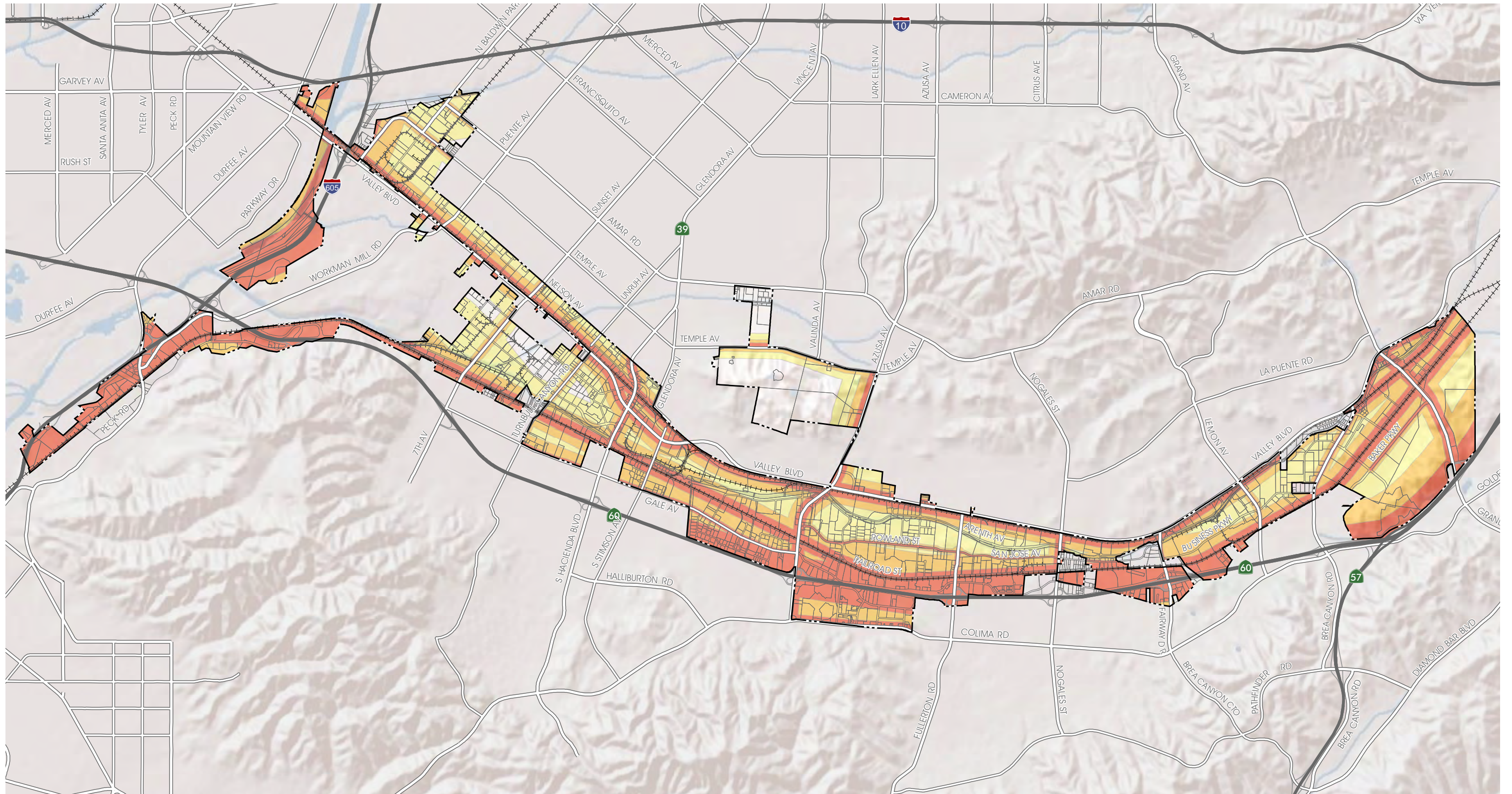
- Moderate Fire Hazard
- High Fire Hazard
- Very High Fire Hazard
- Other Non-Wildland

Source: California Department of Forestry and Fire Protection, 2009.

FIGURE 17  
Fire Hazard Severity Zones







0 1,450 2,900 5,800 Feet



6.12.14

- 70dBA CNEL
- 65dBA CNEL
- 60dBA CNEL
- Rail Lines

FIGURE 18  
Future Noise Contours



## Appendix: Buildout Methodology

This report describes the assumptions and methods used to project future building and employment levels for the City of Industry. The projections themselves are based on the land use plan in Figure 4 and are presented in Table 2 in the Land Use Element. A key assumption in understanding these projections is that they reflect a theoretical buildout of the entire City, rather than what is likely to appear on the ground on an individual parcel.

### KEY TERMS

**Acre:** The standard measurement for an area of land. One acre is equal to 43,560 square feet. In this general plan, acres are derived from GIS-based calculations for each land use category. The acres are depicted as adjusted gross acres, meaning that the right-of-way for public roads, railroads, and flood control facilities are not included in each land use designation and instead accounted for separately.

**Floor Area Ratio (FAR):** The ratio of total net floor area of a building to the total lot area. An FAR describes the intensity of the use on a site, which reflects the combination of both building height and site coverage. Building square footage includes all habitable structures on the lot.

**Square Foot:** A standard unit of measurement applied to building or land area. One square foot is the area of a square with sides that measure one foot. Building square footage projections are calculated by multiplying the adjusted gross acres of each non-residential land use designation by the corresponding FAR and then by 43,560 (number of square feet in an acre).

### POPULATION DENSITY FACTOR

California Government Code Section 65302 states that, "The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan." However, standards for determining population density are not defined. The California General Plan Guidelines state that population density need not be tied to residency and may instead be tied to daily usage, which may include employment as described below.

In the case of the City of Industry, which has few existing homes and a large employment base, but does not have any land designated for residential use, residential density is not an accurate factor for future buildout projections. Therefore, this general plan used daily population as the factor for determining buildout. Daily population includes both residential and employment uses.

### Residential Population Density

Based on 2011 housing survey, there are 58 homes in the City of Industry (48 single family detached (SFD), 4 mobile homes (MH), and 6 multifamily (MF) units). The City also contains the 244-person capacity El Encanto Healthcare Center. Based on the 2010 Census data of 3.842 persons per household and the maximum occupancy of El Encanto, the General Plan assumes a residential population of 463 persons in the City.

### Employment Density

To estimate the potential daily employment population in the City of Industry at buildout, the General Plan uses a square foot per employee factor. This factor indicates the typical number of square feet per employee for a particular type of business. As an illustration, office uses consist primarily of floorspace occupied by employees and hallways. In comparison, industrial uses dedicate a much greater proportion of floorspace for storage or equipment and tend not to employ a large number of employees at each site. Accordingly, office uses have a greater density of employees per square foot of building space than industrial uses.

**Table A-1**  
**Square Foot per Employee Factors**

<i>Business Category</i>	<i>SF per Employee</i>
Retail	450
Office	350
Big Box Retail	850
Manufacturing and Assembly	950
Warehousing and Distribution	1,500
Light Industrial	800

Source: SCAG Employment Density Study, 2001.

Square foot per employee assumptions (see Table A-1) were obtained from the 2001 SCAG Employment Density Study and, for the Industry Business Center (IBC), from Table 5.11-6 of the IBC EIR (2004). In circumstances such as schools, museums, and hospitals, where square feet per employee factors were not available, projections were augmented by employment data based on use permit data and direct contact with individual employers.

### ASSUMPTIONS AND ADJUSTMENTS

In projecting the buildout of the General Plan for EIR, traffic, air quality, and noise purposes, a more detailed description of each land use designation was necessary. It was also necessary to identify those areas assumed to buildout to their full potential, those uses assumed not to change, and those uses assumed to recycle/intensify to a level below the maximum allowed in the General Plan. The following provides a description of the assumptions made in projecting the buildout of the General Plan.

#### Buildout Mixture

The four General Plan land use designations are not sufficient by themselves to fully describe the mixture of uses within each land use category and support an accurate projection of potential future buildout conditions. Accordingly, Table A-2 identifies the breakdown of the land use designations that was utilized.

**Table A-2**  
**Components of Land Use Designations for Buildout Purposes**

<i>Land Use Designation</i>	<i>Components of Land Use Designations</i>	<i>% of Land Use Designation</i>
Commercial	Retail	50.0
	Office	13.0
	Auto Dealers	17.0
	Big Box Retail	20.0
Employment	Manufacturing and Assembly	11.3
	Warehousing and Distribution	46.3
	Light Industrial	19.3
	Storage	0.3
	Railroads	8.9
	Flood Control Channels	2.8
	Existing residential (25 SFD)	0.2
	2004 IBC Plan of Development	11.1

**Table A-2  
Components of Land Use Designations for Buildout Purposes**

<b>Land Use Designation</b>	<b>Components of Land Use Designations</b>	<b>% of Land Use Designation</b>
Recreation and Open Space	Commercial Recreation (golf course)	49.7
	Pacific Palms Hotel/resort	2.4
	Parks/Open Space	29.7
	Waterways	17.5
	Existing residential (16 SFD, 1 group, and 6 MF)	0.7
Institutional	Schools	36.5
	Public Facility	27.9
	Nursing Home (244 person capacity)	2.7
	Museum	4.7
	Utilities	26.5
	Existing residential (10 SFD)	1.7

**Assumed to Buildout at Maximum FAR**

In projecting the buildout of the general plan, the following were assumed to buildout to the maximum FAR allowed in the General Plan:

**Industry Business Center (IBC).** As of 2011, the largest undeveloped property was known as the IBC, located on the extreme eastern end of the City. At the time this General Plan was adopted, the IBC was entitled with two distinct projects:

- 1) The 2004 IBC Plan of Development for a master-planned business and commercial center that could accommodate 2.9 million square feet of office and business park, 1.3 million square feet of commercial, and 633,000 square feet of industrial uses.
- 2) The 2009 Revised IBC Plan of Development replaced some of the office, commercial, and industrial uses with a National Football League stadium, practice fields and training facilities, and 1.5 million square feet of offices, team medical facilities, retail uses, restaurants, and entertainment and dining uses. This plan represents a reduction of 1.7 million square feet from the 2004 IBC. For the purposes of projecting and analyzing future buildout of this General Plan, the 2004 IBC, which results in a greater number of employees and level of vehicular trips, was assumed for the 592-acre project area.

**Vacant and Developable Lands.** This includes all vacant lands identified in the 2009 existing land use baseline analysis (except for the IBC assumed above) and the vegetated slope areas surrounding the Pacific Palms Resort (total of 229.9 acres). These lands were assumed to buildout at a 0.5 FAR, which results in the projection of 5.01 million square feet of new development at buildout.

**Assumed to Remain at Existing Levels of Development**

Many uses, such as railroads and flood control channels, are allowable uses within the Commercial and Employment land use designations but are not physically visible on the land use plan. Despite the land use designation that allows a more intensive development, many of these allowable uses will not change and must be accounted for so as not to overestimate square footage, vehicular trips, and jobs in the buildout projections. The following uses designated as either Commercial or Employment on the land use plan are expected to remain as they are today and were accounted for appropriately in projecting the buildout of this General Plan.

- Railroad right-of-ways (474.1 acres)

- Flood control channels (149.6 acres)
- Existing residential uses (17.6 acres)

The following uses are appropriately designated on the land use plan but are also expected to remain as they are today through the life of the General Plan.

- California Country Club: 18 holes of golf
- Utilities (63.3 acres)
- Metrolink station (13.8 acres)
- Pacific Palm Hotel/resort: 36 holes of golf and 292 guest rooms
- Schools (students): Workman High (1,171); Sparks Elementary (463); Torch Middle School (739); Madrid Middle School (1,130); Ron Hockwalt Continuation School (116)
- El Encanto: Congregate care facility with 244 person capacity and 200 employees on a typical day
- Homestead Museum: 16,000 annual visitors (Wednesdays=1,300 visitors per year, Thursdays=1,068 visitors per year, and Sundays=1,074 visitors per year), 10 employees, and 1 to 3 volunteers on a typical day

**Expected to Recycle/Intensify but Not to Maximum Extent**

Another factor in buildout projections is accounting for growth stemming from the recycling and intensification of existing businesses, i.e., growth from the expansion of existing uses above the existing footprints. To do this, the buildout calculations were first adjusted to account for the land in the two categories discussed above. It was then assumed that growth beyond these two adjustments would come from the recycling and intensification of existing businesses. This growth increment was compared to the existing land area and square footage for each land use category. If the level of projected growth allowed a reasonable level of intensification to existing businesses above existing levels, no adjustments were made. However, if the unadjusted level of growth projected resulted in an unrealistic level of intensification above existing levels, the buildout projections were adjusted downward to a level that could be reasonably expected based on recent development trends. The following adjustments were made in projecting the growth stemming from the recycling and intensification of existing businesses:

**Commercial Designation.** There were 66.4 acres and 1.6 million square feet of existing office uses in the City as of 2009. The unadjusted projection of the buildout of offices at a 1.0 FAR resulted in an additional 1.9 million square feet above existing conditions, which represented an 84 percent intensification of office uses existing and approved in the city. This type of intensification is not anticipated or realistic given the limited amount of commercially designated vacant land, existing land use patterns, and anticipated development projects. Accordingly, the projection of office uses was adjusted down by 35 percent to accommodate a reasonable level of intensification.

**Employment Designation.** As of 2009, there were 1,479.3 acres and 28,507,273 square feet of existing uses in the City devoted to light industrial, manufacturing and assembly, open storage, agriculture, and multiple uses. These existing uses are combined in the General Plan buildout projections into the light industrial and assembly/manufacturing subcategories. The unadjusted projection of the buildout for these components at a 0.5 FAR resulted in an additional 5.4 million square feet above existing conditions, which represents an 19 percent intensification of the existing development levels. This type of intensification is not anticipated or realistic given the limited amount of vacant land designated for employment, existing land use patterns, and the typical development patterns for this type of use. Therefore, the projection of office uses was adjusted down by 10 percent to accommodate a reasonable level of intensification. A snapshot of recent development trends is provided in Table A-3 as further evidence to support the adjustments made to the incremental growth calculations.

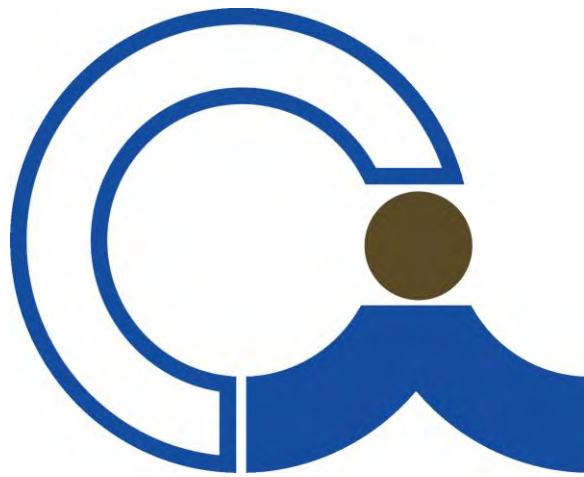
**Table A-3**  
**New Square Footage in City by Year**

<i>Year (May–June)</i>	<i>SF of New Development</i>
2008	588,930
2009	191,330
2010	-142,300
TOTAL	637,960
Annual Average	212,653

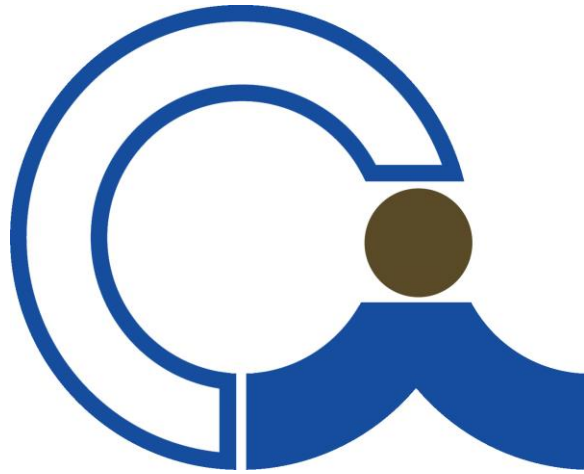
Source: As reported in annual CMP reporting program.







INDUSTRY | BUSINESS FIRST



2014 GENERAL PLAN  
IMPLEMENTATION PLAN

June 2014



## Implementation Plan

To achieve the General Plan's Vision, goals, and policies, the City will need to undertake a number of actions over the next few years. Additionally, some actions will be necessary to satisfy legal requirements as specified in the Government Code. This Implementation Plan should be reviewed and updated annually to respond to changes in state law and amendments to the General Plan.

### New Zoning Category

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

### Complete Streets

- IMP-2 Within two years, adopt a bicycle master plan that provides a comprehensive plan for the accommodation of bicycles within City street rights-of-way, including multipurpose sidewalks.
- IMP-3 Amend Municipal Code Chapter 10.52 to permit the use of bicycles on multipurpose sidewalks under specific conditions.

### Project Review Checklist

- IMP-4 Develop a Project Review Checklist to ensure that all development projects are reviewed for their design quality and impacts on immediate surroundings. This comprehensive checklist should include:
- Use, size, location, aesthetics, and land use compatibility
  - Economic and fiscal viability
  - Trips generated and circulation impacts
  - Environmental analysis (CEQA)
  - Flooding, fire, and seismic hazards
  - Noise, odor, and lighting exposure, generation, and impacts from on-site operations and truck activity (including idling, transportation refrigeration units, loading equipment, and rail engines),
  - Infrastructure and service demands, including solid waste capacity
  - NPDES requirements
  - Fire and police demands
  - Emergency access, security, and safety
  - Parks, trails, and recreation facilities
  - All discretionary projects should include reviews by all relevant City Departments and public agencies that provide infrastructure, facilities or services

especially when near sensitive uses

### **Air Quality and Greenhouse Gases**

- IMP-4 Address truck idling limits during the design review process, especially when adjacent to sensitive uses.
- IMP-5 Coordinate with SCAG and surrounding jurisdictions on infrastructure improvements intended to relieve congestion and thereby reduce air emissions.
- IMP-6 Strive to achieve the California Air Resources Board's Scoping Plan. Opportunities may include:
- Construction of new energy efficient buildings
  - Use of energy efficient materials and features during retrofitting activities
  - Use of recycled materials in new and retrofit construction activities
  - An energy financing program, such as that available through AB 811 energy financing districts, to encourage energy efficiency retrofits in existing residential and commercial buildings
  - Use of solar or other renewable energy technologies in parking structures
  - Conversion or replacement of city fleet vehicles with hybrid or more fuel efficient vehicles
  - Replacement of incandescent traffic and crosswalk lights with energy-efficient light-emitting diodes (LEDs)
  - Replacement of incandescent and mercury vapor street and parking lot lights with energy efficient alternatives
  - Increased opportunities for e-waste and hazardous waste recycling by businesses
  - Incorporation of demolition waste recycling or recovery practices
  - Use of rubberized asphalt concrete and/or recycled asphalt pavement for streets and parking lots