ADDENDUM TO THE:

PUENTE HILLS INTERMODAL FACILITY ENVIRONMENTAL IMPACT REPORT

SCH NO. 2006021097

prepared for:

CITY OF INDUSTRY

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THE PLANNING CENTER

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Principal, Environmental Services

FEBRUARY 2009

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IND-05.1E

FEBRUARY 2009

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1. Introduction

1.1 PURPOSE AND SCOPE

This document is an addendum to the previously adopted Environmental Impact Report (EIR) for the Puente Hills Intermodal Facility (PHIMF), State Clearinghouse No. 2006021097. This Addendum serves as the environmental review for the amended PHIMF project, and has been prepared pursuant to the provisions of the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., the State CEQA Guidelines, and the City of Industry Local Guidelines for Implementing CEQA (Local CEQA Guidelines).

The PHIMF EIR was prepared to address the environmental impacts associated with the proposed project and associated actions. The Draft EIR for the PHIMF was circulated for public review from December 7, 2007, through February 4, 2008. A Final EIR for the PHIMF was made available on May 28, 2008. The PHIMF EIR was certified by the City of Industry City Council on June 12, 2008, and the PHIMF Conditional Use Permit (CUP) was subsequently approved by the City of Industry Planning Commission on June 26, 2008. The City adopted Findings of Fact, a Statement of Overriding Considerations, and the Mitigation Monitoring Report. A Notice of Determination was filed with the County of Los Angeles County Clerk and State Clearinghouse immediately following the approvals.

1.2 PURPOSE OF AN ADDENDUM

Pursuant to CEQA, the State CEQA Guidelines, and the City of Industry Local CEQA Guidelines, the need for the Addendum arises from the City's responsibility to review the proposed change to the building intensity on the site that might cause a change in the conclusions of previously certified EIR, or a change in circumstances or new information of substantial importance that would substantially change the conclusions of the previously certified EIR.

Pursuant to Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

- Substantial project changes are proposed which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified or the negative declaration was adopted, shows any of the following:

    A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration.

B. Significant effects previously examined will be substantially more severe than identified in the previous EIR.

C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.

D. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Where none of the conditions specified in Section 15162 are present, the lead agency must determine whether to prepare a subsequent EIR or negative declaration, an addendum, or no further CEQA documentation (CEQA Guidelines Section 15162[b]). An addendum is appropriate where some minor technical changes to the previously adopted EIR or negative declaration are necessary, but there are no new potentially significant impacts requiring new mitigation measures to reduce the impact to a less than significant level.

This Initial Study/Addendum presents a review of the proposed changes to the project that have occurred since the previously certified EIR was adopted. It also reviews any new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time that the previously certified EIR was adopted. It further examines whether, as a result of any changes or any new information, a subsequent EIR may be required. This examination includes an analysis of the provisions of Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines and their applicability to the proposed project. This Initial Study/Addendum relies on use of the attached environmental analysis, which addresses environmental checklist issues on a section by section basis.

The City of Industry Environmental Checklist Form has been completed by the City and included in Section 4. The checklist shows findings as to the environmental effects of the proposed project in comparison with the findings of the previously certified EIR.

1.3 PREVIOUS ENVIRONMENTAL DOCUMENTATION

This Addendum builds upon the environmental analysis contained in the EIR for the PHIMF project. An Initial Study and Notice of Preparation (NOP) were prepared and circulated for public review on February 17, 2006, through March 30, 2006. The Draft EIR for the PHIMF was circulated for public review from December 7, 2007, through February 4, 2008. A Final EIR was made available on May 28, 2008. The PHIMF EIR was certified by the City of Industry City Council on June 12, 2008, and the PHIMF project and Conditional Use Permit (CUP) 05-08 were subsequently approved by the City of Industry Planning Commission on June 26, 2008. A Notice of Determination was filed with the County of Los Angeles County Clerk and State Clearinghouse immediately following the project approvals on June 12, 2008, and June 26, 2008.

This Addendum incorporates by reference all or portions of the previously certified EIR and the technical documents that relate to the proposed project or provide additional information concerning the environmental setting of the proposed project. The information disclosed in this Initial Study/Addendum is based on the following technical studies and/or planning documents available for public review at the offices of the County Sanitation District No. 2 of Los Angeles County (LACSD) and at the City of Industry, 15625 East Stafford Street, Suite 100, California 91744:

- City of Industry General Plan
- City of Industry Municipal Code
- Puente Hills Intermodal Facility Draft Environmental Impact Report

- Puente Hills Intermodal Facility Final Environmental Impact Report
- Puente Hills Intermodal Facility Mitigation Monitoring Program
- Puente Hills Intermodal Facility Facts and Findings
- Puente Hills Intermodal Facility Statement of Overriding Considerations

The PHIMF EIR was also tiered off of information and analysis developed for previously certified EIRs, pursuant to Section 15152 of the CEQA Guidelines. Therefore, the information disclosed in this Initial Study/Addendum is also tiered from and hereby incorporates by reference the following FEIRs previously prepared for implementation of a waste-by-rail system. These documents are available for public review at the LACSD's offices at 1955 Workman Mill Road, Whittier, California 90601:

- Puente Hills Waste Management Facilities Environmental Impact Report (State Clearinghouse No. 1991121070)

- Intermodal Facilities and Waste-by-Rail System Originating from the Puente Hills Materials Recovery Facility (State Clearinghouse No. 1993121114)

- Environmental Impact Statement and Environmental Impact Report for the Proposed Mesquite Regional Landfill (State Clearinghouse No. 1992051024; Bureau of Land Management No. CA-060-02-5440-10-B026)

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2. Project Description

2.1 PROJECT LOCATION

The project includes improvements that would occur within the County Sanitation District No. 2 of Los Angeles County (LACSD) Puente Hills Intermodal Facility (PHIMF) project site, as well as off-site improvements within a broader study area necessary to support operations of the PHIMF. The project site is approximately 14 miles east of downtown Los Angeles, southeast of the intersection of Interstate 605 (I-605) and State Route 60 (SR-60), as shown on Figure 1, *Regional Location*, and Figure 2, *Local Vicinity.* It is situated generally between Pellissier Place on the northwest, Workman Mill Road on the east and southeast, and Peck Road on the southwest. The PHIMF would be developed on a 17.2-acre property at 2500 and 2520 Pellissier Place in the City of Industry. This property comprises two parcels, Assessor's Parcel Numbers 8125-018-913 and 8125-018-914, which are presently occupied by a vacant 457,000-square-foot tilt-up office and warehouse building, associated parking areas, and landscaping improvements. Figure 3, *Aerial Photograph*, shows the boundaries of the proposed PHIMF project site and identifies adjacent land uses and properties in the vicinity of the site.

2.2 PROJECT BACKGROUND

The previously certified EIR addressed the environmental impacts associated with the construction and operation of the PHIMF for the exclusive purpose of loading and unloading rail-ready shipping containers of nonhazardous municipal solid waste (MSW) between rail cars and trucks. Under a phased operation plan, the proposed facility would eventually have the capacity to handle up to two trains per day, or approximately 8,000 tons per day (tpd) of MSW, including up to 4,000 tpd from the nearby Puente Hills Materials Recovery Facility (PHMRF), with the remainder coming from other materials recovery facilities and transfer stations. The containerized MSW would be transported by rail to the Mesquite Regional Landfill (MRL) in Imperial County for disposal. The City of Industry certified the EIR on June 12, 2008. On June 26, 2008, the City of Industry Planning Commission approved Conditional Use Permit 05-08 and associated street improvement, building, grading, drainage, and railroad bridge modification plans. A development agreement between the City of Industry and the LACSD is also required.

As originally described in the EIR, rail improvements within the Union Pacific Railroad (UPRR) right-of-way involved the construction of two new railroad tracks that were to span approximately 18,000 feet from Mission Mill Road to about 9,000 feet east of Workman Mill Road. One of the new tracks was to be constructed south of the existing UPRR main line and the other was to be constructed to the north. Upon completion, UPRR was to retain the use of the existing southern main line track and the new track constructed to the south. The LACSD was to have use of the new northern track and the existing northern main line track. Rail improvements under the original track design also included the installation of signals and connecting tracks for switches to tie the staging and arrival/departure tracks to the UPRR main line.

The previously approved EIR included several required rail improvements:

- Construction of two staging and arrival/departure tracks for PHIMF use parallel to the two existing UPRR main-line tracks and within the existing UPRR right-of-way.

- Installation of a train air system between Workman Mill Road and Mission Mill Road, adjacent to the departure track, to allow for a more effective means of charging the braking system and readying the trains for departure.

- Modifications to the railroad bridge at Peck Road to accommodate four tracks, including demolition of the existing railroad bridge.

- Modifications to the existing railroad underpasses at Crossroads Parkway North and SR-60 to accommodate four tracks (current dimensions are only sufficient to accommodate the two existing UPRR main-line tracks).

- Modifications to the at-grade rail crossings at Workman Mill Road to accommodate four tracks and at Mission Mill Road to accommodate three tracks.

- Horizontal adjustment (shifting to the south) of the existing UPRR main-line tracks to maintain track centers at UPRR-prescribed distances (typically a 15-foot minimum distance from track centers).

- Construction of retaining walls on the north and south boundaries of the UPRR right-of-way in areas of limited right-of-way or significant grade changes.

- Placement of track switches (powered and hand-throw) to allow connection between the UPRR main-line tracks, the two new staging and arrival/departure tracks, and the PHIMF loading and maintenance tracks.

- Installation of new signals and modifications to existing signals pursuant to safe railroad-operating practices and UPRR guidelines.

- Construction of a railroad bridge over the off-street access road within the UPRR right-of-way at approximately the existing grade.

2.3 REVISED PROJECT

Reason for Changes to the Project

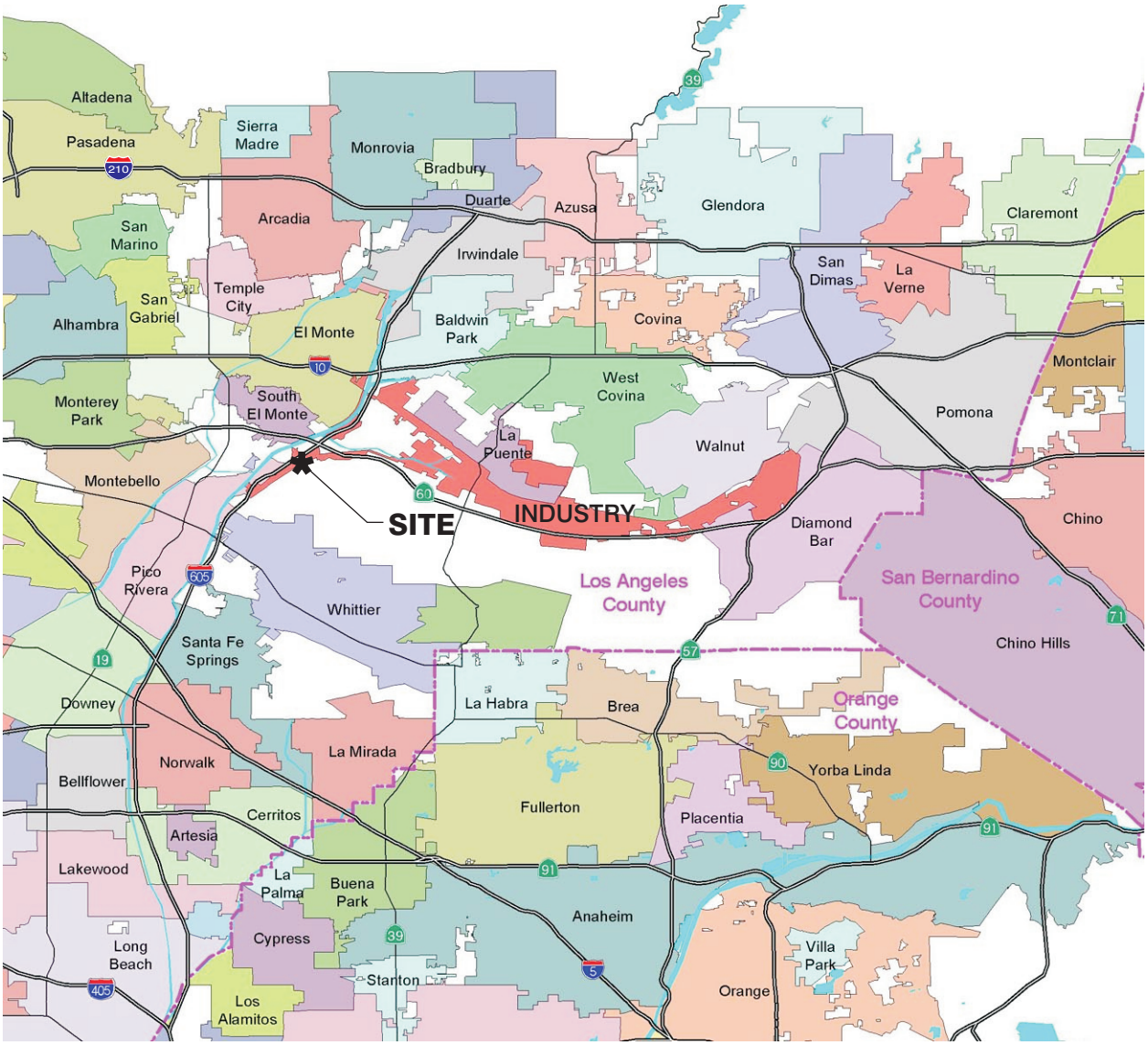
LACSD has been working with UPRR since 2005 on the design of rail infrastructure necessary to allow rail service to the PHIMF. In these discussions, UPRR outlined some basic design standards:

1) Trains traveling to and from the PHIMF would need to enter or exit the UPRR main-line tracks at speed[1] to avoid causing delays to other trains using the UPRR main-line tracks.

2) UPRR main-line tracks could not be used to transport locomotives for the project from one end of the train to the other.

[1] A minimum speed was never specified by UPRR, but the latest PHIMF track design, which has been conceptually approved by UPRR, can accommodate speeds up 40 mph. The UPRR main-line tracks have a maximum design speed of 60 mph.

Regional Location



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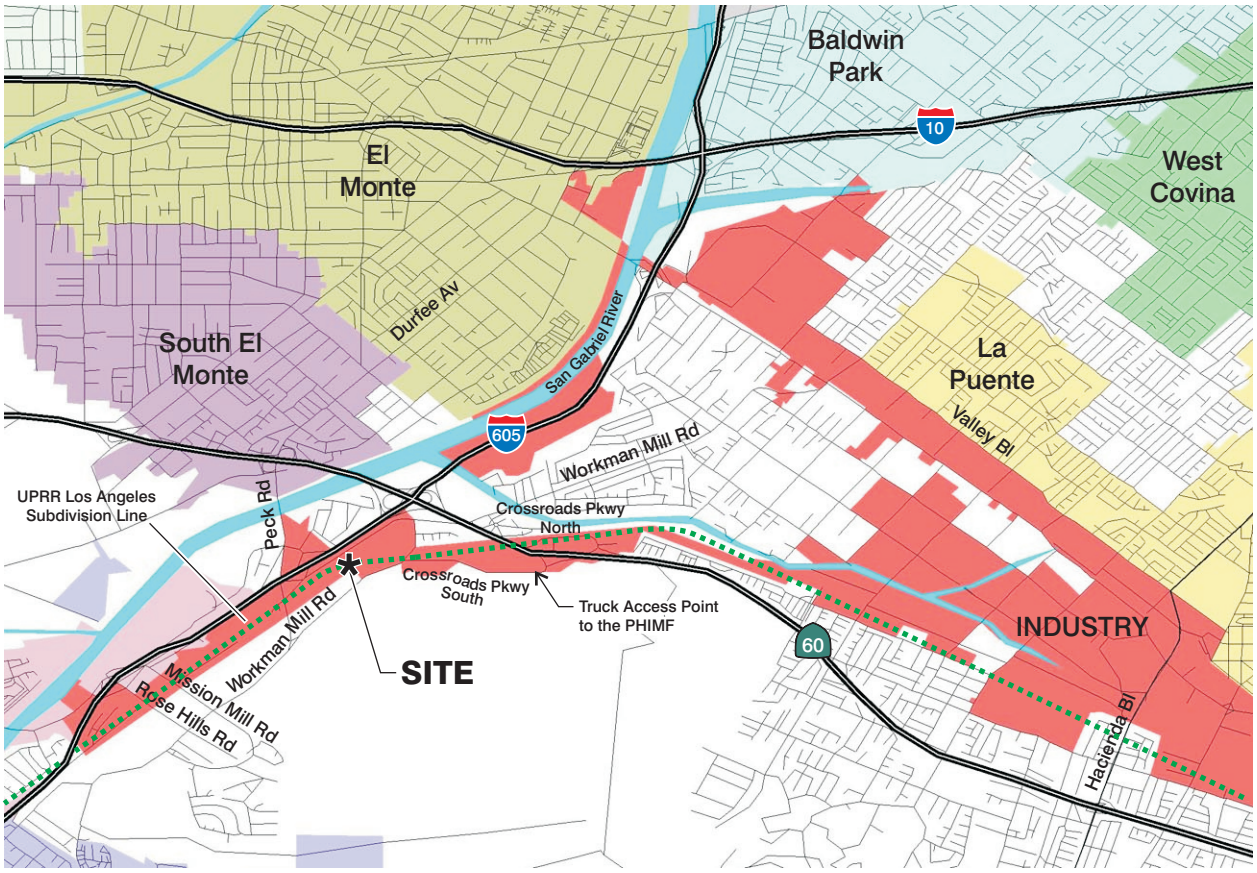
Local Vicinity



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Aerial Photograph

* Formerly the UPRR San Gabriel Line

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3) Adequate track capacity would need to be built to allow for a reasonable number of trains to be stored near the PHIMF to allow for efficient rail service.

4) The design would have to consider UPRR's need for additional capacity to accommodate future growth in rail traffic.

To satisfy these design standards, LACSD worked with UPRR to develop various designs. After discussing several design options, LACSD received concurrence from UPRR Engineering to proceed with a design that would maximize train storage and UPRR right-of-way occupation, with the understanding that one of the new PHIMF tracks could ultimately be shared with other UPRR operations. This design, which required construction of two tracks between Mission Mill Road and approximately Seventh Avenue, was included as part of the project description in the EIR for the PHIMF.

As LACSD moved forward with the engineering design for the project, UPRR continued to advance its internal discussions about how the project would be served. The internal UPRR discussions focused more on the operations and resulted in a better idea of how the PHIMF could function while recognizing that a shared track could potentially hamper UPRR's long term plans for train movement through this section of the rail corridor. Subsequent to the receipt of the CUP for the PHIMF, UPRR determined that a shared track would not be acceptable and approached LACSD regarding the ability to operate the PHIMF with a single track. LACSD informed UPRR that operational considerations would have to be made by UPRR if LACSD were to concede that the PHIMF could operate effectively with a single track.

Through collaborative discussions between its operations, engineering, and marketing groups, UPRR devised an operational plan that preserves room for a future UPRR exclusive main-line track by using less track infrastructure for the PHIMF while still allowing the PHIMF to operate. The operational plan considers 1) holding trains at the MRL until a train can be received at the PHIMF, 2) using existing tracks/yards east of the project area and 3) evaluation of the two train/day operation, once it commences, to determine if other storage is necessary east of the project area. Any additional tracks related to the PHIMF project may necessitate subsequent CEQA evaluation.

LACSD's staff and rail consultant evaluated whether the operational plan and revised track design were consistent with providing rail service to PHIMF for up to two unit trains per day. Based on the rail consultant's evaluation, it was determined that a two-train-per-day operation could be efficiently handled at the PHIMF using a single track.

Changes to the Project Design

To preserve capacity within the UPRR right-of-way for future addition of a third main-line track, UPRR directed LACSD to delete the southern track from the project design. The northern track would remain at approximately the same location and would span nearly the same length as described in the EIR. The new northern LACSD track would be the only staging and arrival/departure track used to serve the PHIMF project and would be considered an industrial track owned by LACSD. UPRR would not use this track as part of their normal operations in this area. Figure 4, *Revisions to the Track Layout*, shows the modifications to the track configuration within the UPRR right-of-way.

The revised track design, as mandated by UPRR, would result in the following changes from the original track design:

- Eliminates the construction of the 18,000-foot southern track.

- Eliminates the need to modify the existing railroad bridge at Peck Road; instead, an independent bridge structure adjacent to the existing bridge would be constructed to accommodate the new track.

- Eliminates the need to modify the south side of the SR-60 and Crossroads Parkway underpasses (the north side would still be modified).

- Eliminates the need to relocate various utilities on the south side of the UPRR right-of-way near the SR-60, including a sanitary sewer and fiber-optic lines.

- Eliminates the need to construct retaining walls along the southern portion of the UPRR right-of-way.

- Eliminates the need to modify the drainage culvert on the south side of the UPRR right-of-way just west of Mission Mill Road.

- Eliminates the need to modify the at-grade rail crossing at Mission Mill Road.

- Eliminates two track switches just west of the PHIMF and a track switch just west of Mission Mill Road.

- Relocates two existing railroad signals.

- Adds a new track switch approximately 200 feet east of Workman Mill Road, connecting the new track to the existing north main-line track.

Change in Construction Activities and Schedule

When compared to the original design, the revised track design would significantly reduce the scope of construction activity within the UPRR right-of-way, resulting in corresponding reductions in the severity of the potential construction-related air quality, noise, vibration, and traffic impacts analyzed in the EIR. There would be no construction-related changes to other components of the project, that is, 1) the construction of a subsurface access road between the PHMRF and the PHIMF, 2) modifications to Workman Mill Road to accommodate the subsurface access road, and 3) construction of the rail yard at 2500 Pellissier Place. The approximate reductions in the duration of work for various activities under the revised track design are:

- A 50 percent reduction in work associated with track construction within the UPRR right-of-way

- A 60 percent reduction in retaining wall construction within the UPRR right-of-way

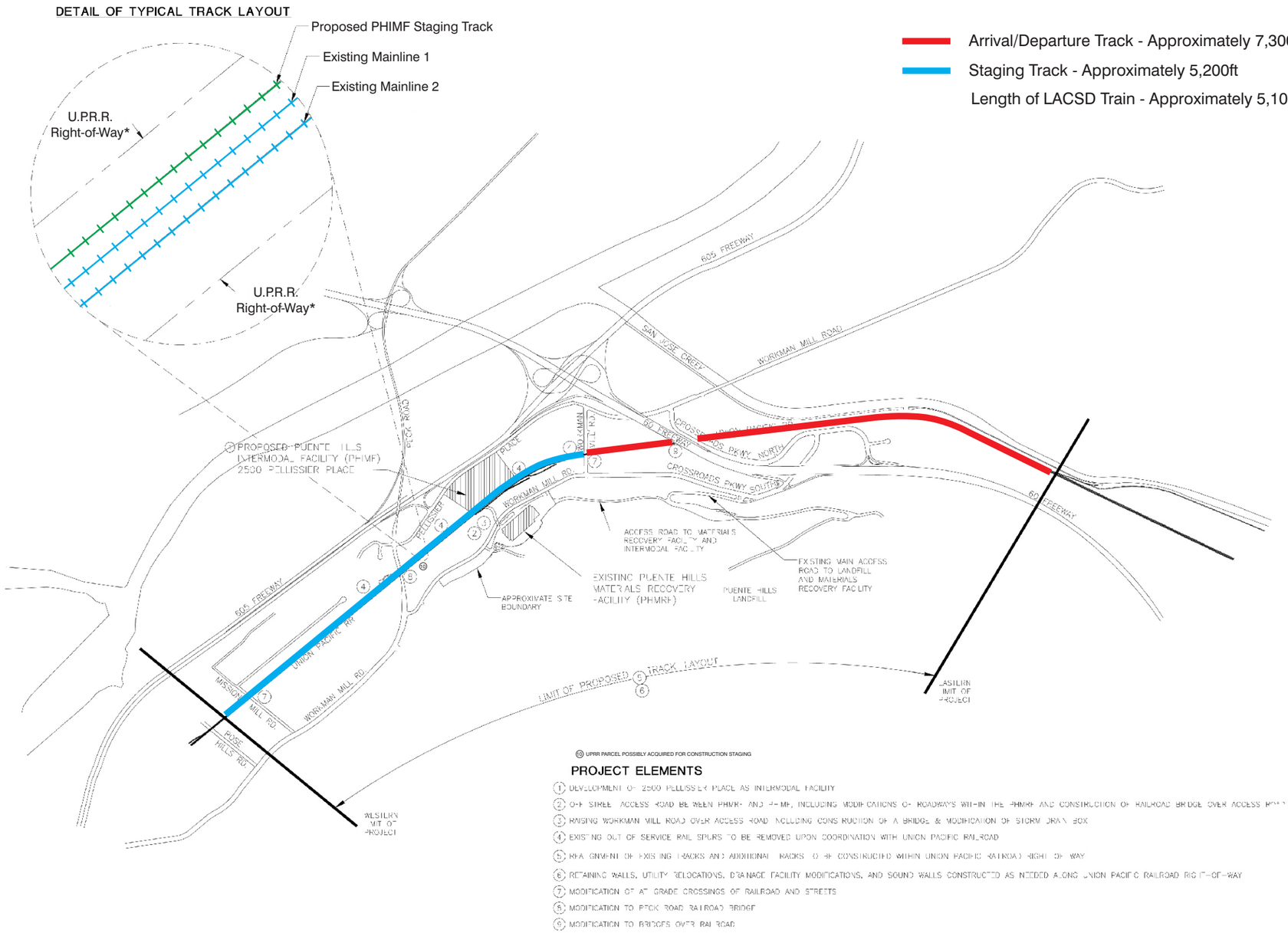
- A 50 percent reduction in work associated with modifications to the SR-60 and Crossroads Parkway underpasses

- A 65 percent reduction in work associated with the construction of the railroad bridges at Peck Road

- A 25 percent reduction in work associated with the railroad bridge over the access road

- Elimination of all construction activity at Mission Mill Road

Revisions to the Track Layout



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Source: Bryan A. Stirrat & Associates

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Additionally, the majority of the time, the new railroad bridge north of the existing UPRR main lines could be constructed without closing traffic lanes on Peck Road. Because one less track would be constructed within the UPRR right-of-way, the amended project would reduce the duration of lane closures at Peck Road from 18 months to about 6 months.

Changes in Facility Operations

The changes in the track design would not result in changes to the proposed loading and unloading functions of the PHIMF, as described in the EIR. The PHIMF would operate at one train per day in 2011/2012 and would increase facility throughput to two trains per day operation as the need arises, but no sooner than 2013. As a result, the number of vehicle trips to and equipment operating hours at the PHIMF would remain as analyzed in the EIR. In addition, the train switching activities to allow the movement of sections of trains into and out of the PHIMF would be unchanged. The only proposed operational change resulting from the revised track design would be in the method and scheduling of train arrivals and departures given that eliminating one staging and arrival/departure track reduces some operational flexibility and redundancy.

Figure 5, *Operations Diagram – One Train Per Day*, and Figure 6, *Operations Diagram – Two Trains Per Day,* show the planned operational characteristics of the project. Under one-train operations, no changes to the operational scheduling of trains between the PHIMF and MRL are proposed, as only two train sets are necessary to operate under this scenario (one train set at the PHIMF and one train set at the MRL). However, under a two-train per day scenario, additional train sets would be necessary. The revised track design would reduce available storage from four train sets to two train sets. Under the original track design, the PHIMF could accommodate one train set within the PHIMF site and up to three train sets on the two staging and arrival/departure tracks. Under the revised track design, the PHIMF facility and the staging and arrival/departure track could accommodate only two train sets. Under normal operations, the second storage track would not be used to store trains, but would have been provided to ensure that adequate capacity was available in the event the train arrival and departure schedule got out of sequence, such as might happen under an emergency condition when tracks were out of service between the PHIMF and the MRL. However, the LACSD has built sufficient infrastructure at the MRL to hold additional train sets under nonstandard operating conditions. In addition, UPRR has storage capacity for trains along their right-of-way, including at the nearby City of Industry and Colton rail yards. Consequently, construction of storage tracks for more than two train sets at the PHIMF is not required, as these train sets would be held off-site at existing storage locations.

To accommodate a two-train scenario, UPRR and the LACSD have developed an operating plan for an on-call train arrival and departure system. The basic tenet of this operational plan is to only dispatch trains to the PHIMF if an LACSD staging track is available to receive the train. It takes approximately 9 to 13 hours to travel between the PHIMF and the MRL. Under the revised operational plan, the PHIMF and the one staging track would always be clear and ready to accept a train as a result of the coordination between the PHIMF and MRL (see Figure 6, Scenario No. 1). As described in the EIR, it takes approximately 8 hours for an arriving train to be unloaded and then loaded with full containers and made ready for departure. The basic operating plan at the PHIMF after a train arrives at the PHIMF is to switch the train into the yard, remove all empty containers from the rail cars, place full containers on the rail cars, and reassemble the train on the industrial track. Thus, two trains can be turned in approximately 16 hours, which allows a sufficient amount of time to accommodate two-trains per day operations. Currently, LACSD and UPRR are discussing alternatives that would allow for this process to be completed in even less time.

In the event that an empty train from the MRL arrives at the PHIMF and a full train is on the staging tracks (see Figure 6, Scenario No. 2), a new rail switch is proposed just east of Workman Mill Road. This switch would connect the LACSD staging track to the UPRR main-line track to allow trains on the staging track to directly access the UPRR main line so that the train is not trapped by another train, which would allow the arriving empty train to be held east of the proposed switch. The full departing train could then use the new switch to exit onto the main line, allowing the arriving, empty train to be moved into position adjacent to the

PHIMF. As noted, the proposed operation would be to only dispatch an empty train to the PHIMF if a track were available, but this extra contingency measure gives the operation some additional flexibility in the event trains are delayed on-site or en-route to the PHIMF.

To avoid certain environmental impacts, LACSD has included specific Project Design Features (PDFs), which are considered part of the proposed project (see Table 1). The PDFs are mandatory and were adopted by the City of Industry as part of the project's conditions of approval. Because one of the two staging tracks was removed from the project, changes to the PDFs that referenced two staging tracks are shown here in ~~strikeout text~~ to indicate deletions and underlined to signify additions. Under one-train-per-day operation, at least one of the staging tracks will always be unoccupied. Under two-trains-per-day operation, a staging track would be unoccupied at least 50 percent of the time. The revised track design would not change these underlying assumptions, as UPRR has indicated the parameters set by this PDF could be met by controlling train schedule for this project, as discussed above.

Table 1
Project Design Features

Action	*Mitigating Effect*
To reduce visual impacts of the lighting, County Sanitation District No. 2 of Los Angeles County will reduce the height of the lighting fixtures in the container loading and unloading area from 100-foot-high mast poles, which are typically used at railroad intermodal facilities, to 60-foot-high light poles. (PDF-1-1)	Aesthetics
Cut-off shoebox fixtures will be used to minimize any light above the horizontal plane and to give the facility a corporate park rather than industrial appearance. (PDF-1-2)	Aesthetics
Directional lighting will be installed at the perimeter of the facility to direct light toward the interior of the site only. (PDF-1-3)	Aesthetics
To minimize the lighting of unused and unoccupied areas, the lighting system will be equipped with the ability to control light fixtures for individual areas at different lighting levels, such as from active operation to security. (PDF-1-4)	Aesthetics
The container loading and unloading area will be split into multiple separate lighting zones to eliminate lighting an area when the overhead cranes are not in operation. (PDF-1-5)	Aesthetics
Final landscaping plans shall be developed in coordination with the City of Industry as part of the development plan approval. Provisions of the landscaping plan shall include preservation of existing trees to the extent feasible and planting mature trees to shield views of the light poles and cranes from off-site, in accordance with the Visual Simulations. (PDF-1-6)	Aesthetics
County Sanitation District No. 2 of Los Angeles County will utilize either a diesel-electric hybrid switch locomotive or a switch locomotive that operates on a generator set[1] for operations at the Puente Hills Intermodal Facility. Diesel-electric hybrids and generator sets are generally much quieter, use less fuel, and produce lower air emissions than conventional yard switch locomotives, because they can shut down engines when full power is not needed. (PDF-2-1, PDF-7-1)	Air Quality, Noise
As a standard operating practice, the County Sanitation District No. 2 of Los Angeles County and the Union Pacific Railroad will operate no more than two locomotive engines for each train entering and exiting the staging and arrival/departure tracks. (PDF-2-2, PDF-7-2)	Air Quality, Noise

Table 1
Project Design Features

Action	Mitigating Effect
Whenever ~~a~~ the staging track is unoccupied, an inbound train will not stop east of Workman Mill Road, but will pull directly into the unoccupied staging track. Under one-train-per-day operation, at least one of the staging track~~s~~ will always be unoccupied. Under two-trains-per-day operation, the staging track will be unoccupied at least 50 percent of the time~~ a staging track will be unoccupied~~. (PDF-2-3, PDF-7-3)	Air Quality, Noise
Electric power will be used instead of gasoline or diesel generators and compressors whenever feasible. (PDF-2-4)	Air Quality
The Union Pacific Railroad has committed to providing the County Sanitation District No. 2 of Los Angeles County with locomotives with the newest emissions control technology commercially available for operations of the Puente Hills Intermodal Facility. (PDF-2-5)	Air Quality
County Sanitation District No. 2 of Los Angeles County will utilize a hostler truck fleet powered by liquefied natural gas (LNG) and meeting the 2007 Environmental Protection Agency Heavy-Duty Highway Final Rule standards. No diesel-powered hostlers will be used at the Puente Hills Intermodal Facility as part of this project. (PDF-2-6)	Air Quality
County Sanitation District No. 2 of Los Angeles County will utilize propane (LPG) powered forklifts. No diesel-powered forklifts will be used at the Puente Hills Intermodal Facility. (PDF-2-7)	Air Quality
All containers accepted at the Puente Hills Intermodal Facility will be leakproof and will include a vent at one end to allow air to enter during tipping to facilitate container unloading. This vent will be closed during transit to the Mesquite Regional Landfill so that substantial amounts of air cannot flow through the containers. (PDF-2-8, PDF-5-3, PDF-11-3)	Air Quality, Hazards and Hazardous Materials, Utilities and Service Systems
The County Sanitation District No. 2 of Los Angeles County will use alternative methods for construction that do not involve vibration-intensive construction equipment such as pile driving (sonic, vibratory, or impact) and tunnel boring machines. (PDF-7-4)	Noise
The Puente Hills Intermodal Facility will not accept containers of municipal solid waste that have not been processed at transfer stations and material recovery facilities. (PDF-5-1, PDF-11-1)	Hazards and Hazardous Materials Utilities and Service Systems
The Puente Hills Intermodal Facility will accept only containerized Class III municipal solid waste (MSW), as defined in California Code of Regulations, Titles 14 and 23. All employees at the Mesquite Regional Landfill with access to containerized MSW residue will be trained to identify suspicious materials. A safe location for temporarily storing hazardous material removed from containerized MSW residue will be provided at the site. (PDF-5-2, PDF-11-2)	Hazards and Hazardous Materials, Utilities and Service Systems
Areas at the Puente Hills Intermodal Facility designated for the storage of hazardous materials will incorporate secondary containment features, such as spill containment pallets, to contain and properly manage any spilled fluids. (PDF-5-4)	Hazards and Hazardous Materials
All maintenance areas will be provided with secondary containment systems and will include systems to collect and properly manage incidental rainfall and released fluids, if any. Fluids that collect within the maintenance areas will be directed to a sump and automatically pumped through an oil/water separator prior to discharge to the storm drain, in accordance with the General Industrial Storm Water Permit. The oil/water separator will be designed and sized to handle the flow from the maintenance areas. (PDF-6-1)	Hydrology and Water Quality
A pump station will be built to collect and convey any water that collects on the off-street access road during rain events. (PDF-6-2)	Hydrology and Water Quality
Temporary drainage facilities will be provided during construction activities that disrupt water flow within ~~the two~~ a culvert~~s~~ along the Union Pacific Railroad right-of-way. Temporary drainage facilities will be designed in accordance with the hydraulic and hydrologic criteria specified by Caltrans. These may include temporary drainage swales, inlets, ditches, channels, and retention areas. Specific locations and types of temporary drainage structures will be determined in final design. (PDF-6-3)	Hydrology and Water Quality

[1] A generator set (or genset) locomotive uses two or more diesel engines instead of one large engine. The multiple smaller engines run in combinations of one, two, or three to produce the required horsepower. This decreases the horsepower required for each engine, which makes them easier to manufacture/retrofit with existing air quality emissions control technologies. Use of genset technology generally results in lower air emissions, less fuel consumption, and less noise.

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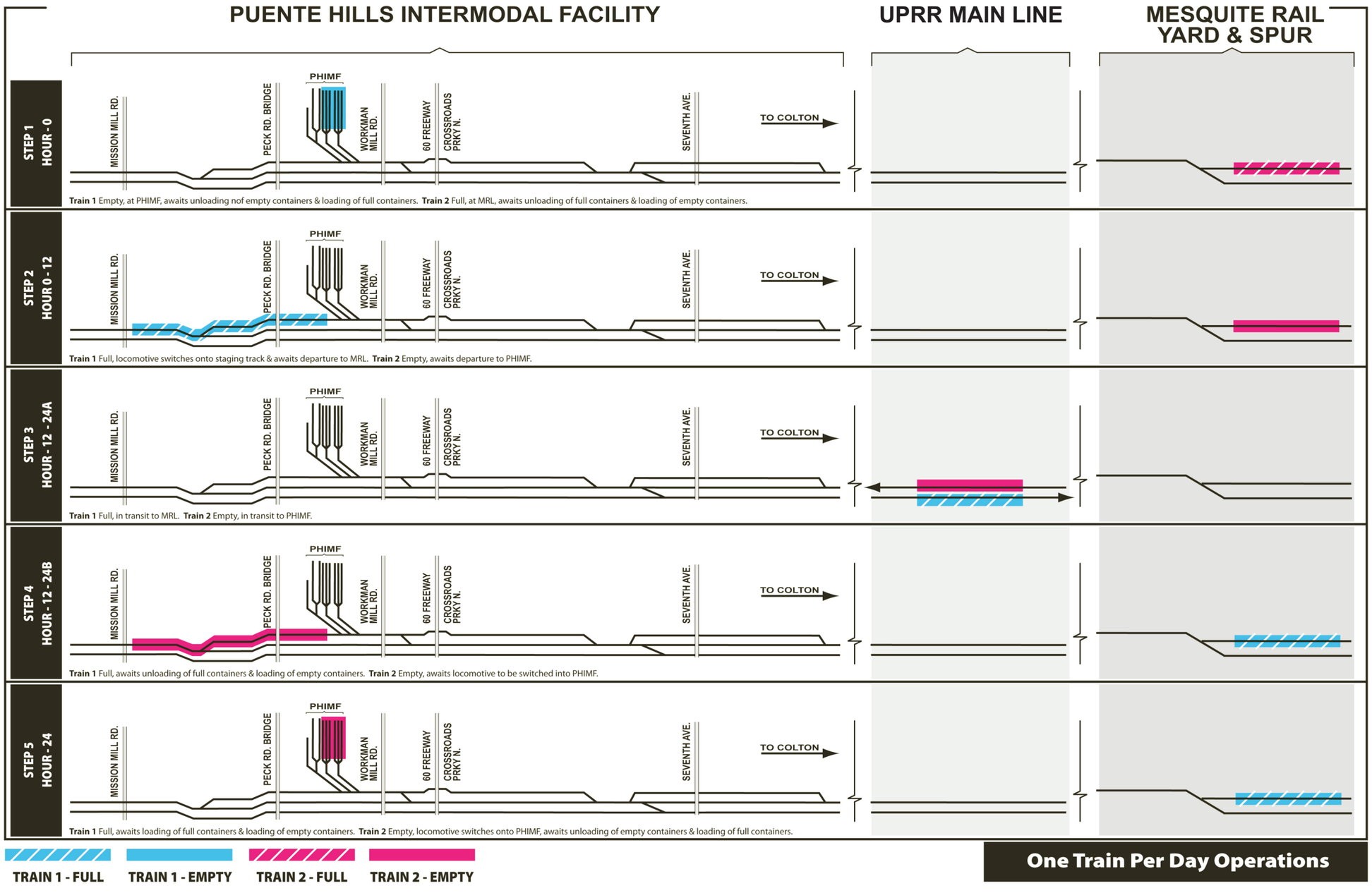
Operations Diagram – One Train Per Day



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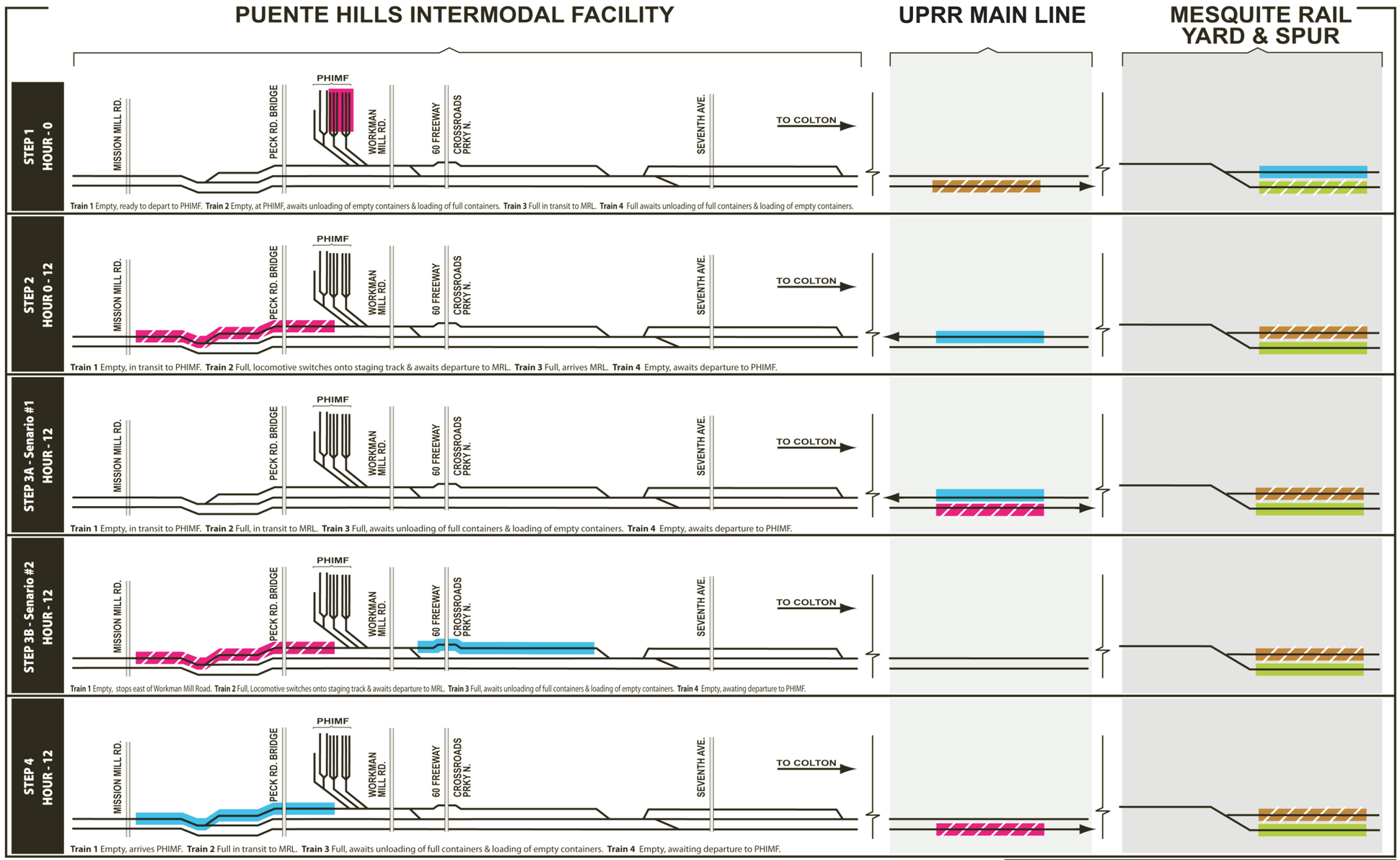
Operations Diagram – Two Trains Per Day



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3. Environmental Setting

3.1 EXISTING LAND USE

Project Site

The project site is approximately 14 miles east of downtown Los Angeles, southeast of the intersection of I-605 and SR-60. It is situated generally between Pellissier Place on the northwest, Workman Mill Road on the east and southeast, and Peck Road on the southwest. The PHIMF would be developed on a 17.2-acre property at 2500 and 2520 Pellissier Place in the City of Industry. This property comprises two parcels, Assessor's Parcel Numbers (APNs) 8125-018-913 and 8125-018-914, which are presently occupied by a vacant 457,000-square-foot tilt-up office and warehouse building, associated parking areas, and landscaping improvements.

Project Study Area

The project study area encompasses the local vicinity of the PHIMF, in which improvements are necessary for internal project-site access and off-site improvements to UPRR rail lines. An off-street (nonpublic) access road would be constructed to connect the existing PHMRF with the proposed PHIMF. The access road would be constructed within a right-of-way that encompasses the 1.41-acre property at 2845 Workman Mill Road (Parcel A, listed as APN 8125-017-018) and a portion of the right-of-way owned by UPRR listed as APN 8125-017-801. Both parcels are in unincorporated Los Angeles County. Parcel A is currently vacant and building improvements are scheduled for demolition in mid 2009 as part of the project.

3.2 SURROUNDING LAND USES

The surrounding area consists primarily of commercial and industrial uses, with the exception of two residential neighborhoods to the north and east of the project site. To the northwest, immediately adjacent the site, the project is bounded by Pellissier Place and the San Gabriel River Freeway (I 605). The Pellissier Village residential neighborhood is approximately 280 feet to the north of the site, across I-605 in the County of Los Angeles. The San Gabriel River is north and west of I-605.

To the east of the project site are industrial warehouses, including Global Star (a warehousing and distribution facility) and Haralambos Beverage Company. East of the industrial uses is the second residential neighborhood. This neighborhood is approximately 1,510 feet east of the project site, east of Workman Mill Road, and north of UPRR. The San Jose Creek drainage channel is east of the proposed project, the two residential neighborhoods, and SR-60.

The project site is also surrounded by industrial uses to the west. Delta Technical Coatings (an industrial and light manufacturing facility) is immediately adjacent to the project site's western boundary.

3.3 ACTIONS REQUESTED

This addendum is intended to evaluate all of the actions required to implement the revised PHIMF project, including the approvals of all discretionary actions described in Table 2.

Table 2
List of Project Approvals – Obtained and Pending

Lead Agency	Action
City of Industry Planning Commission and City Council	Approval of conditional use permit Approval of development plan and agreement
City of Industry Planning and Engineering Departments	Approval of street improvement plans Approval of building plans Approval of grading and drainage plans Approval of improvements to Crossroads Parkway Approval of modifications to substructure of Peck Road railroad bridge
Responsible Agencies	**Action**
Local Enforcement Agency (Los Angeles County Department of Public Health ~~Services~~)	Processing of notice of intent to operate a "sealed container transfer operation" under tiered permitting program
Los Angeles Regional Water Quality Control Board	Processing of notice of intent to comply with general construction and stormwater permits and approval of stormwater pollution prevention plans
Los Angeles County Department of Public Works	Approval of improvements to the stormwater drainage facilities and modifications to Workman Mill Road Approval of modifications to substructure of Peck Road railroad bridge
California Public Utilities Commission	Approval of improvements to the UPRR corridor and at-grade crossings
California Department of Transportation	Approval of improvements to the SR-60 UPRR underpass
Federal Railroad Administration	Approval of Quiet Zone at the Workman Mill Road/UPRR crossing

4. Environmental Checklist

4.1 BACKGROUND

The Environmental Checklist Form has been completed by the City and included on the following pages. It is marked with the findings of the Planning Department as to the environmental effects of the revised PHIMF project in comparison with the findings of PHIMF EIR certified in June 2008.

As explained above, this comparative analysis has been undertaken, pursuant to the provisions of the California Environmental Quality Act, to provide the City with the factual basis for determining whether any changes in the project, any changes in the circumstances, or any new information requires additional environmental review or preparation of a subsequent or supplemental EIR. As no significant changes, new information leading to new significant unavoidable impacts, or substantially worse significant unavoidable impacts are being proposed, an addendum is the correct form of documentation. The basis for each of the findings is listed in the attached Environmental Checklist Form and is explained in Section 5, *Discussion of Checklist and Mitigation Measures*.

Project Title: Puente Hills Intermodal Facility

Lead Agency Name and Address:

City of Industry
15651 E. Stafford Street
PO Box 3366
Industry, CA 91744

Contact Person and Phone Number:
Michael Kissell, Planning Director
626.333.2211

Project Location: 2500 and 2520 Pellissier Place, City of Industry.

Project Sponsor's Name and Address:

County Sanitation Districts of Los Angeles County
1955 Workman Mill Road
Whittier, CA 90607

General Plan Designation: City of Industry: Industrial

Zoning: City of Industry: Industrial (Zone M)

Description of Project:

The LACSD proposes to construct an intermodal facility on 17.2 acres at 2500 and 2520 Pellissier Place in the City of Industry. An intermodal facility is a location where containers are transferred from trucks to trains and vice versa. The project would be one component of a fully

integrated waste system that includes the PHMRF and transfer station, rail transportation, and remote landfills. The PHIMF has the benefits of proximity to the Puente Hills Landfill, PHMRF, and UPRR. It is anticipated that the IMF would have capacity to accept waste from other MRFs and transfer stations. The PHIMF would accommodate two trains a day and would ship approximately 8,000 tpd of waste to the MRL. An existing 457,000-square-foot office/warehouse would be demolished to accommodate the PHIMF. The property is currently owned by the Industry Urban Development Agency.

Surrounding Land Uses and Setting:

To the north is I-605, to the south is the UPRR line and industrial uses, and to the east and west are industrial uses.

Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or participation agreement):

Industry Urban Development Agency
Los Angeles County Department of Public Works (Access easement on 2845 Workman Mill Road, storm drain and Workman Mill Road modification)
Los Angeles County Fire Department (Hazardous Materials Business Plan)
Regional Water Quality Control Board (National Pollutant Discharge Elimination System)
California Department of Transportation, District 7 (Modification to SR-60 underpass)
South Coast Air Quality Management District
California Public Utilities Commission (General Order 88)
California Department of Public Health

4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

☒ Aesthetics	☐ Agricultural Resources	☒ Air Quality
☐ Biological Resources	☒ Cultural Resources	☒ Geology / Soils
☒ Hazards & Hazardous Materials	☒ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☒ Noise	☐ Population / Housing
☒ Public Services	☒ Recreation	☒ Transportation / Traffic
☒ Utilities / Service Systems	☒ Mandatory Findings of Significance	

4.3 EVALUATION OF ENVIRONMENTAL IMPACTS

i) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

ii) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

iii) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

iv) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

v) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVII at the end of the checklist. In this case, a brief discussion should identify the following:

   a) **Earlier Analysis Used.** Identify and state where they are available for review.

   b) I**mpacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

vi) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

vii) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

viii) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

ix) The explanation of each issue should identify:

the significance criteria or threshold, if any used to evaluate each question; and

d) the mitigation measure identified, if any, to reduce the impact to less than significant.

Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce Significant Effects in Previous EIR	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
I. AESTHETICS. Would the project:						
a) Have a substantial adverse effect on a scenic vista?						X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?						X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?					X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?					X	
II. AGRICULTURE RESOURCES. Would the project:						
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?						X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?						X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?						X
III. AIR QUALITY. Would the project:						
a) Conflict with or obstruct implementation of the applicable air quality plan?					X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?					X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?					X	
d) Expose sensitive receptors to substantial pollutant concentrations?					X	
e) Create objectionable odors affecting a substantial number of people?					X	

Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce Significant Effects in Previous EIR	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:						
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?					X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?						X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?						X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?					X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?					X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?					X	
V. CULTURAL RESOURCES. Would the project:						
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?						X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?					X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?					X	

Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce Significant Effects in Previous EIR	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?					X	
VI. GEOLOGY AND SOILS. Would the project:						
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:						
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.					X	
ii) Strong seismic ground shaking?					X	
iii) Seismic-related ground failure, including liquefaction?					X	
iv) Landslides?					X	
b) Result in substantial soil erosion or the loss of topsoil?					X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?					X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?					X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?						X
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:						
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?					X	

Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce Significant Effects in Previous EIR	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?					X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?						X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?					X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?						X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?						X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?					X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?						X
VIII. HYDROLOGY AND WATER QUALITY. Would the project:						
a) Violate any water quality standards or waste discharge requirements?					X	

Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce Significant Effects in Previous EIR	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?					X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site					X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?					X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?					X	
f) Otherwise substantially degrade water quality?					X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?					X	
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?					X	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?					X	
j) Inundation by seiche, tsunami, or mudflow?					X	
IX. LAND USE AND PLANNING. Would the project:						
a) Physically divide an established community? (Ref. 1)						X

Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce Significant Effects in Previous EIR	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Ref. 1, 3, 4, 5)					X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Ref. 1)					X	
X. MINERAL RESOURCES. Would the project:						
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?						X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?						X
XI. NOISE. Would the project result in:						
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?					X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?					X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?					X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?					X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?						X

Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce Significant Effects in Previous EIR	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?						X
XII. POPULATION AND HOUSING. Would the project:						
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?					X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?						X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?						X
XIII. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:						
a) Fire protection?					X	
b) Police protection?					X	
c) Schools?					X	
d) Parks?					X	
e) Other public facilities?					X	
XIV. RECREATION.						
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?					X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?					X	

Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce Significant Effects in Previous EIR	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
XV. TRANSPORTATION/TRAFFIC. Would the project:						
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?					X	
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?					X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?						X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?					X	
e) Result in inadequate emergency access?					X	
f) Result in inadequate parking capacity?					X	
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?						X
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:						
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?					X	
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?					X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?					X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?					X	

Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce Significant Effects in Previous EIR	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
e) Result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?					X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?					X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?					X	
h) Would increase demand for other public services and utilities?					X	
XVII. MANDATORY FINDINGS OF SIGNIFICANCE.						
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?					X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)					X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?					X	

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5. Discussion of Checklist and Mitigation Measures

This section is intended to provide evidence to substantiate the conclusions set forth in the Environmental Checklist. The section will briefly summarize the conclusions of the previously certified EIR (PHIMF EIR) and then discuss whether or not the proposed project is consistent with the findings contained in the previously certified EIR. Mitigation measures referenced are from the previously certified EIR. In this section, "PHIMF project" refers to the PHIMF EIR and "proposed project" refers to the revised PHIMF project.

5.1 AESTHETICS

5.1.1 Summary of Impacts Identified in the Previously Certified EIR

The PHIMF EIR did not identify any significant impacts associated with aesthetics. Views of the project site from surrounding land uses and roadways are limited, due to the relatively flat topography and built-out nature of the project site and surrounding area. Furthermore, existing and proposed mature landscaping along the northern, eastern, and western project boundaries would help lessen the visual impact of the on-site facilities and structures. Visual investigations conducted at viewshed locations and using visual simulation analyses demonstrated that development of the proposed project would not have a substantial adverse affect on scenic vistas or substantially alter the visual appearance of the project site. Furthermore, due to the largely industrial character of the site's surroundings, the proposed project would not substantially degrade the existing character of the site or its surroundings.

The PHIMF EIR identified that the project would result in additional of lighting that would increase nighttime light and glare in the project area. The project would involve 24-hour operations; therefore, lighting would be necessary for security and safe operation of the PHIMF. However, all exterior lighting would be designed, arranged, directed, or shielded in such a manner as to contain direct illumination on-site, in accordance with Section 17.16.026, Special Industrial Zone Development Standards, of the City's Zoning Code and in accordance with the industry-standard practices for main-line railroads and the guidelines of the Illuminating Engineering Society of North America, thereby preventing excess illumination and light spillover onto adjoining land uses and/or roadways. The lighting associated with improvements and structures of the proposed project would not substantially increase nighttime light and glare in the project area. Additionally, there are no sensitive land uses adjacent to the project site that would potentially be impacted by light and glare of the proposed project. Therefore, nighttime lighting and glare impacts were found to be less than significant.

5.1.2 Impacts Associated with the Revised Project

a) Have a substantial adverse effect on a scenic vista or scenic highway?

No Impact. As stated in the PHIMF EIR, views of the project site from surrounding land uses are roadways are limited. Removal of one of the two staging and arrival/departure tracks would not change the conclusions of the viewshed and visual simulation analysis. Therefore, the revised project would not have an adverse affect of scenic vistas and there would not be a new significant impact requiring major revisions to the PHIMF EIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. As stated in the original Initial Study prepared for the PHIMF, there are no scenic highways in the project vicinity. Consequently, no impacts would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings.

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Removal of one of the two staging and arrival/departure tracks within the existing UPRR right-of-way would not result in a substantial change in the visual character of the proposed project. Therefore, the revised project would not create a new significant impact requiring major revisions of the PHIMF EIR.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. As described in the EIR, on-site improvements would increase nighttime light and glare in the project area as 24-hour lighting would be required for security and safe operation of the PHIMF. The City requires lighting to be deflected, shaded, and focused away from all adjoining property. Lighting design criteria for the PHIMF are also dictated by industry-standard practices for main-line railroads and by the guidelines of IESNA. To reduce visual impacts of the lighting, the LACSD would reduce the height of the lighting fixtures from 100-foot-high mast poles, which are typically used at railroad intermodal facilities, to 60-foot-high light poles in the container loading and unloading area. The lighting associated with improvements and structures of the proposed project would not substantially increase nighttime light and glare in the project area. Additionally, there are no sensitive land uses adjacent to the project site that would potentially be impacted by light and glare from the proposed project. The nearest residential neighborhood is approximately 300 feet north of the project site. Removal of one of the two staging and arrival/departure tracks would not necessitate the need for additional lighting on-site. Therefore, the conclusions of the PHIMF EIR remain and no new significant impacts would occur as a result of the revisions to the project.

5.1.3 Mitigation Measures Identified in the Previously Certified EIR

No mitigation measures were identified in the EIR.

5.1.4 Findings

Major EIR Revisions Not Required. Based on the foregoing analysis and information, there is no evidence that the changes to the project require a major change to the PHIMF EIR. The project would not result in any new significant environmental impact, nor is there a substantial increase in the severity of impacts described in the PHIMF EIR.

No Substantial Change in Circumstances Requiring Major EIR Revision. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to PHIMF EIR.

No New Information Showing Greater Significant Effects than Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the PHIMF EIR was certified indicating that a new significant effect not reported in the PHIMF EIR would occur. Based on the information and analysis above, there is no substantial new information that there would be a new significant impact requiring major revisions of the PHIMF EIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. There are no new alternatives to the project or additional mitigation measures that would substantially reduce one or more of the significant effects related to aesthetics identified in and considered by the PHIMF EIR.

5.2 AGRICULTURAL RESOURCES

5.2.1 Summary of Impacts Identified in the Previously Certified EIR

No agricultural resource impacts were identified in the EIR, as this topical area was found in the Initial Study to have no impacts. The California Department of Conservation's Farmland Mapping and Monitoring Program Important Farmland Map indicate that the project site is on Urban and Built-Up Land and therefore does not meet the definition of Farmland. The site is also not zoned for agricultural use. Furthermore, the project site is not adjacent to lands zoned for or used for agricultural uses.

5.2.2 Impacts Associated with the Revised Project

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

No Impact. The project site is designated Urban and Built-Up Land and is not considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No impacts would occur from removing one of the two staging and arrival/departure tracks within the UPRR right-of-way.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract.

No Impact. The proposed project site is not zoned for agricultural use. No Williamson Act contracts apply to the project site and no significant impacts to farmland or agricultural resources would result from project implementation.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.

No Impact. The project site consists of industrially zoned land developed with a large warehouse building. There is no agricultural production on the site. The proposed site is in a redevelopment area and there are no significant farmland resources in the immediate project vicinity. Therefore, no significant impacts to farmland resources would occur as a result of the project.

5.2.3 Mitigation Measures Identified in the Previously Certified EIR

No mitigation measures were identified.

5.2.4 Findings

Major EIR Revisions Not Required. Based on the foregoing analysis and information, there is no evidence that the changes to the project require a major change to the PHIMF EIR. The revised project would not result in any new significant environmental impact, nor is there a substantial increase in the severity of impacts described in the PHIMF EIR.

No Substantial Change in Circumstances Requiring Major EIR Revision. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to PHIMF EIR.

No New Information Showing Greater Significant Effects than Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the PHIMF EIR was certified indicating that a new significant effect not reported in the PHIMF EIR would occur. Based on the information and analysis above, there is no substantial new information that there would be a new significant impact requiring major revisions of the PHIMF EIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. There are no new alternatives to the project or additional mitigation measures that would substantially reduce one or more of the significant effects related to agricultural resources identified in and considered by the PHIMF EIR.

5.3 AIR QUALITY

5.3.1 Summary of Impacts Identified in the Previously Certified EIR

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O_3), carbon monoxide (CO), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), sulfur oxides (SO_x), oxides of nitrogen (NO_x), and lead (Pb). Areas are classified under the federal Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved or not. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD), is designated by both the California Air Resources Board (CARB) and the United States Environmental Protection Agency (USEPA) as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The PHIMF EIR described and quantified air pollutant emissions generated by the project for the following regulated pollutants: volatile organic carbons (VOC), NO_x, CO, PM_{10}, and $PM_{2.5}$. In addition, the PHIMF EIR section analyzed the project's contribution to global climate change impacts in California through an analysis of project-related greenhouse gas (GHG) emissions. A focused air quality study was prepared by Synectecology and a health risk assessment was prepared by the Planning Center to evaluate potential air quality impacts. In addition, the LACSD conducted an odor and gas generation study for impacts associated with the transport and storage of MSW at the PHIMF project site.

Construction

The previously certified EIR identified that the project would result in short term impacts from project-related construction activities. A quantitative analysis was provided for regional and local construction emissions generated by the project. The regional construction emissions analysis projected that construction activities would generate emissions of NO_x that exceed the SCAQMD regional thresholds of significance. Mitigation Measures 2-1 through 2-4 were found to reduce construction emissions to the extent feasible. However, regional construction impacts were found to be a significant unavoidable impact in the PHIMF EIR.

A localized emissions analysis was also conducted for on-site construction activities and off-site mobile sources as a result of street closures during construction activities. The PHIMF EIR determined that on-site construction activities would generate concentrations of fugitive dust (PM_{10} and $PM_{2.5}$) at nearby sensitive receptors that exceed thresholds of significance pursuant to CEQA. Mitigation Measures 2-5 through 2-9 were found to reduce fugitive dust emissions to the extent feasible. However, localized construction impacts were found to be a significant unavoidable impact of the PHIMF EIR.

A CO hotspot analysis was conducted for congested intersections as a result of partial closure of Peck Road and partial closure of Workman Mill Road. The PHIMF EIR found no elevated concentrations of CO at intersections and therefore no significant impacts were identified.

Operation

The previously certified EIR also evaluated increases in air pollutant emissions generated by stationary and mobile sources. A quantitative analysis was provided for regional and local operational emissions generated by the project. Major sources of air pollutant emissions from operation of the PHIMF were truck trips, employee vehicle trips, locomotive engine idling and trips, switch locomotive engine idling and trips, and on-site equipment (e.g., cranes, diesel-powered container handlers). Stationary sources related to the use of natural gas to meet the heating demand of the proposed administration and maintenance buildings and landscape maintenance add only minimally to these values.

The PHIMF EIR evaluated regional operational emissions for year 2011/2012, under a one-train-per-day scenario, and year 2013, under a two-train-per-day scenario. The PHIMF EIR found that under both scenarios, NO_x emissions would exceed the SCAQMD thresholds of significance. Consequently, regional air quality impacts from operation of the proposed project were considered a significant and unavoidable impact of the project.

A localized emissions analysis was also conducted for on-site operations. The PHIMF EIR determined that emissions from on-site operational activities would not exceed the AAQS at sensitive locations under either scenario.

In addition, a health risk assessment was conduced to determine the probability that the project would substantially elevate the incremental cancer and noncancer health risk in the vicinity of the project site. The PHIMF EIR found that the project would not result in concentrations of toxic air contaminants that would exceed the SCAQMD's incremental excess cancer risk of 10 in a million. Consequently, no significant impacts were identified.

A CO hotspot analysis was conducted for congested intersections as a result operation of the project. The PHIMF EIR did not find elevated concentrations of CO at local intersections and therefore no significant impacts were identified.

AQMP Consistency

A consistency analysis with the air quality management plan (AQMP) was also conducted. The localized emissions analysis indicates that no long-term localized impacts would be produced. Furthermore, with the inclusion of the prescribed mitigation measures, long-term health risk modeling indicates that the project would not expose receptors to significant levels of toxic air contaminants. A determination letter from the SCAG shows the project is not a regionally significant project pursuant to CEQA and the PHIMF is not a substantial trip generator. The original project and as revised is considered consistent with the AQMP.

Global Climate Change

A quantitative analysis of project-related GHG emissions was provided. However, at the time of release of the FEIR, the Office of Planning and Research and CARB had not released guidelines for evaluating GHG emissions under CEQA. Currently, the CARB has not adopted an incremental threshold value. The GHG emissions analysis in the PHIMF EIR found that based on the amount of CO_2 emissions generated by the project, the project's cumulative contribution to climate change impacts were not cumulatively considerable. Therefore, no significant impacts were identified.

5.3.2 Impacts Associated with the Revised Project

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The revised project remains consistent with the AQMP. Overall, all the operational assumptions in the PHIMF EIR would remain the same. Changes to the project that necessitated removal of the second staging and arrival/departure track would not result in an increase in air pollutant emissions generated by the project. The revised project would require the same amount of on-site equipment operating for the same number of hours as projected in the PHIMF EIR (switch locomotive, rubber-tired gantry cranes, fork lifts, cherry picks, etc.). The revised project would also require the same number of vehicle trips as projected in the PHIMF EIR. While the project would result in a slight change in operations of trains to and from the PHIMF and MRL, trains would still take 9 to 13 hours to travel from the PHIMF to the MRL, and vice versa, the same number of locomotive engines would be required to haul full and empty trains (two locomotive engines on-site and four for travel over the Beaumont-Banning Pass). Furthermore, trains would still be restricted from idling more than 15 minutes while on the LACSD staging and arrival/departure tracks and the staging and arrival/departure tracks would continue to be vacant at least 50 percent of the time. As these operational characteristics remain unchanged as analyzed in the PHIMF EIR, the proposed project would still be considered consistent with the AQMP.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The following describes changes to the significance conclusions for regional construction and operational phase air quality impacts associated with the revised PHIMF project.

Construction

Removal of the second staging and arrival/departure track would reduce construction emissions associated with the project. As described in the revised project description, in Section 2.3 of this Addendum, the project would result in a 50 percent reduction in work associated with track construction within the UPRR right-of-way; a 60 percent reduction in retaining wall construction within the UPRR right-of-way; a 50 percent reduction in work associated with modifications to the SR-60 and Crossroads Parkway underpasses; a 65 percent reduction in work associated the construction of the railroad bridges at Peck Road; and a 25 percent reduction in work associated with the railroad bridge over the access road. It would also eliminate all construction activity at Mission Mill Road. As the amount of construction activities required would be substantially reduced, regional air pollutant emissions generated by the revised project would be less than the air pollutant emissions identified in the PHIMF EIR. However, emissions of NO_x would continue to exceed the SCAQMD regional construction emissions thresholds as daily construction activities would require a similar number of operating construction equipment. Mitigation Measures 2-1 through 2-4 in the PHIMF EIR would reduce emissions to the extent feasible. However, regional construction air quality impacts would remain significant and unavoidable.

Operation

Changes to the project that necessitated removal of the second staging and arrival/departure track would not result in an increase in air pollutant emissions generated by the project. The revised project would require the same amount of on-site equipment and the same number of vehicle trips as projected in the PHIMF. Trains would still take 9 to 13 hours to travel between the PHIMF to the MRL and require the same number of locomotive engines would be required to haul full and empty trains. Furthermore, trains would still be restricted from idling more than 15 minutes while on the LACSD staging and arrival/departure tracks and the

staging and arrival/departure tracks would continue to be vacant at least 50 percent of the time. As these operational characteristics remain unchanged as analyzed in the PHIMF EIR, regional air pollutant emissions generated by the revised project would be the same as that identified in the PHIMF EIR.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The SoCAB is designated by CARB and the USEPA as a nonattainment basin for O_3, PM_{10}, and $PM_{2.5}$. The following describes changes to the significance conclusions for regional construction and operational air quality impacts associated with the revised PHIMF project.

Construction

As described in Section 5.3b, the amount of construction activities required would be substantially reduced and therefore regional air pollutant emissions generated by the revised project would be less than identified in the PHIMF EIR. However, emissions of NO_x would continue to exceed the SCAQMD regional construction emissions thresholds, as daily construction activities would require a similar number of operating construction equipment. Therefore, the project would cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measures 2-1 through 2-4 in the PHIMF EIR would reduce emissions, to the extent feasible. However, regional construction air quality impacts would remain significant and unavoidable.

Operation

As described in Section 5.3b, changes to the project that necessitated removal of the second staging and arrival/departure track would not result in an increase in air pollutant emissions generated by the project. As the operational characteristics remain unchanged as analyzed in the PHIMF EIR, regional air pollutant emissions generated by the revised project would also be the same. Therefore, the project would continue to cumulatively contribute to the nonattainment designations of the SoCAB.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The following describes changes to the significance conclusions for regional construction and operational air quality impacts associated with the revised PHIMF project.

Construction

As described in Section 5.3b, the amount of construction activities required would be substantially reduced and therefore localized air pollutant emissions generated by the revised project would be less than the air pollutant emissions identified in the PHIMF EIR. However, fugitive dust emissions would continue to exceed the SCAQMD localized construction emissions thresholds as the maximum amount of area disturbed at any one time would remain the same. Mitigation Measures 2-5 through 2-9 in the PHIMF EIR would reduce emissions, to the extent feasible. However, localized construction air quality impacts would remain significant and unavoidable.

Localized concentrations of CO at congested intersections would also be the same as those analyzed in the PHIMF EIR as a result of partial closure of Peck Road and Workman Mill Road. However, elimination of the second staging and arrival departure track would reduce the amount of time these partial closures would be necessary. For example, construction associated with the new railroad bridge north of the existing UPRR

main lines could be constructed without closing traffic lanes on Peck Road and, because one less track would be constructed within the UPRR right-of-way, the amended project would reduce the duration of lane closures at Peck Road from 18 months to about 6 months or less. The PHIMF EIR found no elevated concentrations of CO at intersections and therefore no significant impacts were identified and impacts would remain less than significant for the revised project.

Operation

The project would require the same amount of on-site equipment and vehicle trips as projected in the PHIMF. Trains would still take 9 to 13 hours to travel between the PHIMF to the MRL and the same number of locomotive engines would be required to haul full and empty trains. Furthermore, trains would still be restricted from idling more than 15 minutes while on the LACSD staging and arrival/departure tracks and the staging and arrival/departure tracks would continue to be vacant at least 50 percent of the time.

A localized emissions analysis was also conducted for on-site operations. The PHIMF EIR determined that on-site operational emissions would not exceed the AAQS at sensitive locations under a one-train per day or a two-train per day scenario. As the assumptions regarding emissions generated by the operation of the PHIMF remain unchanged as analyzed in the PHIMF EIR, localized air pollutant emissions generated by the revised project would also be the same.

The PHIMF EIR found that the project would not result in concentrations of toxic air contaminants that would exceed the SCAQMD's incremental excess cancer risk of 10 in a million. As the assumptions regarding diesel emissions generated by the operation of the PHIMF remain unchanged from the PHIMF EIR, impacts would also remain the same.

Removal of the second staging and arrival/departure track would not change the number of vehicles accessing the PHIMF. Consequently, no changes to the CO hotspot analysis would result. The PHIMF EIR did not find elevated concentrations of CO at local intersections and impacts would remain the same as identified in the PHIMF EIR.

e) Create objectionable odors affecting a substantial number of people.

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Removal of the second staging and arrival/departure track would not affect either the number of trains accessing the site per day, the maximum amount of containerized MSW handled at the PHIMF, or the amount of time containers would be allowed to remain onsite (96 hours). Consistent with the analysis in the FEIR for the PHIMF, adherence to standard procedures and based on the distance of the PHIMF to nearby sensitive receptors (greater than 300 feet), potential odor impacts from on-site containerized MSW were found to be less than significant and would remain less than significant for the revised project.

5.3.3 Mitigation Measures Identified in the Previously Certified EIR

2-1 The County Sanitation District No. 2 of Los Angeles County shall specify that the construction contractor shall use graders, dozers, backhoes, and excavators that meet Tier 2, or higher air pollutant emission standards.

2-2 The construction contractor shall maintain construction equipment in accordance with the manufacturer's specifications.

2-3 The County Sanitation District No. 2 of Los Angeles County shall provide construction site electrical hook-ups for electrical hand tools such as saws, drills, and compressors to reduce reliance on gas- and/or diesel-generators.

2-4 The County Sanitation District No. 2 of Los Angles County shall require the construction contractor to identify haul routes for material deliveries, soil haul, and worker vehicles that minimize obstruction of through traffic lanes adjacent to the construction sites. During construction within the roadway right-of-way, the construction contractor shall retain a flag person to maintain the safety of the adjacent roadways.

2-5 Demolition activities, grading activities, and unpaved haul roads, shall be subject to watering a minimum of three times (as opposed to twice) daily.

2-6 Trucks shall be limited to no more than 15 miles per hour when traveling over unpaved surfaces. Signs shall be posted at appropriate locations identifying the off-road speed limit.

2-7 The construction contractor shall suspend excavating and grading operations when wind speed (as instantaneous gusts) exceeds 25 miles per hour.

2-8 The construction contractor shall maintain a minimum of 12 inches of freeboard and use tarps or other suitable enclosures for all haul trucks hauling soil, sand, and other loose materials.

2-9 The construction contractor shall limit track-out to less than 25 feet from an active operation and remove track-out at the conclusion of each workday.

5.3.4 Findings

Major EIR Revisions Not Required. Based on the foregoing analysis and information, there is no evidence that the changes to the project require a major change to the PHIMF EIR. The project would not result in any new significant environmental impact, nor is there a substantial increase in the severity of impacts described in the PHIMF EIR.

No Substantial Change in Circumstances Requiring Major EIR Revision. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to PHIMF EIR.

No New Information Showing Greater Significant Effects than Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the PHIMF EIR was certified indicating that a new significant effect not reported in the PHIMF EIR would occur. Based on the information and analysis above, there is no substantial new information that there would be a new significant impact requiring major revisions of the PHIMF EIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. There are no new alternatives to the project or additional mitigation measures that would substantially reduce one or more of the significant effects related to air quality identified in and considered by the PHIMF EIR.

5.4 BIOLOGICAL RESOURCES

5.4.1 Summary of Impacts Identified in the Previously Certified EIR

A site assessment of the biological resources at the project site and along the UPRR right-of-way was conducted for the project. No sensitive plant or animal species were observed on or adjacent to the project site or UPRR right-of-way. Ornamental trees and landscaping, including sycamore trees, are present on-site throughout the parking lots. Based on the limitations of the disturbed habitat, lack of specific habitat requirements that would support native plant and wildlife species, and the existing level of activity and

disturbance surrounding the UPRR right-of-way, no significant impacts were identified for sensitive plant and animal species, riparian habitats, or federally protected wetlands.

No wildlife corridors that link large areas of open space and native habitat are associated with the PHIMF project site or UPRR right-of-way. Existing wildlife corridors associated with Ecology Canyon, Turnbull/Sycamore Canyon, and Powder Canyon/Puente Hills Significant Ecological Area, and the Puente Hills Landfill Native Habitat Preservation Authority were identified in the project vicinity; however, it was determined that the project site and right-of-way are not immediately adjacent to, nor do they connect, areas of open space or natural habitat. Significant wildlife movement or migration is not expected. Furthermore, the PHIMF or UPRR right-of-way is not within an adopted Habitat Conservation Plan or Natural Community Conservation Plan (HCP/NCCP).

5.4.2 Impacts Associated with the Revised Project

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The project site and UPRR right-of-way are in an urbanized area and the type of habitat present on-site or within the right-of-way is disturbed. No vegetation communities that support native or sensitive species are present on-site or within the right-of-way. Therefore, the proposed project would not result in significant impacts in this regard. Changes to the project would not increase the amount of disturbance within the UPRR right-of-way or on-site. Therefore, no new impacts are anticipated that were not previously addressed in previously certified EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. The PHIMF project site and the UPRR right-of-way are developed and there is no riparian habitat, wetland, or other sensitive natural vegetation community on-site or within the right-of-way. No impacts would occur and no new impacts are anticipated.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The PHIMF and UPRR right-of-way are completely developed. There are no surface waters, including wetlands, present on the site or that traverse the UPRR right-of-way. No impacts to wetlands would occur and no new impacts are anticipated.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The project site and UPRR right-of-way are not within, immediately adjacent to, or connecting areas of open space or natural habitat. There are native habit and wildlife corridors associated with the Ecology Canyon, Turnbull/Sycamore Canyon, and Powder Canyon/Puente Hills Significant Ecological Areas (SEA), and the Puente Hills Landfill Native Habitat Preservation Authority (PHLNHPA) outside the project site and UPRR right-of-way. The UPRR right-of-way can have limited function as a local wildlife corridor. However, due to the

limitations of the disturbed habitat, lack of specific habitat requirements that would support native plant and wildlife species, and the existing level of activity and disturbance within and surrounding the railroad right-of-way, significant wildlife movement or migration of native species is not expected. Furthermore, while ornamental trees and shrubs within the PHIMF can provide foraging and nesting habitat for birds, adherence to the regulations of the Migratory Bird Treaty Act would ensure that if construction activities occur during the breeding season, appropriate measures would be taken to avoid impacts to nesting birds. Changes to the project would not increase the amount of disturbance within the UPRR right-of-way or on-site. Therefore, the impact remains the same as for the previously certified EIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The project site is within the authority boundary of the PHLNHPA but is not within lands managed or owned by the authority. As the PHIMF is part of LACSD, the PHIMF would participate in the funding of the PHLNHPA through the LACSD's payments to acquire native habitat. The project would not conflict with the provisions of the PHLNHPA. Furthermore, while the County of Los Angeles has an oak tree ordinance, there are no oak trees within the PHIMF or the UPRR right-of-way, and the PHIMF site is outside the jurisdiction of Los Angeles County. Consequently, the project would not conflict with any policies or ordinances protecting biological resources. The impact remains the same as for the previously certified EIR.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation, or other approved local, regional, or State habitat conservation plan.

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The PHIMF site and UPRR right-of-way are not within an HCP/NCCP or County of Los Angeles SEA. The project is also not within lands managed by the PHLNHPA. Therefore, the project would not conflict with any habitat conservation plans and would have no significant impacts. The impact remains the same as for the previously certified EIR.

5.4.3 Mitigation Measures Identified in the Previously Certified EIR

No mitigation measures were identified.

5.4.4 Findings

Major EIR Revisions Not Required. Based on the foregoing analysis and information, there is no evidence that the changes to the project require a major change to the PHIMF EIR. The project would not result in any new significant environmental impact, nor is there a substantial increase in the severity of impacts described in the PHIMF EIR.

No Substantial Change in Circumstances Requiring Major EIR Revision. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to PHIMF EIR.

No New Information Showing Greater Significant Effects than Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the PHIMF EIR was certified indicating that a new significant effect not reported in the PHIMF EIR would occur. Based on the information and analysis above, there is no substantial new information that there would be a new significant impact requiring major revisions of the PHIMF EIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. There are no new alternatives to the project or additional mitigation measures that would substantially reduce one or more of the significant effects related to biological resources identified in and considered by the PHIMF EIR.

5.5 CULTURAL RESOURCES

5.5.1 Summary of Impacts Identified in the Previously Certified EIR

A Phase I Cultural Resource Investigation Report was conducted for the PHIMF project by McKenna et al. to identify potential impacts to cultural resources. Based on the results of the evaluation, the PHIMF EIR did not identify evidence of paleontological or prehistoric resources within the project are. A paleontological review of the area identified that the project area is of recent alluvium and is unlikely to yield paleontological specimens. In addition, the San Jose Creek flood plain is a highly disturbed area and also unlikely to yield evidence of undisturbed or intact prehistoric remains. The archaeological records search identified 19 previous studies but did not indicate the presence of any prehistoric resources or prehistoric isolates within a one-mile radius of the project site. However, because specimens have been identified in the adjacent Puente Hills/Whittier Hills area and excavations may exceed the depths of recent alluvial deposits, Mitigation Measure 3-1 required the LACSD to have an archaeologist and paleontologist on-call during ground activities. With adherence to Mitigation Measure 3-1, no significant unavoidable impacts were identified. Furthermore, there is no evidence of prehistoric remains within the project area and adherence to California Public Resources Code Section 5097.98 would ensure if remains are uncovered, all work in the vicinity of the site would be stopped and there would be no disturbance or relocation except in accordance with this regulation.

5.5.2 Impacts Associated with the Revised Project

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines and/or identified on the Qualified Historic Structures list of the Anaheim Colony Historic District Preservation Plan (July 20, 1999)?

No Impact. The project site is currently developed and is highly disturbed. The site has no association with significant people or events of local or regional history, nor does it contain any distinctive characteristics of a type, period, region, or method of construction. Therefore, no resources exist on-site that meet the definition of “historically significant” under Section 15064.5. No impacts would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 of the CEQA Guidelines?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The San Jose Creek flood plain is a highly disturbed area that is unlikely to yield evidence of undisturbed or intact prehistoric remains. An archaeological records search of the vicinity, which identified 19 previous studies, did not indicate the presence of any prehistoric resources or prehistoric isolates within a one-mile radius of the project site. However, the potential remains for buried resources to be uncovered. The revised project would reduce the area of grading and disturbance within the UPRR right-of-way than previously reported in the EIR. Therefore, the impact would be reduced and the mitigation measure developed for the previously certified EIR remains applicable to other portion of the project.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. A paleontological overview of the project site identified that the project area is within an area of recent surficial alluvium, which is unlikely to yield paleontological specimens. However, specimens have been found in the

adjacent Puente Hills/Whittier Hills area. Furthermore, excavations exceeding the depths of the recent alluvial deposits may encounter previously undiscovered paleontological resources. The project may exceed depths of recent alluvial deposits during excavation and construction of the off-street access road beneath Workman Mill Road and the UPRR right-of-way. Maximum excavation depths for the off-street access improvements would be approximately 30 feet. The revised project would reduce the area of grading and disturbance within the UPRR right-of-way previously reported in the EIR. Therefore, the impact would be reduced and the mitigation measure developed for the previously certified EIR remains applicable to other portion of the project.

d) Disturb any human remains, including those interred outside of formal cemeteries.

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. There is no evidence of prehistoric remains within the project area, but the general area is known to have been inhabited by the Gabrielino/Tongva through the late prehistoric and early historical periods. Buildout of the PHIMF could unearth human remains, including those outside of formal cemeteries. If remains are uncovered, all work in the vicinity of the site would be stopped and there would be no disturbance or relocation of the remains except in accordance with California Public Resources Code Section 5097.98. Therefore, the impact remains the same and no new impacts would occur.

5.5.3 Mitigation Measures Identified in the Previously Certified EIR

3-1 Prior to construction, the County Sanitation District No. 2 of Los Angeles County shall retain a qualified archaeologist and paleontologist to remain on call during grading and ground-altering activities at the site.

3-2 If buried cultural resources are inadvertently discovered during ground-disturbing activities, the contractor shall ensure that all work will stop in that area and within 100 feet of the find until the qualified on-call archaeologist arrives on-site, can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the County Sanitation District No. 2 of Los Angeles County. Suspension of ground disturbances in the vicinity of the discoveries shall not be lifted until the archaeological monitor has evaluated discoveries to assess whether they are classified as significant cultural resources, pursuant to CEQA.

3-3 In the event that suspected paleontological resources are uncovered or otherwise identified as a result of the proposed ground disturbances, all work shall be stopped or temporarily diverted in the vicinity of the find until a qualified paleontologist can conduct an evaluation and recommend measures to reduce impacts to the resources. Identified paleontological resources shall be analyzed in accordance with standard guidelines and curated with the facilities at either California State University, Fullerton, or the Natural History Museum of Los Angeles County.

3-4 The paleontological and archaeological monitor(s) must have the authority to halt any project-related activities that may be adversely impacting potentially significant resources.

5.5.4 Findings

Major EIR Revisions Not Required. Based on the foregoing analysis and information, there is no evidence that the changes to the project require a major change to the PHIMF EIR. The project would not result in any new significant environmental impact, nor is there a substantial increase in the severity of impacts described in the PHIMF EIR.

No Substantial Change in Circumstances Requiring Major EIR Revision. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to PHIMF EIR.

No New Information Showing Greater Significant Effects than Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the PHIMF EIR was certified indicating that a new significant effect not reported in the PHIMF EIR would occur. Based on the information and analysis above, there is no substantial new information that there would be a new significant impact requiring major revisions of the PHIMF EIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. There are no new alternatives to the project or additional mitigation measures that would substantially reduce one or more of the significant effects related to cultural resources identified in and considered by the PHIMF EIR.

5.6 GEOLOGY AND SOILS

5.6.1 Summary of Impacts Identified in the Previously Certified EIR

A limited geotechnical investigation feasibility level report was prepared by KFM GeoScience to evaluate the potential impacts related to geology and soils. Based on the evaluation, the PHIMF EIR did not identify any known active faults or Alquist-Priolo Zones on the project site. The closest active fault is the Whittier Fault Zone, approximately two miles southwest of the project site. Compliance with the seismic design criteria in the California Building Code would minimize impacts and is a standard condition of all project approvals to reduce impacts associated with earthquakes. In addition, the project is not in the vicinity of a landslide hazard area. The project would connect to the existing sewer laterals. The PHIMF Initial Study also did not find any impacts associated with loss of topsoil. Consequently, no significant impacts were identified with regard to fault rupture, earthquakes, or landslides, or from loss of topsoil or inadequate soils for alternative wastewater disposal. PHIMF EIR also found that expansive soil conditions would not pose a significant risk on-site.

The geotechnical report prepared fro the project identified that soils encountered in the vicinity of the site had limited potential for liquefaction and if historical groundwater conditions were to occur, the liquefaction potential would be potentially significant. However, Mitigation Measures 4-1 through 4-2 were found to reduce impacts to less than significant.

Additionally, the geotechnical evaluation found the excavation associated with preparation of the Industry Private Drain No. 161, Line A, would encounter finer-grained alluvial deposits that would be susceptible to loosening and disturbance and may present difficulty for controlled excavation conditions. Mitigation Measures 4-3 through 4-5 were found to limit disturbance to the foundation soils at the excavation base and reduce impacts to less than significant levels.

5.6.2 Impacts Associated with the Revised Project

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. As described in the PHIMF EIR, there are no known active faults or Alquist-Priolo Zones on the project site.

Since the project site is not within or adjacent to an Alquist-Priolo Earthquake Zone, there is little potential for fault rupture impacts at the project site. No significant impacts would result from this project, and no new impacts would occur as a result of the revised project.

ii) **Strong seismic ground shaking?**

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The closest active fault system is the Whittier Fault Zone, approximately two miles to the southwest of the project site. The most recent large earthquake on this fault was the 1987 Whittier Narrows Earthquake, with a magnitude of 5.9. Other faults in the vicinity include the Raymond Fault, approximately 11 miles north of the site, and the Sierra Madre fault zone at the base of the San Gabriel Mountains, 9.5 miles north of the site. Seismic activity in these fault systems may result in ground shaking at the project site and could result in structural failure with severe seismic activity. Earthquake hazards are typical in southern California. Compliance with seismic design criteria contained in the Uniform Building Code would minimize impacts to the extent feasible, and is a standard condition of all project approvals. Therefore, no new impacts are anticipated that were not previously addressed in previously certified EIR.

iii) **Seismic-related ground failure, including liquefaction?**

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Analysis of the liquefaction potential and seismically induced dry-settlement hazards of the project site was conducted by KFM GeoScience and was included in the PHIMF EIR. Based on the results of the analysis, there is only a limited potential for localized liquefaction under recent groundwater conditions. However, if historical high groundwater conditions were to occur, the potential for liquefaction at the project site would be significant. Based on current groundwater conditions, KFM GeoScience estimated that the potential for seismically induced dry settlement ranges from 0.1 to 2.3 inches. No field investigation was performed along the UPRR alignment, but based on a review of available documents it is likely that similar conditions to those observed at the PHMRF/PHIMF exist along the alignment. Mitigation Measures 4-1 through 4-2 would reduce the impact to less than significant. Therefore, no new impacts are anticipated.

iv) **Landslides?**

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The proposed project site is not identified as a landslide hazard area. The topography of the project site is relatively flat with a gentle slope from the west to southwest and at grade at Pellissier Place. Therefore, no new impacts are anticipated that were not previously addressed in previously certified EIR.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Implementation of the proposed project may result in soil erosion during and after construction until landscaping and ground cover are established. However, erosion potential is considered minimal. Landscape plans would incorporate irrigation and erosion control measures in compliance with City regulations. Additionally, much of the site is currently covered with impervious material. No significant impacts were identified in the PHIMF EIR and, no new impacts are anticipated with the revised project.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. As described in the PHIMF EIR, construction of the Preferred Access Option would require reconfiguration of the existing San Jose Creek box culvert by widening the culvert to allow the top to be lowered while retaining the same flow capacity. Reconfiguration of the box culvert would require excavation to an approximate elevation of 220 feet above mean sea level, very close to or slightly into the groundwater. Consequently, a handling of localized seeps and nuisance water would likely be necessary. Additionally, the excavation would terminate in finer-grained alluvial deposits that would be susceptible to loosening and disturbance and may present difficulty for controlled excavation conditions. Mitigation Measures 4-3 through 4-5 were incorporated into the PHIMF EIR to limit disturbance to the foundation soils at the excavation base. Therefore, no new impacts are anticipated with the revised project.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Based on the proximity of the PHIMF and the rail improvements to the San Gabriel River and available Quaternary Geologic Mapping of the El Monte Quadrangle, soils within the project area are expected to consist of younger alluvial basin deposits composed of sand and silt with variable amounts of gravel and lean clay. The amount of clay contained in localized layers is expected to be relatively minor compared to the sand and silt fractions. Therefore, expansive soils conditions are not anticipated to pose a significant risk to life or property for the proposed improvements. Nevertheless, determination of expansion indices and chemical testing of the on-site materials would be required at the conclusion of rough grading to confirm that the soils are suitable for construction under the requirements of the Uniform Building Code. No significant impacts were identified in the PHIMF EIR and no new impacts are anticipated.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed project does not involve the implementation of any septic tanks or alternative waste water disposal systems, and would be connected to the sewer line maintained by the City of industry. No impacts would occur.

5.6.3 Mitigation Measures Identified in the Previously Certified EIR

4-1 Site-specific geotechnical analysis shall be required for all proposed improvements to provide recommendations for fill material and compaction to ensure slope stability and reduce liquefaction and settlement potential. Site specific geotechnical analysis would identify the required grading/construction procedures to ensure soils are compacted enough so that they no longer are susceptible to liquefaction. All formal grading plans and structural recommendations shall be reviewed and approved by appropriate agencies/stakeholders (e.g., the City of Industry Engineer, Los Angeles County Department of Public Works, and/or Union Pacific Railroad).

4-2 All grading and earthwork shall be performed under the oversight and supervision of a registered Geotechnical Engineer.

4-3 During subgrade preparation of the Industry Private Drain No. 161, Line A, reconfiguration associated with construction of the Preferred Access Option, the drainage system installed at the bottom of the excavation shall control nuisance water and localized seepage into the excavation.

Open dewatering trenches or drains and sump pump systems shall be used for adequate drainage, as necessary.

4-4 During subgrade preparation of the Industry Private Drain No. 161, Line A, reconfiguration associated with construction of the Preferred Access Option, provisions shall be made for the overexcavation and replacement of disturbed or loosened material resulting from construction activity. Any loose and/or disturbed soil below the bearing area of the storm drain invert shall be removed and replaced with compacted fine concrete aggregate (concrete sand), aggregate base, or concrete. Concrete can be used as an alternative to compacted concrete aggregate. Such concrete shall satisfy the minimum requirements given for seal courses in Section 90 of Caltrans Standard Specifications.

4-5 During subgrade preparation of the Industry Private Drain No. 161, Line A, reconfiguration associated with construction of the Preferred Access Option, a working platform shall be established at the excavation bottom to protect against subgrade disturbance and to provide a platform for traffic and construction. The platform may be a granular base reinforced with geotextile. The granular working platform shall be constructed in accordance with recommended geotechnical design standards, such as those provided in the KFM GeoScience report of 2005.

5.6.4 Findings

Major EIR Revisions Not Required. Based on the foregoing analysis and information, there is no evidence that the changes to the project require a major change to the PHIMF EIR. The project would not result in any new significant environmental impact, nor is there a substantial increase in the severity of impacts described in the PHIMF EIR.

No Substantial Change in Circumstances Requiring Major EIR Revision. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to PHIMF EIR.

No New Information Showing Greater Significant Effects than Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the PHIMF EIR was certified indicating that a new significant effect not reported in the PHIMF EIR would occur. Based on the information and analysis above, there is no substantial new information that there would be a new significant impact requiring major revisions of the PHIMF EIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. There are no new alternatives to the project or additional mitigation measures that would substantially reduce one or more of the significant effects related geology and soils identified in and considered by the PHIMF EIR.

5.7 HAZARDS AND HAZARDOUS MATERIALS

5.7.1 Summary of Impacts Identified in the Previously Certified EIR

The PHIMF EIR evaluated the hazards and hazardous materials associated with the PHIMF. TRC Companies, Inc., prepared a Phase I Environmental Site Assessment and an Environmental Site Assessment Report for the project. In addition, the LACSD conducted an odor and gas generation study for impacts associated with the transport and storage of MSW at the PHIMF project site. Operation of the PHIMF would require the on-site storage and use of hazardous materials for routine maintenance operations. The PHIMF EIR identified the general location where hazardous materials would be used and/or stored on-site and identified that these areas would have secondary containment systems installed to ensure that groundwater is not impacted by

on-site activities. Oversight by the Los Angeles County Fire Department, Health Hazardous Materials Division, would minimize impacts. Consequently, no significance impacts were identified.

The PHIMF EIR also evaluated the potential operational safety concerns from hazardous materials within MSW, landfill gas being generated in sealed containers, and the potential waste releases resulting from train derailments. The PHIMF EIR found that no significant impacts would occur regarding the potential for hazardous materials to be present in the containerized MSW as a result of sorting at transfer stations and materials recovery facilities (MRFs). Furthermore, based on the studies on landfill gas accumulation in containers, appreciable levels of methane gas or extreme increases in internal container pressure would not occur in the time frame that waste is transported by rail at the PHIMF.

Lastly, the PHIMF EIR analyzed the hazards associated with train derailment. The PHIMF EIR identified the construction of two tracks to serve the PHIMF and determined that the likelihood of derailment of trains carrying MSW from the PHIMF is low. The revised project, which would eliminate one of the two tracks, would not affect the planned operation of the PHIMF or any of its safety features that promote worker and public safety. The revised project would employ the same operating procedure to provide for the safe movement of all of the trains UPRR operates in the transportation corridor. Some of these features include: prohibiting passenger trains from occupying or traveling on the dedicated track for the PHIMF; requiring all trains attempting to enter or exit the dedicated track to obtain permission from a UPRR dispatcher; installing automatic devices that would prevent trains or rail cars from entering onto or exiting the mainline track when permission from UPRR has not been granted; requiring facility operations and train movements be conducted by appropriately licensed and trained personnel; providing regular inspection and periodic maintenance on all tracks, signals, switches, and locomotives used at the PHIMF; and upgrading the rail crossing at Workman Mill Road by installing four quadrant gates and extending medians to prevent vehicles from bypassing the crossing gates when they are in the down position.

In addition to these features, UPRR continues to pursue procedures and technology that will improve safety along its rail corridors, including a commitment to implement the Positive Train Control (PTC)[2] system in the Los Angeles basin by 2012. When UPRR implement safety enhancements to its system, such as the installation of PTC, these enhancements would also be applied to the PHIMF project. Finally, LACSD and UPRR rely on dedicated, highly trained personnel to operate their facilities in a safe and reliable manner and would implement all necessary safety measures so that the PHIMF is operated in a similar manner.

However, in the event of a derailment, plans would need to be in place to control the release of MSW into the environment. Mitigation Measure 5-1 requires the LACSD to prepare an MSW residue spill contingency plan to respond to an emergency event. The PHIMF found that with the implementation of this mitigation measure impacts would be less than significant

Site reconnaissance and agency file review by TRC revealed the presence of recognized environmental conditions (RECs) associated with the project site. The PHIMF EIR found that with the implementation of Mitigation Measures 5-1 through 5-6, impacts would be less than significant.

The PHIMF EIR also found that construction and operation of the PHIMF would not affect the implementation of the County of Los Angeles's or the City of Industry's emergency operations plans. In addition, during construction of the PHIMF, accidental release of hazardous materials would be minimized through adherence to the Storm Water Pollution Prevention Plan (SWPPP) and impacts would be less than significant.

[2] A PTC system monitors train location and speeds and automatically stops the train if the engineer does not comply with the track signal. The Rail Safety Improvement Act, signed into law on October 16, 2008, requires Class I railroads such as UPRR to install PTC on main line tracks by December 31, 2015.

The Initial Study for the PHIMF EIR found that the project site is not within a quarter mile of any school, as the closest school to the project site in the Rio Hondo Community College, 0.6 mile southwest of the site. The proposed project is also not within an airport land use plan or within two miles of a public or private airport or airstrip. Therefore no impacts were identified with regard to aircraft hazards. The project site was identified in the PHIMF EIR as in a moderate fire threat area. Therefore, no impacts were identified with regard to wildfire hazards.

5.7.2 Impacts Associated with the Revised Project

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Operation of the PHIMF would require the on-site storage and use of hazardous materials for routine maintenance operations. Containerized MSW would continue to be sorted at transfer stations and MRFs prior to arrival at the PHIMF. Furthermore, based on the studies on landfill gas accumulation in containers, appreciable levels of methane gas or extreme increases in internal container pressure would not occur in the time frame that waste is transported by rail at the PHIMF. Lastly, the likelihood of derailment of trains carrying MSW from the PHIMF is low. However, in the event of a derailment, plans would need to be in place to control the release of MSW into the environment. Mitigation Measure 5-1 requires the LACSD to prepare a MSW residue spill contingency plan to respond to an emergency event. Removal of the second staging and arrival/departure track would not affect the standard and emergency procedures in place to reduce the risks from transport of MSW. Therefore, the impact remains the same and the mitigation measure below remains applicable to future development under the project.

b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Construction of the PHIMF would involve temporary transport, use, and disposal of hazardous materials associated with construction of the PHIMF and the access corridor from the PHMRF and the UPRR railroad. Building materials, solvents, paints, and equipment fuel used for construction of the project improvements would be used and stored on-site. To prevent the accidental release of hazardous materials into the environment and provide for a proper response, the project contractor would be required to prepare and implement a SWPPP. Precautionary measures would therefore be in place throughout the duration of construction activities to reduce potential impacts in this regard. Consequently, no new impacts are anticipated with the revised project.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no existing or proposed school sites within a one-quarter mile radius of the proposed project site. Rio Hondo Community College is 0.6 mile southwest of the proposed project site at 3600 Workman Mill Road. No significant impacts were identified in the PHIMF EIR and, no new impacts are anticipated with the revised project.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impacts No Changes or New Information Requiring Preparation of an EIR. Site reconnaissance and agency file review conducted by TRC revealed the presence of RECs associated with

the project site. However, Mitigation Measures 5-2 through 5-6 would ensure that hazards associated with the existing hazardous materials and/or conditions on site would be eliminated or reduced. Therefore, the impact remains the same and the mitigation measures remain applicable to future development under the project.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The proposed project site is not within an airport land use plan. El Monte Airport, in the City of El Monte, is 3.9 miles north of the proposed project site, and outside of any safety hazard zone for those working at the proposed project site. No significant impacts were identified in the PHIMF EIR and no new impacts are anticipated with the revised project.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The proposed project site is not within the vicinity of a private airstrip. The closest airport is El Monte Airport, 3.9 miles north of the proposed project site. No significant impacts were identified in the PHIMF EIR and, no new impacts are anticipated with the revised project.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The County of Los Angeles has developed a Multi Hazard Functional Plan for coordination between emergency services during an emergency event. The Los Angeles County Department of Public Social Services (DPSS) is the agency responsible for disaster preparedness and planning within the county. The DPSS coordinates planning efforts with other agencies, including county support departments, the County Office of Education, the Los Angeles Chapter of the Red Cross, Emergency Network Los Angeles/Los Angles Voluntary Agencies Active in Disasters, the Grocery Industry Mutual Aid Council, and other agencies (DPSS 2003). The project would not interfere with any of the daily operations of these agencies during an emergency event. Furthermore, the project would provide off-street access to the project site for transport of the rail containers carrying containerized MSW by trucks from the PHMRF and other MRFs or transfer stations to the PHIMF, which would reduce the number of trucks carrying containerized MSW accessing the project site on local roadways. No significant impacts were identified in the PHIMF EIR and, no new impacts are anticipated with the revised project.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. According to the California Fire Alliance website, the project site is in an area classified as having a moderate fire threat (CFA 2006). No significant impacts were identified in the PHIMF EIR and, no new impacts are anticipated with the revised project.

5.7.3 Mitigation Measures Identified in the Previously Certified EIR

Hazards and Hazardous Materials

5-1 The County Sanitation District No. 2 of Los Angeles County shall prepare a containerized municipal solid waste (MSW) residue spill contingency plan to respond to containerized MSW

residue-related aspects of train accidents at the Puente Hills Intermodal Facility or en route to the Mesquite Regional Landfill. Standard measures incorporated as part of the spill contingency plan shall include (1) use of temporary fencing to contain blowing debris and prevent access to a derailment area by the public and certain wildlife; or (2) use of netting to cover loose material that has spilled.

5-2 Prior to issuance of grading permits and commencement of construction-related excavation or grading, the developer shall have developed and be prepared to implement a Contamination Contingency Plan, the provisions of which shall include criteria for construction work stoppage due to contamination, related procedures for work zone personnel monitoring, sampling, and waste analysis methods and protocols; required agency notifications (as necessary); and provisions for upgraded construction worker personal protective equipment and/or use of specially trained field personnel.

5-3 County Sanitation District No. 2 of Los Angeles County (LACSD) shall conduct soil sampling in the vicinity of the Zee Medical facility at 2845 Workman Road under oversight of a professionally certified and/or licensed environmental consultant. The following environmental assessment activities shall be performed:

- Drill at least six soil borings at 50-foot intervals along the centerline of the proposed off-street access road beneath Workman Mill Road and the Union Pacific Railroad right-of-way. The total depths of the soil borings will vary depending on construction requirements and location. At a minimum, the borings shall extend to at least five feet below the anticipated final grade of the subgrade access way (i.e., to depths ranging from 33 to 53 feet below ground surface).

- Collect soil samples at five-foot intervals in each boring for field description, vapor screening, and/or laboratory analysis of volatile organic compounds via Environmental Protection Agency Method 8260B.

- Prepare a summary report detailing the sample collection methodology, findings, and conclusions.

The LACSD shall implement all recommendations provided within the summary report detailing collection, treatment, and/or disposal of potential hazardous materials excavated on-site. The Los Angeles County Fire Department (LACFD), Health Hazardous Materials Division is responsible for ensuring compliance with laws and regulations for the handling, storage, transportation, and disposal of hazardous wastes in accordance with federal, state, and local laws and regulations. If hazardous materials are identified, collection, treatment, and/or disposal of materials shall be conducted in accordance with the standards required by existing laws and regulations as administered by the LACFD.

5-4 If dewatering is determined to be necessary for construction of the off-street access road and/or modification of the Industry Private Drain No. 161, Line A, the County Sanitation District No. 2 of Los Angeles County shall conduct groundwater sampling in conjunction with the soil sampling described in Mitigation Measure 5-3. The groundwater sampling and analysis shall consist of the following elements: (1) collect groundwater samples from the six soil borings using Hydropunch or Simulprobe techniques; (2) analyze groundwater samples for volatile organic compounds via Environmental Protection Agency Method 8260B; and (3) conduct additional laboratory analyses at a State-certified laboratory, as may be required to characterize groundwater quality for the purpose of obtaining a National Pollutant Discharge Elimination System permit for the discharge of groundwater generated during dewatering. If a site-specific NPDES permit is determined to be

required, the permit's water quality objectives and effluent limits shall be based on the plans, policies, and water quality objectives and criteria contained in the 1994 Basin Plan, as amended, including the Anti-degradation Policy, California Toxic Rule (40 CFR § 131.38), CCR section 64431 of Title 22 (Drinking Water Standards), and Applicable Federal Regulations (including 40 CFR Parts 122 and 131).

5-5 Remaining ethylene glycol liquid stored in aboveground storage tanks at the project site, along with the tanks, related piping, and infrastructure, shall be removed by a qualified contractor experienced in hazardous material handling, decontamination, and disposal procedures.

5-6 The 10,000-gallon diesel underground storage tank shall be closed by removal under oversight of the Los Angeles County Department of Public Works (LADPW). After removal of the tank and associated piping, confirmation soil sampling shall be conducted to determine whether there has been a significant release. Any detected petroleum hydrocarbons shall be remediated to the satisfaction of the LADPW such that a No Further Action letter can be issued for the site.

5.7.4 Findings

Major EIR Revisions Not Required. Based on the foregoing analysis and information, there is no evidence that the changes to the project require a major change to the PHIMF EIR. The project would not result in any new significant environmental impact, nor is there a substantial increase in the severity of impacts described in the PHIMF EIR.

No Substantial Change in Circumstances Requiring Major EIR Revision. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to PHIMF EIR.

No New Information Showing Greater Significant Effects than Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the PHIMF EIR was certified indicating that a new significant effect not reported in the PHIMF EIR would occur. Based on the information and analysis above, there is no substantial new information that there would be a new significant impact requiring major revisions of the PHIMF EIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. There are no new alternatives to the project or additional mitigation measures that would substantially reduce one or more of the significant effects related to hazards and hazardous materials identified in and considered by the PHIMF EIR.

5.8 HYDROLOGY AND WATER QUALITY

5.8.1 Summary of Impacts Identified in the Previously Certified EIR

The PHIMF EIR evaluated the potential impacts to hydrology and water quality. No significant impacts were identified related to flooding as a result of being within a flood hazard zone, flooding as a result of failure of a levee or dam, or related to seiche, tsunami, or mudflow. While development and redevelopment activities can result in water quality impacts from erosion and sedimentation and discharge of other pollutants during construction, prior to initiating construction activities at the project site, the construction contractor would prepare and implement a SWPPP that includes best management practices (BMPs) that would be implemented to prevent construction pollutants from contacting stormwater and to keep all products of erosion from moving off-site into receiving waters. For long-term impacts from runoff from the completed development and associated land uses, the SWPPP includes BMPs to control and minimize the amount of potential contaminants that may enter stormwater. With adherence to these BMPs outlined in the SWPPP,

the PHIMF EIR found water quality impacts related to stormwater flows to be less than significant. Furthermore, the PHIMF EIR found impacts related to groundwater supply to be less than significant.

However, the PHIMF EIR found that a subsurface storm drain owned by the City of Industry (Industry Private Drain No. 161, Line A) would require reconstruction. Mitigation Measure 6-1 requires that reconstruction of this storm drain be limited to the dry season to ensure that localized flooding during a storm would not occur. Consequently, no significant unavoidable impacts related to hydrology and water quality were identified.

5.8.2 Impacts Associated with the Revised Project

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Prior to initiating construction activities at the project site, the LACSD construction contractor would file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and request coverage under the General Construction Activity Permit (National Pollution Discharge Elimination System [NPDES] CAS000002). The contractor would be responsible for preparing and implementing a SWPPP that covers all aspects of the project during construction. The SWPPP would describe the BMPs that would be implemented to prevent construction pollutants from contacting stormwater and to keep all products of erosion from moving off-site into receiving waters. The SWPPP would be reviewed by the City of Industry Engineering Department in conjunction with its building permit review. Preparation and implementation of the construction SWPPP and compliance with the standard conditions and BMPs outlined therein would reduce construction-related stormwater impacts to less than significant.

In accordance with the SWRCB's General Industrial Storm Water Permit (NPDES No. CAS000001), the LACSD would file an NOI and seek coverage for stormwater discharges associated with industrial activity resulting from the operation of the PHIMF. The contractor would be responsible for preparing and implementing a SWPPP that would address all potential sources of pollutants including but not limited to vehicle and equipment maintenance and cleaning, fuels and oils stored in aboveground storage tanks, and materials stored in the PHIMF, such as scrap metal piles, paints, and other products that have the potential to spill or contribute to a discharge. The SWPPP would list and describe BMPs to control and minimize the amount of potential contaminants that may enter stormwater, including good housekeeping, minimizing exposure, preventing spills, establishing preventive maintenance procedures and spill prevention and response procedures, and employee training.

The SWPPP would also include a schedule for implementing the BMPs and for periodic site inspections; a copy would be maintained on-site at all times. Preparation and implementation of the SWPPP and compliance with the standard conditions and BMPs outlined therein would reduce operations-related stormwater impacts to less than significant. Therefore, no new impacts are anticipated that were not addressed in previously certified EIR.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Groundwater hydrology impacts typically occur from extracting groundwater, increasing or decreasing groundwater recharge, intercepting and removing groundwater from cuts or excavations, or remediation of contaminated groundwater. Earthwork cuts or excavations in areas of shallow groundwater may necessitate temporary or permanent removal of groundwater by dewatering systems. Groundwater recharge may be

reduced if 1) an area currently available for spreading of stream runoff is reduced, 2) permeable streambeds are lined, or (3) large permeable areas above groundwater basins are replaced by hard surfaces (paving, buildings, etc.). Groundwater recharge may be increased if larger permeable areas are created.

Because proposed land uses are less intensive in terms of water demand than existing uses as a result of a reduction in building square footage, water demand for the project was accounted for in the recent 2005 Urban Water Management Plan prepared by the Upper San Gabriel Valley Municipal Water District in collaboration with the San Gabriel Valley Water Company, Sunny Slope Water Company, and California Domestic Water Supply. Consequently, there would be adequate public water supply to meet the water demand of the proposed project.

Additionally, although some minor dewatering may be required to remove groundwater during reconfiguration of the San Jose Creek box culvert, this withdrawal would be temporary and would not impact overall groundwater supplies. The LACSD does not anticipate the need to provide a permanent dewatering system for the subgrade, off-street access road. Therefore, long-term extraction of local groundwater resources would not occur. Based on the above analysis, no significant impact related to groundwater supplies would occur.

None of the proposed project construction activities or improvements would disturb or impact ongoing groundwater recharge operations. The site is completely paved and developed, except for a few planter areas, and is therefore nearly 100 percent impervious. Parcel A (Zee Medical) is also currently developed and mostly covered with buildings and pavement. Construction of the PHIMF and off-street access road would not significantly increase the area of impervious surfaces at these on-site and off-site locations. Therefore, the project would not significantly impact local groundwater recharge conditions.

Therefore, no new impacts are anticipated that were not addressed in previously certified EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The LACSD would also request coverage from the SWRCB under the general permit for any discharge of stormwater associated with industrial activity resulting from the operation of the PHIMF. The SWPPP prepared pursuant to the NPDES permit would describe the best available technology and best conventional pollutant control technology to be implemented at the site to reduce or eliminate industrial stormwater pollution. Development of the SWPPP and compliance with existing regulations and standard conditions would reduce water quality impacts related to erosion and siltation to less than significant. Changes to the project would not increase the amount of disturbance within the UPRR right-of-way or on-site. Therefore, the impact remains the same as for the previously certified EIR.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Because the project would not significantly increase the area of impervious surfaces, it is expected that overall stormwater volumes would remain unchanged. New or existing drains associated with the project would continue to convey stormwater runoff to nearby mains without the need for capacity upgrades.

Construction of the off-street access road would require reconfiguration of the existing San Jose Creek box culvert, lowering its height and increasing its width. Although the dimensions of the culvert would change,

the cross-sectional area would remain the same. Therefore, there would be no reduction in the capacity of the stormwater drainage system and local drainage would not be impacted. Removal of one of the two staging and arrival/departure tracks would also eliminate the need to reconfigure one of the two box culverts.

Construction of the off-street access road to approximately 30 feet below ground surface would create a new topographic low that could be subject to flooding. To address this potential concern, the LACSD proposes to build a wet well in the northwest corner of Parcel A to collect any water from the access road. The wet well would be connected to a pump station and water collected in the wet well would be pumped and discharged into the storm drain, in accordance with the General Industrial Storm Water Permit.

Additionally, the rail improvements within the UPRR right-of-way would impact two drainage culverts. The first is on the south side of the UPRR right-of-way just west of Mission Mill Road. The second is on the north side of the UPRR right-of-way approximately 200 feet west of the SR-60 overpass. During construction, temporary drainage facilities would be provided to ensure that flooding would not occur due to rainfall.

The construction of the proposed access option would also require the reconstruction of a subsurface storm drain owned by the City of Industry, Industry Private Drain No. 161, Line A. This structure conveys local storm flows to regional facilities owned by Los Angeles County. The reconstruction involves modifications to the cross-section of the existing storm drain over approximately 450 feet. Construction plans for the modified storm drain would be submitted to the City of Industry and County of Los Angeles for approval. To ensure that the local area remains protected, to the extent feasible, the LACSD would limit reconstruction of the storm drain to dry periods of the year to allow it to be in service during rainy periods. During construction, contingency plans would be in place to allow storm flows to be conveyed in the event of an unexpected storm. Upon implementation of Mitigation Measure 6-1, on-site flows would be adequately retained and directed, and no significant flooding impacts on- or off-site would occur as a result of the proposed project. Therefore, the impact remains the same as for the previously certified EIR.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. See evaluation under 5.8.2d for capacity of stormwater drainage systems and 5.8.2a for discussion on water quality of runoff.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Refer to responses 5.8.2a and d.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The proposed project does not include the development of housing. No significant impacts were identified in the PHIMF EIR and no new impacts are anticipated with the revised project.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. According to the Federal Emergency Management Agency website, the proposed project is not within a 100-year flood hazard area, nor is it in the immediate vicinity of any water bodies that would result in flood hazards. The proposed project would not involve the placement of structures within a 100-year flood hazard

area that would impede or redirect flood flows. No significant impacts were identified in the PHIMF EIR and, no new impacts are anticipated with the revised project.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Described above, the proposed project site is not within a 100-year or 500-year flood hazard area. Furthermore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding or flooding as a result of the failure of a levee or dam. No significant impacts were identified in the PHIMF EIR and no new impacts are anticipated with the revised project.

j) Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The potential for inundation by seiche, tsunami, or mudflow at the proposed site is unlikely. A near-zero possibility of seiches or tsunamis inundating the project site would occur due to the project site's elevation with respect to sea level and its distance from large, open bodies of water. In addition, no evidence of gross slope instability was observed during site reconnaissance, so there is little chance of inundation by mudflow. No significant impacts were identified in the PHIMF EIR and, no new impacts are anticipated with the revised project.

5.8.3 Mitigation Measures Identified in the Previously Certified EIR

6-1 County Sanitation District No. 2 of Los Angeles County (LACSD) shall ensure that adequate drainage is provided in the event of a storm event during the reconstruction of the Industry Private Drain No, 161, Line A, including, to the extent feasible, limiting the reconstruction to the dry season. As part of the reconstruction, the LACSD shall prepare and implement a contingency plan that identifies available bypass drainage and/or storage capacity to accommodate storm volumes that could reasonably be expected to occur, based on a review of hydrologic records, during the period when the existing drain is inoperable. Prior to commencing construction, the LACSD shall submit all plans for the reconstruction of the storm drain, including the contingency plan, to the City of Industry and the County of Los Angeles for review and approval.

5.8.4 Findings

Major EIR Revisions Not Required. Based on the foregoing analysis and information, there is no evidence that the changes to the project require a major change to the PHIMF EIR. The project would not result in any new significant environmental impact, nor is there a substantial increase in the severity of impacts described in the PHIMF EIR.

No Substantial Change in Circumstances Requiring Major EIR Revision. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to PHIMF EIR.

No New Information Showing Greater Significant Effects than Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the PHIMF EIR was certified indicating that a new significant effect not reported in the

PHIMF EIR would occur. Based on the information and analysis above, there is no substantial new information that there would be a new significant impact requiring major revisions of the PHIMF EIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. There are no new alternatives to the project or additional mitigation measures that would substantially reduce one or more of the significant effects related to hydrology and water quality identified in and considered by the PHIMF EIR.

5.9 LAND USE AND PLANNING

5.9.1 Summary of Impacts Identified in the Previously Certified EIR

No land use and planning impacts were identified in the EIR. The project was not found to divide an established community. The project was also not found to conflict with the existing land use designations or applicable habitat conservation plans or natural community conservation plans.

a) Would the project physically divide an established community?

No Impact. The project is being proposed for an industrial area that does not contain any housing. The closest housing is on the north side of I-605 in an unincorporated area of Los Angeles County. Therefore, the project does not have the potential to divide an established community. The project would have no substantial impact on land use and planning and the level of impact remains unchanged from that cited in the previously certified EIR; therefore, no new significant impacts are anticipated.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The project is being proposed for an industrial area, but would require a conditional use permit for operation of an intermodal facility. The project is in keeping with the land uses in the area, many of which have a warehouse or manufacturing component. The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. The revised project would have no substantial impact on land use and planning and the level of impact remains unchanged from that cited in the previously certified EIR; therefore, no new significant impacts are anticipated.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The proposed project site is in the Puente Hills Landfill Native Habitat Preservation Authority area, a joint powers authority formed pursuant to an agreement dated February 15, 1994, between the LACSD, the County of Los Angeles, and the City of Whittier. The project site is within the boundary of the authority but is not on lands managed or owned by the authority, nor is project site within an already established conserved land area or an HCP/NCCP. The project would have no substantial impact on land use and planning and the level of impact remains unchanged from that cited in the previously certified EIR; therefore, no new significant impacts are anticipated.

5.9.2 Mitigation Measures Identified in the Previously Certified EIR

No mitigation measures were identified.

5.9.3 Findings

Major EIR Revisions Not Required. Based on the foregoing analysis and information, there is no evidence that the changes to the project require a major change to the PHIMF EIR. The project would not result in any new significant environmental impact, nor is there a substantial increase in the severity of impacts described in the PHIMF EIR.

No Substantial Change in Circumstances Requiring Major EIR Revision. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to PHIMF EIR.

No New Information Showing Greater Significant Effects than Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the PHIMF EIR was certified indicating that a new significant effect not reported in the PHIMF EIR would occur. Based on the information and analysis above, there is no substantial new information that there would be a new significant impact requiring major revisions of the PHIMF EIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. There are no new alternatives to the project or additional mitigation measures that would substantially reduce one or more of the significant effects related to land use and planning identified in and considered by the PHIMF EIR.

5.10 MINERAL RESOURCES

5.10.1 Summary of Impacts Identified in the Previously Certified EIR

No impacts to mineral resources were identified in the EIR. The project site does not contain mineral resources that would be considered valuable to the region or state, or mineral resources that are locally important.

5.10.2 Impacts Associated with the Revised Project

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. No mineral resources that would be of value to the region and the residents of the state have been identified on the project site. No significant impacts would occur to mineral resources of regional or statewide importance as a result of the proposed project. Therefore, no impacts to mineral resources are anticipated.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The proposed project site is currently developed, and is in a developed area. No mineral resources of local importance have been identified on the project site. Therefore, the project would not result in the loss of a locally important mineral resource. No impacts were identified in the PHIMF EIR and, no new impacts are anticipated with the revised project.

5.10.3 Mitigation Measures Identified in the Previously Certified EIR

No mitigation measures were identified.

5.10.4 Findings

Major EIR Revisions Not Required. Based on the foregoing analysis and information, there is no evidence that the changes to the project require a major change to the PHIMF EIR. The project would not result in any new significant environmental impact, nor is there a substantial increase in the severity of impacts described in the PHIMF EIR.

No Substantial Change in Circumstances Requiring Major EIR Revision. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to PHIMF EIR.

No New Information Showing Greater Significant Effects than Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the PHIMF EIR was certified indicating that a new significant effect not reported in the PHIMF EIR would occur. Based on the information and analysis above, there is no substantial new information that there would be a new significant impact requiring major revisions of the PHIMF EIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. There are no new alternatives to the project or additional mitigation measures that would substantially reduce one or more of the significant effects related to mineral resources identified in and considered by the PHIMF EIR.

5.11 NOISE

5.11.1 Summary of Impacts Identified in the Previously Certified EIR

Construction

The PHIMF EIR found that construction activities associated with the PHIMF project would generate perceptible levels of vibration that would be considered annoying by some sensitive receptors. No mitigation measures were available. Therefore, this was considered a significant unavoidable impact of the project. However, vibration levels would not be strong enough to cause structural damage.

The PHIMF EIR found that construction activities associated with the project would generate substantial noise levels. Mitigation Measures 7-5 through 7-10 were identified to reduce construction noise impacts by a minimum of 7 dB. However, due to the proximity of noise-sensitive receptors and magnitude of noise, this was considered a significant unavoidable impact of the project.

Operational

The PHIMF EIR did not identify any significant impacts related to vehicle traffic generated by the project. Trains generated by the project were found to substantially elevate the ambient noise environment as a result of the high magnitude of noise generated by the train as it passes by sensitive land uses (single-event noise). Mitigation Measures 7-1 through 7-3 would reduce noise levels to the extent feasible. However, this impact was considered significant and unavoidable. Because the project only increases train trips on the UPRR Los Angeles Subdivision Line by 11 percent, average daily noise levels from train activity would not substantially increase.

Stationary noise generated at the PHIMF project was also not found to substantially increase noise levels. However, train coupling and locomotive engine idling were found to generate substantial noise levels. Mitigation Measure 7-4 was found to reduce impacts from train coupling to less than significant levels. However, stationary-source noise from engine idling east of Mission Mill Road was considered a significant unavoidable impact of the project.

The PHIMF EIR also found that four additional train trips on the UPRR Los Angeles Subdivision Line would significantly increase the number of events that generate perceptible levels of vibration at adjacent sensitive land uses. No feasible mitigation measures were identified. Therefore, this was considered a significant unavoidable impact of the project.

Airports

No aircraft noise impacts were identified in the PHIMF EIR as the project site is not in the vicinity of an airport.

5.11.2 Impacts Associated with the Revised Project

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The following describes changes to the operational significance conclusions for mobile and stationary noise impacts associated with the revised PHIMF project. Overall, all the operational assumptions in the PHIMF EIR would remain the same. Changes to the project that necessitated removal of the second staging and arrival/departure track would not result in an increase in noise levels generated by the project.

Mobile-Source Noise

Vehicular

The project would require the same number of vehicle trips as projected in the PHIMF. Consequently, mobile-source impacts from traffic generated by the project would remain the same. No significant impacts were identified in the PHIMF EIR from project-generated vehicular traffic and no new impacts are anticipated with the revised project.

Train

While the project would result in a slight change in operations of trains to and from the PHIMF and MRL, the same number of locomotive engines would be required to haul full and empty trains (two locomotive engines on-site and four to travel over the Beaumont-Banning Pass). Consequently, average daily and peak passby noise levels would remain the same as analyzed in the PHIMF EIR. No significant impacts were identified in the PHIMF EIR for average daily train noise levels and no new impacts are anticipated with the revised project. Mitigation Measures 7-1 through 7-3 would still apply and impacts would remain the same as that identified in the PHIMF EIR.

Stationary-Source Noise

PHIMF Project Site

The project would require the same amount of on-site equipment operating for the same number of hours as projected in the PHIMF EIR (switch locomotive, rubber-tired gantry cranes, fork lifts, cherry picks, etc.). Consequently, removal of one of the two staging and arrival/departure tracks would not affect noise levels generated at the PHIMF project site. No significant impacts were identified in the PHIMF EIR from on-site activities and no new impacts are anticipated with the revised project.

Staging and Arrival/Departure Tracks

While the project would result in a slight change in operations of trains to and from the PHIMF and MRL, the same number of locomotive engines would be required to haul full and empty trains on the staging and arrival/departure tracks. Furthermore, trains would still be restricted from idling more than 15 minutes while on the LACSD staging and arrival/departure tracks and the staging and arrival/departure tracks would continue to be vacant at least 50 percent of the time. While train coupling on the staging tracks was considered significant in the PHIMF EIR, Mitigation Measure 7-4 would still apply and impacts would be reduced to less than significant. However, no mitigation measures were identified to reduce the magnitude of noise from engine idling and therefore this impact would remain significant and unavoidable. As the assumptions regarding location of idling trains, the number of idling trains, and time each train would idle remain the same as that identified in the PHIMF EIR, no new impacts are anticipated with the revised project.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

Vibration Generated By Trains

Project-related train operations would generate substantial levels of vibration near to the UPRR right-of-way. The revised project would necessitate construction of only one staging and arrival/departure track. As a result, relocation of the existing main-line tracks within the UPRR right-of-way would no longer be necessary. However, the proposed new location of the LACSD staging and arrival/departure track would be roughly similar to the previous location. In no instance would the staging and arrival/departure track be closer than 15 feet from the adjacent property line. The PHIMF EIR found that four additional train trips on the UPRR Los Angeles Subdivision Line would significantly increase the number of events that generate perceptible levels of vibration at adjacent sensitive land uses and level of vibration from the four LACSD train trips. No feasible mitigation measures were identified. Therefore, this was considered a significant unavoidable impact of the project. As the assumptions regarding the general location of LACSD staging and arrival/departure track to the nearest vibration-sensitive use remains the same, no new impacts are anticipated with the revised project.

Vibration Generated by Construction Activities

Heavy construction equipment would have a potential for significant intermittent temporary vibration impacts that cause human annoyance at the vibration-sensitive uses. Vibration levels generated by construction activities associated with the PHIMF project were found to have levels of vibration that may potentially exceed the Federal Transit Administration's (FTA) significance threshold for vibration annoyance of 72 VdB for vibration-sensitive residential structures, 75 VdB for vibration-sensitive institutional structures, or 78 VdB for vibration that can be felt in an outdoor environment. However, because the nearest vibration-sensitive structures are a sufficient distance from construction activities, no exceedance of the FTA's significance thresholds for structural damage would occur.

This exceedance of the FTA's significance thresholds for annoyance is a result of the proximity of these communities to improvements within the UPRR right-of-way. Removal of the second staging and arrival/departure track would reduce the time necessary to construct the PHIMF project. As described in the revised project description, in Section 2.3 of this addendum, the project would result in a 50 percent reduction in work associated with track construction within the UPRR right-of-way; a 60 percent reduction in retaining wall construction within the UPRR right-of-way; a 50 percent reduction in work associated with modifications to the SR-60 and Crossroads Parkway underpasses; a 65 percent reduction in work associated the construction of the railroad bridges at Peck Road; and a 25 percent reduction in work associated with the

railroad bridge over the access road. It would also eliminate all construction activity at Mission Mill Road. As the amount of construction activities required would be substantially reduced, the amount of time vibration would be generated by the revised project would be less than that identified in the PHIMF EIR. However, vibration levels from construction activities would continue to exceed the FTA criteria. Construction-related vibration impacts would remain significant and unavoidable. However, impacts would remain the same as that identified in the PHIMF EIR, and no new impacts are anticipated with the revised project.

c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Refer to section 5.11.2a for increases in ambient noise levels from mobile and stationary-source noise generated by the PHIMF.

d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Refer to section 5.11.2a for substantial or periodic increases in ambient noise levels from mobile0- and stationary-source noise generated by the PHIMF.

Construction of the PHIMF project would result in elevated noise levels in the vicinity of the project for the duration of construction activities. As construction is estimated to occur for a period of three years, noise-sensitive uses would be exposed to elevated noise levels from project-related construction activities for an extended period. Removal of the second staging and arrival/departure track would reduce the time necessary to construct the PHIMF project. The PHIMF EIR found that construction activities associated with the project would generate substantial noise levels. As the amount of construction activities required would be substantially reduced, the amount of time noise would be generated by the revised project would be less than that identified in the PHIMF EIR. However, noise from construction activities would continue to exceed the FTA criteria. Mitigation Measures 7-5 through 7-10 were identified to reduce construction noise impacts by a minimum of 7 dB. However, due to the proximity of noise-sensitive receptors and magnitude of noise, construction-related noise impacts would remain significant and unavoidable. However, impacts would remain the same as that identified in the PHIMF EIR, and no new impacts are anticipated with the revised project.

e) For a Project located within an airport land use plan would the Project expose people residing or working in the Project area to excessive noise levels?

No Impact. The closest airport to the proposed project site is the El Monte Airport, 7.5 miles to the northeast of the site. Therefore, the proposed project is not within two miles of an airport, and is not part of an airport land use plan. No substantial impacts associated with aircraft noise are identified and the level of impact remains unchanged from that cited in the previously certified EIR; therefore, no new significant impacts are anticipated.

f) For a Project within the vicinity of a private airstrip heliport or helistop would the Project expose people residing or working in the Project area to excessive noise levels?

No Impact. The project site is not in the vicinity of a private airstrip (AirNav 2006). There are four private heliports within the City of Industry; however, none are near the proposed project site. The closest heliports to the project site are the Presbyterian Intercommunity Hospital Heliport, south of the project, and the City of Industry Civic Financial Center Heliport, northeast of the project site, and Haddick's Towing, northeast of the site. No substantial impacts associated with aircraft noise are identified and the level of impact remains

unchanged from that cited in the previously certified EIR; therefore, no new significant impacts are anticipated.

5.11.3 Mitigation Measures Identified in the Previously Certified EIR

7-1 County Sanitation District No. 2 of Los Angeles County (LACSD) shall implement a program in conjunction with the affected community to fund improvements that mitigate noise from the project for noise-sensitive residential uses along the Union Pacific Railroad (UPRR) right-of-way adjacent to the proposed LACSD arrival/departure tracks. As part of the program, the LACSD shall consider the following measures to reduce interior and exterior noise at the affected land uses:

- Sixteen-foot sound walls installed along the UPRR right-of-way adjacent to the Gladstone residences and the Whittier Woods residences.

- Upgraded windows and doors, with a minimum Sound Transmission Class (STC)-rating of 25, for the first and second row of noise-sensitive uses facing the LACSD arrival/departure tracks and affected by project-related train noise.

Specific program elements include:

1. Within 60 days of approval of the Conditional Use Permit (CUP), a Working Group shall be established, consisting of LACSD staff, two representatives of each affected community (Gladstone and Whittier Woods), and a representative of the Los Angeles County Supervisor, First District.

2. Within 90 days of the establishment of the Working Group, the Working Group shall develop options and specifications for structural (sound wall) and architectural improvements (windows and doors) for the affected communities. LACSD shall review the noise impact analysis as presented in the DEIR with the Working Group. The feasibility of alternative sound walls, such as cantilevered barriers and sound absorbing materials, as well as specific architectural improvements, shall be evaluated by the Working Group. The selected options may include, but are not limited to, one of the following or a combination thereof:

    a. LACSD shall pay for the design, construction, and on-going maintenance of up to 16-foot sound walls along the UPRR right-of-way adjacent to the LACSD arrival/departure tracks located next to the Gladstone and Whittier Wood communities. The recommended type, height and extent of the sound wall and property related issues regarding the location of the wall shall be determined by the Working Group; and

    b. LACSD shall make monies available to replace existing windows and doors with STC-rated windows and doors for the first and second rows of residences in the Gladstone and Whittier Woods community adjacent to the LACSD arrival/departure tracks. Windows shall be replaced with ones that have proper seals and achieve a weighted sound reduction of at least 25 dB. Doors would be replaced with new solid doors, with good quality gaskets capable of achieving a sound reduction of at least 25 dB. Consistent with the Los Angeles County Noise Ordinance, the target goal for acceptable interior noise levels attributed to the proposed project would be 45 dB.

3. The project "affected" areas shall have 60 days to review the noise mitigation options and provide feedback to the Working Group. During this 60-day period, at least one public workshop shall be hosted by the LACSD for the residences of the Gladstone and Whittier Woods communities to present the options developed by the Working Group. An expert in rail related noise impacts would be retained by the LACSD, in consultation with Los Angeles County Supervisor, First District's office, to address concerns of the residents at the public workshops.

4. Once the 60-day public comment period expires, the Working Group shall have 90 days to present the final noise mitigation plan to the LACSD. The LACSD shall develop a cost estimate for the design and construction of the improvements recommended (e.g., sound walls and/or architectural improvements) and provide funding for the agreed upon improvements.

5. Prior to the first waste-by-rail train departing from the PHIMF, the LACSD shall have constructed all structural improvements (sound walls).

6. The LACSD shall make available monies for architectural improvements (STC-rated windows and doors for the first and second row of residences in the affected communities facing the UPRR right-of-way) for a 12-month period beginning at the completion of the final noise mitigation plan. Homeowner's acceptance of the funds ends the LACSD's obligation for this Mitigation Measure.

7-2 The City of Industry and the County Sanitation District No. 2 of Los Angeles County (LACSD) shall coordinate with the Federal Railroad Administration (FRA), the California Public Utilities Commission, and the Union Pacific Railroad (UPRR) to determine the feasibility of implementing a quiet-zone at the Workman Mill Road and UPRR crossing. If feasible, the City of Industry shall implement a quiet zone at the Workman Mill Road and UPRR crossing to eliminate the need for sounding train horns. A formal procedure established by the FRA shall be followed by the City of Industry in order to obtain quiet zone status. To establish a new quiet zone, the at-grade crossing must 1) be at least a half mile in length along the railroad tracks; 2) have, at a minimum, flashing lights and gates in place at each public crossing that are equipped with constant warning time devices, where reasonably practical, and power-out indicators; and 3) if any private crossing allows access to the public or provides access to an active industrial or commercial site, or if there are any pedestrian crossings, a diagnostic team review of those crossings must be conducted by the FRA and recommendations concerning those crossing must be made. If, based on these characteristics, the Quiet Zone Risk Index of the proposed quiet zone is less than or equal to the Nationwide Significant Risk Threshold, then a quiet zone can be established by installing signage at each crossing that trains do not sound horns and submit notification in accordance with the Rule.

The City of Industry shall require the LACSD to install a four quadrant gate system (quad gates), as stipulated in Mitigation Measure 10-8, in accordance with the minimum safety requirements to implement a quiet zone.

7-3 The County Sanitation District No. 2 of Los Angeles County shall use rail lubricators on the staging and arrival/departure tracks, as needed, to reduce the impacts associated with rail/flange interface.

7-4 Car coupling operations conducted within the County Sanitation District No. 2 of Los Angeles County staging tracks or on-site shall be conducted at no more than five miles per hour to reduce instantaneous noise levels from car coupling to no more than 85 dBA Lmax at 100 feet.

7-5 Noise-generating construction equipment operated at the project site shall be equipped with the most modern and effective noise control devices, e.g., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained in accordance with the manufacturer's recommendations to assure that no additional noise due to worn or improperly maintained parts will be generated.

7-6 The construction contractor shall select truck haul routes that minimize intrusion to residential areas. Permitted haul routes shall be approved in a Construction Management Plan, approved by the City of Industry.

7-7 County Sanitation District No. 2 of Los Angeles County shall install temporary noise barrier(s) between the construction equipment and the noise-sensitive receptors of the Gladstone and Whittier Woods residences during construction of improvements within the Union Pacific Railroad right-of-way. The barriers should be constructed from a material such as plywood, gypsum board, acoustical blankets, or any other effective combination of these materials so as to form a continuous barrier. The noise barrier(s) shall be of sufficient height and width to prevent, or minimize as much as technically and physically possible, a direct line of sight between the noise source(s) and receptors.

7-8 Stockpiling and vehicle staging areas shall be located away from occupied dwellings and other sensitive receptors whenever possible. The major stock piling and vehicle staging areas shall be located at the Puente Hills Intermodal Facility site, at Parcel A (2845 Workman Mill Road), or on the Puente Hills Material Recovery Facility property.

7-9 A construction relations officer shall be appointed by County Sanitation District No. 2 of Los Angeles County to act as a liaison with neighbors, residents, and on-site commercial tenants concerning project construction activity.

7-10 Nighttime construction activities shall only be conducted if the City of Industry determines that such construction activities cannot be conducted in the daytime hours. If nighttime construction activities are determined to be necessary, the construction contractor shall be required to meet the County of Los Angeles noise ordinance limits.

5.11.4 Findings

Major EIR Revisions Not Required. Based on the foregoing analysis and information, there is no evidence that the changes to the project require a major change to the PHIMF EIR. The project would not result in any new significant environmental impact, nor is there a substantial increase in the severity of impacts described in the PHIMF EIR.

No Substantial Change in Circumstances Requiring Major EIR Revision. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to PHIMF EIR.

No New Information Showing Greater Significant Effects than Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the PHIMF EIR was certified indicating that a new significant effect not reported in the PHIMF EIR would occur. Based on the information and analysis above, there is no substantial new information that there would be a new significant impact requiring major revisions of the PHIMF EIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. There are no new alternatives to the project or additional mitigation measures that would substantially reduce one or more of the significant effects related to noise and vibration identified in and considered by the PHIMF EIR.

5.12 POPULATION AND HOUSING

5.12.1 Summary of Impacts Identified in the Previously Certified EIR

No population and housing impacts were identified in the EIR. The PHIMF EIR found that the project would not result in substantial population growth, nor would it displace people or houses.

5.12.2 Impacts Associated with the Revised Project

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The proposed project would accommodate projected increases in waste disposal in the County of Los Angeles, and therefore is a response to regional population growth throughout the County of Los Angeles and southern California. Without the project, any increase in solid waste would have to be transported by truck to other landfills, the majority of which are also outside the county. The proposed project is projected to employ approximately 18 employees when it first opens, increasing to 28 employees at full operating capacity. These employees would likely reside in the area. No substantial population growth, either directly or indirectly, is expected to occur as a result of the implementation of the proposed project. Therefore, no new impacts are anticipated which were not previously addressed in previously certified EIR.

b) Displace a substantial number of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. While the proposed project would require the demolition of a 457,000-square-foot warehouse building, it would not displace housing or necessitate the construction of replacement housing elsewhere. Therefore, no impacts are anticipated that were not previously addressed in previously certified EIR.

c) Displace a substantial number people, necessitating the construction of replacement housing elsewhere?

No Impact. While the proposed project would require the demolition of a 457,000-square-foot warehouse building, it would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. Therefore, no impacts are anticipated that were not previously addressed in previously certified EIR.

5.12.3 Mitigation Measures Identified in the Previously Certified EIR

No mitigation measures were identified.

5.12.4 Findings

Major EIR Revisions Not Required. Based on the foregoing analysis and information, there is no evidence that the changes to the project require a major change to the PHIMF EIR. The project would not result in any new significant environmental impact, nor is there a substantial increase in the severity of impacts described in the PHIMF EIR.

No Substantial Change in Circumstances Requiring Major EIR Revision. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to PHIMF EIR.

No New Information Showing Greater Significant Effects than Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the PHIMF EIR was certified indicating that a new significant effect not reported in the PHIMF EIR would occur. Based on the information and analysis above, there is no substantial new information that there would be a new significant impact requiring major revisions of the PHIMF EIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. There are no new alternatives to the project or additional mitigation measures that would substantially reduce one or more of the significant effects related to population and housing identified in and considered by the PHIMF EIR.

5.13 PUBLIC SERVICES

5.13.1 Summary of Impacts Identified in the Previously Certified EIR

The PHIMF EIR evaluated the potential for fire, emergency, police, school, and library services to be impacted by the PHIMF project. The PHIMF EIR found that fire services for the PHIMF would be similar to the services required for the existing warehousing/manufacturing uses. Furthermore, because the project would not result in a net increase in building square footage, it would not necessitate additional manpower, facilities, or equipment to maintain an adequate level of fire services.

The PHIMF EIR found that the City of Industry's Sheriff's Station would be able to deliver service to the proposed project "with minimal impact on existing services and existing service levels." While the project would not interfere with the ability of the City of Industry Sheriff's Station to provide police services to the local area, the PHIMF EIR found that construction of a tunnel, underpass, or combination thereof for internal site access from the PHMRF to the PHIMF would require additional security. According to the department, "tunnels and underpasses of any type and length are problematic for law enforcement. They are attractive nuisances for juveniles, transients, and the criminal element." Mitigation Measure 8-1 was incorporated into the EIR to ensure that security fencing and lighting would be incorporated into the design of the tunnel to reduce impacts to less than significant.

The PHIMF EIR found that the potential increase in employees generated by the project would be offset, in part, by elimination of the Zee Medical facility and the warehouse at 2500 and 2520 Pellissier Place. As the number of employees generated by the PHIMF would not be substantial, any increase in school enrollment would be minimal. Furthermore, the need for additional services is addressed through compliance with the school impact fees assessment. No significant impacts to school services and facilities were identified.

The PHIMF EIR found that potential increase in library demand generated by the project would be offset, in part, by elimination of the Zee Medical facility and the existing warehouse at 2500 and 2520 Pellissier Place. No significant impacts to library services and facilities were identified.

The Recreation section of the PHIMF EIR did not find any significant impacts associated with demand for park facilities generated by 28 employees at the PHIMF. No significant impacts to park services and facilities were identified.

5.13.2 Impacts Associated with the Revised Project

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities need for new or physically altered governmental facilities the

construction of which could cause significant environmental impacts in order to maintain acceptable service ratios response times or other performance objectives for any of the public services:

a) Fire Protection?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Fire services for the PHIMF would be similar to the services required for the existing warehousing/manufacturing uses. To determine additional service requirements, the LACFD tracks the net square footage of building space to be added by a development project. The project would result in a net reduction in total building square footage within the project area. As indicated by the LACFD, because the project would not result in a net increase in building square footage, it would not necessitate additional manpower, facilities, or equipment to maintain an adequate level of service. No changes would occur with the revised project. Therefore, no new impacts are anticipated which were not previously addressed in previously certified EIR.

b) Police Protection?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The City of Industry Sheriff's Station achieves an acceptable response time to the project site. Furthermore, according to the department, the station would be able to deliver service to the proposed project "with minimal impact on existing services and existing service levels." While the project would not interfere with the ability of the City of Industry Sheriff's Station to provide police services to the local area, construction of a tunnel, underpass, or combination thereof for internal site access from the PHMRF to the PHIMF would require additional security. Mitigation Measure 8-1 was incorporated into the EIR to ensure that security fencing and lighting would be incorporated into the design of the tunnel to reduce impacts to less than significant. No changes would occur with the revised project. Therefore, no new impacts are anticipated that were not previously addressed in previously certified EIR.

c) Schools?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The PHIMF would generate employment for 28 people who are likely to reside in the vicinity of the City of Industry. However, the potential increase in employees would be offset, in part, by elimination of the Zee Medical facility and the warehouse at 2500 and 2520 Pellissier Place. As the number of employees generated by the PHIMF is not substantial, any increase in school enrollment would be minimal. Furthermore, the need for additional services is addressed through compliance with the school impact fees assessment. Senate Bill 50 (SB 50, codified in Government Code Section 65995) was enacted to address how schools are financed and how development projects may be assessed for associated school impacts. Therefore, no new impacts are anticipated which were not previously addressed in previously certified EIR.

d) Parks?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The proposed project would generate a maximum of 28 employees. The County of Los Angeles has established a desired parks ratio of one acre of active parkland and one-half acre of passive parkland per 1,000 residents. Based on an average household size of 2.98 within the County of Los Angeles (US Bureau of the Census 2000), employees of the PHIMF and their families would generate a demand for 0.08 acre of active and 0.04 acre of passive parkland. However, the potential increase in employees would be offset, in part, by elimination of the Zee Medical facility and the warehouse at 2500 and 2520 Pellissier Place. As the number of employees generated by the PHIMF is not substantial, any increase in demand for parkland would be minimal. Based on the minimal demand for active and passive parkland generated by project employees and their families, the project would not substantially increase use of existing recreational facilities within the

vicinity of the development. Therefore, no new impacts are anticipated which were not previously addressed in previously certified EIR.

e) Other public facilities?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The PHIMF would result in the employment of up to 28 persons at the project site. However, the potential increase in employees would be offset, in part, by elimination of the Zee Medical facility and the warehouse at 2500 and 2520 Pellissier Place. The Los Angeles County Library system would be able to service employees and families generated by implementation of the PHIMF, as the county library system allows for use of any of the 84 regional and community libraries by persons holding a library card. The library system is funded, in part, by state funds under the California Library Services Act. The additional service requirements for an additional 28 employees and their families would not substantially interfere with the current operations of the library system. No changes would occur with the revised project. Therefore, no new impacts are anticipated that were not previously addressed in previously certified EIR.

5.13.3 Mitigation Measures Identified in the Previously Certified EIR

8-1 The tunnel, underpass, or combination thereof under Workman Mill Road rail corridor shall incorporate security fencing and lighting so as to eliminate dark places that could conceal juveniles, transients, and the criminal element.

5.13.4 Findings

Major EIR Revisions Not Required. Based on the foregoing analysis and information, there is no evidence that the changes to the project require a major change to the PHIMF EIR. The project would not result in any new significant environmental impact, nor is there a substantial increase in the severity of impacts described in the PHIMF EIR.

No Substantial Change in Circumstances Requiring Major EIR Revision. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to PHIMF EIR.

No New Information Showing Greater Significant Effects than Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the PHIMF EIR was certified indicating that a new significant effect not reported in the PHIMF EIR would occur. Based on the information and analysis above, there is no substantial new information that there would be a new significant impact requiring major revisions of the PHIMF EIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. There are no new alternatives to the project or additional mitigation measures that would substantially reduce one or more of the significant effects related to public services identified in and considered by the PHIMF EIR.

5.14 RECREATION

5.14.1 Summary of Impacts Identified in the Previously Certified EIR

The PHIMF EIR did not find any significant impacts associated with demand for park facilities generated by 28 employees at the PHIMF. However, the Schabarum Trail, operated by the County of Los Angeles Department of Parks and Recreation, would be temporally closed during periods of active construction associated with the Peck Road rail line improvements. Mitigation Measures 9-1 through 9-4 were incorporated into the EIR to reduce impacts to less than significant level.

5.14.2 Impacts Associated with the Revised Project

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The proposed project would generate a maximum of 28 employees. The County of Los Angeles has established a desired parks ratio of one acre of active parkland and one-half acre of passive parkland per 1,000 residents. Based on an average household size of 2.98 within the County of Los Angeles (US Bureau of the Census 2000), employees of the PHIMF and their families would generate a demand for 0.08 acre of active and 0.04 acre of passive parkland. However, the potential increase in employees would be offset, in part, by elimination of the Zee Medical facility and the warehouse at 2500 and 2520 Pellissier Place. As the number of employees generated by the PHIMF is not substantial, any increase in demand for parkland would be minimal. Based on the minimal demand for active and passive parkland generated by project employees and their families, the project would not substantially increase use of existing recreational facilities within the vicinity of the development. No changes would occur with the revised project. Therefore, no new impacts are anticipated that were not previously addressed in previously certified EIR.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Improvements to the UPRR crossing at Peck Road would necessitate the periodic closure of the Schabarum Trail during construction. The Schabarum Trail would only be closed during periods of active construction and would remain open during nonconstruction hours, typically evenings, weekends, and holidays. However, during portions of the construction, such as when the existing bridge piers and abutments are demolished, when the steel for the new bridge is set, and when the existing bridge spans are removed for retrofitting, complete closure of the trail for short periods of time would be necessary for safety reasons. Each lift and removal of the bridge span would take a weekend, resulting in temporary closure of the Schabarum Trail. To ensure that construction would not significantly impair future use of the trail, the Schabarum Trail would be restored to its original condition once construction activities had been completed. No equipment used for construction of the proposed project would be stored at the trail staging area near the Peck Road bridge (south of the Federal Express site), which is currently used for equestrian parking and owned by the Los Angeles County Department of Parks and Recreation (APN 8125-017-802). Because the revised project eliminates one of the two staging and arrival/departure tracks, the revised project would reduce the time necessary for this trail closure by 65 percent. Consequently, the time required to close the Schabarum Trail would be reduced from that identified in the PHIMF EIR. Mitigation Measures 9-1 through 9-4 were incorporated into the EIR to reduce impacts to less than significant level. Therefore, no new impacts are anticipated that were not previously addressed in previously certified EIR.

5.14.3 Mitigation Measures Identified in the Previously Certified EIR

9-1 County Sanitation District No. 2 of Los Angeles County (LACSD) shall file a Right of Access Permit with the Los Angeles County Department of Parks and Recreation (DPR) for closure of County Trail No. 11 (Schabarum Trail) at the location of Peck Road and the Union Pacific Railroad crossing. The LACSD shall post signs at the trailhead to County Trail No. 11 and at the construction location indicating when the trail will be closed and reopened and indicating the location of the nearest detour. Subsequent to obtaining the Right of Access Permit, the LACSD shall notify the Los Angeles County DPR a minimum of 48 hours in advance as to when the trail will be closed.

9-2 After construction hours and during those periods of time when County Sanitation District No. 2 of Los Angeles County (LACSD) would provide limited access to County Trail No. 11 (Schabarum Trail), the LACSD shall require the construction contractor to secure the work site to prevent unauthorized trespass into the project construction area. This stipulation shall be written into the construction contract.

9-3 County Sanitation District No. 2 of Los Angeles County shall not use County Trail No. 11 (Schabarum Trail) to transport equipment or as a dumping ground. Equipment used for construction of the proposed project shall not be stored at the trail staging area, which is owned by the Los Angeles County Department of Parks and Recreation and currently used for equestrian parking (APN No. 8125-017-802).

9-4 After completion of the proposed improvements to the Union Pacific Railroad crossing at Peck Road, County Sanitation District No. 2 of Los Angeles County shall restore the portion of County Trail No. 11 (Schabarum Trail) affected by construction activities to its original preconstruction condition to the satisfaction of the Director of the Los Angeles County Department of Parks and Recreation.

5.14.4 Findings

Major EIR Revisions Not Required. Based on the foregoing analysis and information, there is no evidence that the changes to the project require a major change to the PHIMF EIR. The project would not result in any new significant environmental impact, nor is there a substantial increase in the severity of impacts described in the PHIMF EIR.

No Substantial Change in Circumstances Requiring Major EIR Revision. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to PHIMF EIR.

No New Information Showing Greater Significant Effects than Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the PHIMF EIR was certified indicating that a new significant effect not reported in the PHIMF EIR would occur. Based on the information and analysis above, there is no substantial new information that there would be a new significant impact requiring major revisions of the PHIMF EIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. There are no new alternatives to the project or additional mitigation measures that would substantially reduce one or more of the significant effects related to recreation identified in and considered by the PHIMF EIR.

5.15 TRANSPORTATION AND TRAFFIC

5.15.1 Summary of Impacts Identified in the Previously Certified EIR

The PHIMF EIR evaluated the potential for project-related vehicle and train traffic to affect traffic and circulation in the project vicinity. A traffic impact analysis was conducted for the project by IBI Group to evaluate potential traffic impacts.

Vehicle Traffic

Operation

To adequately study the range of potential operations for the PHIMF, two operating scenarios were analyzed for the Future With Project condition for intersection level of service (LOS) for Years 2011/2012 and 2013. The PHIMF EIR did not find any significant impacts to local intersections in the vicinity of the project site for either Year 2011/2012 or Year 2013. Likewise, all local roadway segments would operate at satisfactory LOS for either Year 2011/2012 or Year 2013.

In addition, the PHIMF EIR evaluated an alternative truck trip distribution in the event trucks utilize the I-605 and Peck Road interchange as an alternative truck route instead of the SR-60 and Crossroads Parkway interchange. The PHIMF EIR identified that significant impacts would occur in Year 2013 conditions at the Peck Road and Pellissier Place intersection, because it would operate at an LOS F during the weekday morning and evening peak hours. Mitigation Measures 10-1 and 10-2 would prohibit northbound left turns for trucks during the weekday peak hour. Consequently, no significant unavoidable impacts were identified in the PHIMF EIR in this regard. In addition, the PHIMF EIR did not identify any significant impacts to roadway segments under the alternative truck trip distribution scenario.

The PHIMF EIR also conducted an analysis of freeway levels of service for Year 2011/2012 and Year 2013. The PHIMF EIR found that, compared to the without project conditions for Year 2011/2012 and Year 2013, the freeway monitoring stations analyzed would remain the same and no traffic impacts would occur based on the Caltrans traffic impact analysis guidelines.

Construction

The PHIMF EIR also evaluated the potential impacts as a result of temporary closure of Peck Road during construction activities. Construction activities would reduce traffic to a single lane during construction on Peck Road at Workman Mill Road and Peck Road at Pellissier Place. The restriction of these two intersection approaches to a single lane and the corresponding increase in the queue length that results would reduce the operational efficiency of the Peck Road/Workman Mill Road and Peck Road/Pellissier Place intersections. The reduction in capacity on Peck Road from two lanes in each direction to a single lane in each direction between Pellissier Place and Workman Mill Road would also result in a significant temporary traffic impact with regard to the roadway link level of service for the weekday peak and Saturday time periods. The single lane of capacity is not sufficient to accommodate forecast traffic volumes on this segment of Peck Road. The PHIMF EIR identified Mitigation Measures 10-3 through 10-5 to reduce impacts to these intersections and roadway segments to a level of less than significant.

The PHIMF EIR also evaluated the potential impacts as a result of temporary closure of Workman Mill Road during construction activities. The PHIMF EIR found that the partial closure of Workman Mill Road between Peck Road and Crossroads Parkway South would result in a significant loss of capacity on this segment of Workman Mill Road. This loss of capacity would result in the roadway link operating at LOS F during weekdays while construction activities take place. With implementation of Mitigation Measures 10-6 and 10-7, the traffic impact to this roadway link would be reduced to a level of less than significant.

The PHIMF EIR found that the proposed parking spaces for the PHIMF would adequately fulfill the parking needs of the proposed PHIMF and would be consistent with City of Industry parking requirements. No significant impacts were identified in the PHIMF EIR.

Train-Related Vehicle Delays

To determine if the observed increases in vehicle delay would result in a significant impact to traffic operations on these roadways, research was conducted into the current status of the proposed Alameda Corridor East (ACE) rail corridor improvements. The PHIMF EIR did not find any significant impact with regard to implementation of the waste-by-rail trains of the proposed PHIMF at-grade crossings along the ACE rail corridor. However, at Workman Mill Road, rather than passing the Workman Mill Road at-grade crossing at normal traveling speeds, trains would be moving at reduced speeds as they prepare to enter or exit the PHIMF. The LACSD rail consultant estimates that trains traveling to and from the PHIMF would take approximately six to seven minutes to cross the Workman Mill Road at-grade crossing, including the time for the crossing gates to be lowered and raised. Based on vehicular volumes on Workman Mill Road, PHIMF train crossings during weekdays between the hours of 7:15 and 8:45 AM would cause vehicle queues on Workman Mill Road to extend to the intersections of this road at Crossroads Parkway South and Pellissier Place. Additionally, weekday PHIMF train crossings during the hours of 11:00 AM through 7:15 PM would cause vehicle queues on Workman Mill Road to extend to the intersection of this road at Crossroads Parkway South. These were significant traffic impacts of the PHIMF EIR. Mitigation Measures 10-8 through 10-10 would reduce vehicular delay impacts on this roadway caused by the proposed PHIMF waste-by-rail trains. However, impacts were considered significant and unavoidable.

The PHIMF EIR also evaluated the potential for project-related trains to impact rail traffic on the UPRR Los Angeles Subdivision Line. The PHIMF EIR found that there would be sufficient capacity within the UPRR line to accommodate the proposed PHIMF trains per day in each scenario and no impacts would occur.

Traffic Hazards

The PHIMF EIR found that the proposed project would not involve any unsafe circulation or design features. All project-related circulation and design features would be required to meet City of Industry, Los Angeles County Fire Department (LACFD), UPRR, and County of Los Angeles development guidelines and would be subject to review by these entities. Additionally, construction activities would be performed per City of Industry and LACFD standards and codes, thereby avoiding any interference with emergency access during construction. Therefore, the project would not result in potential hazardous conditions.

The PHIMF EIR also found that due to the largely industrial character of the site's surroundings, the proposed project would not conflict or be incompatible with the existing character of the site or its surroundings. The PHIMF would not create hazardous conditions as a result of the proposed land uses and improvements.

The PHIMF EIR found that there are alternate emergency vehicle access routes near the Workman Mill Road at-grade crossing on Peck Road and Crossroads Parkway North. Both of these crossings are grade separated, meaning that the slow PHIMF trains would not impact traffic or emergency vehicles. Additionally, implementation of the proposed project would not impact the access for emergency vehicles into and out of the PHIMF site.

The PHIMF EIR also evaluated hazards from rail construction activities. During the work within the UPRR right-of-way, a slow order may be placed on the affected track, which would reduce the allowable train speed from 65 miles per hour to 25 miles per hour. The PHIMF EIR found that the slow orders are not expected to cause significant impacts to Metrolink service or other passenger and freight trains through this rail corridor. No significant impacts to rail corridor traffic would occur during construction.

5.15.2 Impacts Associated with the Revised Project

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

Vehicle Traffic

No significant impacts to local intersections in the vicinity of the project site for either Year 2011/2012 or Year 2013 were identified. Likewise, all local roadway segments would operate at satisfactory LOS for either Year 2011/2012 or Year 2013. Changes to the project that necessitated removal of the second staging and arrival/departure track would not result in an increase in traffic generated by the project. The project would require the same number of vehicle trips as projected in the PHIMF. As these operational characteristics remain unchanged as analyzed in the PHIMF EIR, traffic impacts generated by the revised project would be the same as those identified in the PHIMF EIR.

In addition, an alternative truck trip distribution was evaluated in the event trucks use the I-605 and Peck Road interchange as an alternative truck route instead of the SR-60 and Crossroads Parkway interchange. The PHIMF EIR identified that significant impacts would occur in Year 2013 conditions at the Peck Road and Pellissier Place intersection, because it would operate at an LOS F during the weekday morning and evening peak hours. Mitigation Measures 10-1 and 10-2 would prohibit northbound left turns for trucks during the weekday peak hour. Because the operational characteristics of the PHIMF EIR remain unchanged, traffic impacts generated by the revised project would be the same as that identified in the PHIMF EIR. The level of impact remains unchanged from that cited in the previously certified EIR. Therefore, no new impacts are anticipated.

Train Traffic

The LACSD rail consultant estimates that trains traveling to and from the PHIMF would take approximately six to seven minutes to cross the Workman Mill Road at-grade crossing, including the time for the crossing gates to be lowered and raised. While the project would result in a slight change in operations of trains to and from the PHIMF and MRL, trains would still take 9 to 13 hours to travel from the PHIMF to the MRL, the same number of locomotive engines would be required to haul full and empty trains (two on-site and four for travel over the Beaumont-Banning Pass). As these operational characteristics remain unchanged from those analyzed in the PHIMF EIR, traffic impacts generated by the revised project would be the same as those identified in the PHIMF EIR. Consequently, impacts at the Workman Mill Road at-grade crossing would be the same for the revised project. Mitigation Measures 10-8 through 10-10 would reduce vehicular delay impacts on this roadway caused by the proposed PHIMF waste-by-rail trains. However, impacts were considered significant and unavoidable. Furthermore, sufficient capacity exists within the UPRR line to accommodate the proposed PHIMF trains per day in each scenario and no impacts would occur. The level of impact remains unchanged from that cited in the previously certified EIR. Therefore, no new impacts are anticipated.

Construction

Construction activities would reduce traffic to a single lane during construction on Peck Road at Workman Mill Road and Peck Road at Pellissier Place. The restriction of these two intersection approaches to a single lane and the corresponding increase in the queue length that results would reduce the operational efficiency of the Peck Road/Workman Mill Road and Peck Road/Pellissier Place intersections. Traffic delays, congestion, and traffic detours resulting from the partial closure of Peck Road would significantly impact

these two intersections and contribute to the already deficient traffic conditions at each intersection. The reduction in capacity on Peck Road from two lanes in each direction to a single lane in each direction between Pellissier Place and Workman Mill Road would also result in a significant temporary traffic impact with regard to the roadway link LOS for the weekday peak and Saturday time periods. The single lane of capacity is not sufficient to accommodate forecast traffic volumes on this segment of Peck Road. The revised project would reduce the duration of the lane closures of Peck Road from 18 months to 6 months or less; therefore, traffic impacts associated with the revised project would be less than that identified in the EIR. As described in the revised project description, in Section 2.3 of this addendum, the project would result in a 50 percent reduction in work associated with track construction within the UPRR right-of-way; a 60 percent reduction in retaining wall construction within the UPRR right-of-way; a 50 percent reduction in work associated with modifications to the SR-60 and Crossroads Parkway underpasses; a 65 percent reduction in work associated the construction of the railroad bridges at Peck Road; and a 25 percent reduction in work associated with the railroad bridge over the access road. It would also eliminate all construction activity at Mission Mill Road. As the amount of construction activities required would be substantially reduced, traffic impacts associated with the construction of the revised project would be less than that identified in the EIR. The PHIMF EIR identified Mitigation Measures 10-3 through 10-5 to reduce impacts to these intersections and roadway segments to a level of less than significant. The level of impact remains unchanged from that cited in the previously certified EIR. Therefore, no new impacts are anticipated.

Partial closure of Workman Mill Road between Peck Road and Crossroads Parkway South would result in a significant loss of capacity on this segment of Workman Mill Road. This loss of capacity would result in the roadway link operating at LOS F during weekdays while construction activities take place. With implementation of Mitigation Measures 10-6 and 10-7, the traffic impact to this roadway link would be reduced to a level of less than significant. The level of impact remains unchanged from that cited in the previously certified EIR. Therefore, no new impacts are anticipated.

b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. An analysis of freeway levels of service for Year 2011/2012 and Year 2013 was conducted for the project. Compared to the without project conditions for Year 2011/2012 and Year 2013, the freeway monitoring stations analyzed would remain the same and no traffic impacts would occur for either scenario (Year 2011/2012 or 2013) based on the Caltrans traffic impact analysis guidelines. The revised project would not generate an increase in trips generated by the proposed project or redistribute trips on the roadway network. No significant impacts were identified in the PHIMF EIR and, no new impacts are anticipated with the revised project.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial safety risks?

No Impact. The proposed project would not substantially increase traffic levels in the vicinity of an airport or require a change in location for an airport. Therefore, the project would have no impact on air traffic patterns or safety. No impacts were identified in the PHIMF EIR and, no new impacts are anticipated with the revised project.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The proposed project would not involve any unsafe circulation or design features. All project-related circulation and design features would be required to meet City of Industry, LACFD, UPRR, and County of Los Angeles

development guidelines and would be subject to review by these entities. Additionally, construction activities would be performed per City of Industry and LACFD standards and codes, thereby avoiding any interference with emergency access during construction. Therefore, implementation of the proposed project circulation and design features would not result in potential hazardous conditions. No significant impacts were identified in the PHIMF EIR and, no new impacts are anticipated with the revised project.

Furthermore, due to the largely industrial character of the site's surroundings, the proposed project would not conflict or be incompatible with the existing character of the site or its surroundings. The PHIMF would not create hazardous conditions as a result of the proposed land uses and improvements in this regard. No significant impacts were identified in the PHIMF EIR and, no new impacts are anticipated with the revised project.

As a part of the proposed PHIMF, two additional staging and arrival/departure tracks would be constructed within the UPRR right-of-way in the vicinity of the Workman Mill Road at-grade crossing. During the track work window, a slow order may be placed on the affected track, which would reduce the allowable train speed from 65 miles per hour to 25 miles per hour. However, with the revised project, the existing UPRR main-line tracks would no longer need to be realigned to the south in order to construct the additional tracks. Consequently, impacts from construction activities affecting serving on the UPRR main-line tracks would be less than those identified in the PHIMF EIR. However, the slow orders are not expected to cause significant impacts to Metrolink service or other passenger and freight trains through this rail corridor. No significant impacts to rail corridor traffic would occur during construction with the revised project. No significant impacts were identified in the PHIMF EIR and no new impacts are anticipated with the revised project.

e) Result in inadequate emergency access?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. There are alternate emergency vehicle access routes near the Workman Mill Road at-grade crossing on Peck Road and Crossroads Parkway North. Both of these crossings are grade separated, so the slow PHIMF trains would not impact traffic or emergency vehicles. Additionally, implementation of the proposed project would not impact the emergency vehicle access to the PHIMF site. Clear and uninterrupted access to the project site for emergency response vehicles would be provided via two access driveways along Pellissier Place. Access for emergency vehicles would also be provided between the proposed PHIMF and the existing PHMRF via a new internal off-street access road. Furthermore, site plans and circulation features are subject to review by the City of Industry and the LACFD. Thus, implementation of the proposed project would not result in inadequate emergency access. The level of impact remains unchanged from that cited in the previously certified EIR. Therefore, no new impacts are anticipated.

f) Result in inadequate parking capacity?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The proposed parking spaces for the PHIMF would adequately fulfill the parking needs of the proposed PHIMF and would be consistent with City of Industry parking requirements. The proposed project would provide 50 parking spaces for the administration building and 11 spaces for the maintenance building, for a total of 61 parking spaces, or 11 more spaces than required by City standards. Because the total number of parking spaces proposed for the project exceeds City requirements, no significant parking impacts would result from the implementation of the proposed project. No significant impacts were identified in the PHIMF EIR and, no new impacts are anticipated with the revised project.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The project is an industrial facility in an industrial area of the City of Industry. The proposed project would not conflict with City or county policies on alternative transportation. No conflict with programs supporting alternative transportation would occur. Bus routes that run near the site include two main lines (Nos. 270 and 577x) and three subroutes (Nos. 274, 497, and 493). No impacts were identified in the PHIMF EIR and no new impacts are anticipated with the revised project.

5.15.3 Mitigation Measures Identified in the Previously Certified EIR

Future With Project Scenario 2 (Year 2013) Alternative Truck Trip Distribution

10-1 All trucks shall access the Puente Hills Intermodal Facility (PHIMF) via the landfill's main entrance at Crossroads Parkway South and through the internal Puente Hills Materials Recovery Facility (PHMRF) access roads and the internal off-street access road between the PHIMF and the PHMRF. The County Sanitation District No. 2 of Los Angeles County shall be required to conduct a follow-up traffic analysis to verify the effectiveness of this Mitigation Measure. The traffic analysis shall include the collection of baseline traffic data prior to the operation of two trains at the PHIMF to establish the background number of truck trips at the impacted intersection. Follow-up counts shall then be required to be conducted within one year after two trains begin operating at the PHIMF.

10-2 If truck trips are still occurring between the Puente Hills Intermodal Facility (PHIMF) and the I 605/Peck Road interchange through the Peck Road/Pellissier Place intersection during the AM and PM peak hours, the County Sanitation District No. 2 of Los Angeles County shall prohibit northbound left turns for PHIMF trucks from the Puente Hills Landfill entrance to southbound Crossroads Parkway South during the weekday PM peak period (4:00 PM to 6:00 PM). All PHIMF trucks exiting the PHIMF during the weekday PM peak period shall be directed to turn right onto northbound Crossroads Parkway South and proceed to the SR-60/Crossroads Parkway interchange. The prohibition would be identified through signage at the intersection of Crossroads Parkway South/Puente Hills Landfill Entrance.

Peck Road Partial Closure (Year 2008)

10-3 *Peck Road between Pellissier Place and Workman Mill Road*. The traffic signals at the Workman Mill Road/Peck Road and Pellissier Place/Peck Road intersections shall be retimed to provide efficient traffic flow during construction on Peck Road. Retiming may include changing the signal cycle duration or signal timing for specific movements. Prior to the commencement of construction activities on Peck Road, the County Sanitation District No. 2 of Los Angeles County shall coordinate the signal retiming with the City of Industry, City of Whittier, and County of Los Angeles.

10-4 *Peck Road between Pellissier Place and Workman Mill Road*. County Sanitation District No. 2 of Los Angeles County shall maintain the existing intersection geometry for the southbound approach of Peck Road at Workman Mill Road and the existing geometry of the Peck Road northbound approach at Pellissier Place. The minimum length of the two-lane storage area shall be 300 feet to assist in maintaining traffic flow during the weekday AM and PM peak hours.

10-5 *Peck Road between Pellissier Place and Workman Mill Road*. County Sanitation District No. 2 of Los Angeles County (LACSD) shall coordinate with Rio Hondo College and other property owners in the vicinity of the Peck Road grade separation to identify alternative routes for automobiles and

trucks accessing properties in the vicinity of the construction area. Specific measures could include, but are not limited to:

- Media advisories in local newspapers identifying the times of construction, lane closures, and contact information for questions.
- Variable message signs placed at a distance far in advance of the construction area to advise motorists to seek alternative routes.
- Create a project construction website to provide short-term and long-term information on construction activities, lane closures, alternative routes, and traffic conditions.
- A detour route encouraging trips bound for Rio Hondo College and adjacent properties to divert from the Peck Road/I-605 interchange to the SR 60/Crossroads Parkway South interchange. This detour route would permit motorists to use Crossroads Parkway South and Workman Mill Road to access the college. The LACSD detour route shall attempt to minimize potential traffic diversions to the I 605/Rose Hills Road interchange, where three study intersections are forecast to operate at an unacceptable level of service during the construction of Peck Road (Year 2008).

Workman Mill Road Partial Closure (Year 2010)

10-6 *Workman Mill Road south of Crossroads Parkway South*. The traffic signals at the Workman Mill Road/Peck Road and Workman Mill Road/Crossroads Parkway South intersections shall be retimed to provide efficient traffic flow during construction on Workman Mill Road. Retiming may include changing the signal cycle duration or signal timing for specific movements. Prior to the commencement of construction activities on Peck Road, County Sanitation District No. 2 of Los Angeles County shall coordinate the signal retiming with the City of Industry, City of Whittier, and County of Los Angeles.

10-7 *Workman Mill Road south of Crossroads Parkway South*. County Sanitation District No. 2 of Los Angeles County shall maintain the existing intersection geometry for the westbound approach of Workman Mill Road at Peck Road and the eastbound approach of Workman Mill Road at Crossroads Parkway South, to assist in providing acceptable traffic conditions during the weekday AM and PM peak hours. Additionally, full closure of Workman Mill Road shall be prohibited during construction of the internal off-site access roadway between the proposed Puente Hills Intermodal Facility and the existing Puente Hills Materials Recovery Facility.

Workman Mill Road At-Grade Crossing

10-8 *Workman Mill Road At-Grade Crossing*. Prior to the commencement of the operation of the Puente Hills Intermodal Facility, the existing automatic gates at the Workman Mill Road at-grade crossing, which only block the lanes approaching the crossing, shall be replaced with a four-quadrant gate system. Installation of the quad gates will prevent vehicles from driving around the gates and crossing the tracks prior to a train arriving.

10-9 *Workman Mill Road At-Grade Crossing*. To prevent excessive vehicle stacking at the Workman Mill Road at-grade crossing when inbound and outbound project-related trains cross Workman Mill Road, County Sanitation District No. 2 of Los Angeles County shall coordinate with the Union Pacific Railroad to implement an advanced grade-crossing-warning system to be installed at the

intersections of Workman Mill Road with Pellissier Place and Crossroads Parkway South. The advanced warning system shall include dynamic message signs to warn motorists about impending grade crossing delays and to recommend detours. Multiple advanced warning signals shall be installed at both Workman Mill Road/Pellissier Place and Workman Mill Road/Crossroads Parkway South intersections so that the message boards are visible to oncoming traffic that would be heading toward the Workman Mill Road crossing. The dynamic signage shall be activated well in advance of the train crossing, allowing sufficient time for vehicles traveling on Workman Mill Road to clear the at-grade crossing. The electronic signage shall direct vehicles to use the grade-separated crossings available on Peck Road and Crossroads Parkway North.

The active and dynamic signage shall be supplemented with static warning signs on Workman Mill Road to alert motorists of the potential for grade crossing delays. The static signage on Workman Mill Road shall be placed before the at-grade crossing and shall warn motorists of the approximate length of delay from approaching project-related trains.

10-10 *Workman Mill Road At-Grade Crossing*. To reduce the impact caused by vehicles being detoured to nearby streets, such as Crossroads Parkway South and Peck Road, County Sanitation District No. 2 of Los Angeles County (LACSD) shall implement traffic signal enhancements along alternative routes to allow nearby traffic signals to be linked with the Workman Mill Road at-grade crossing. The coordination of the traffic signals and the grade crossing is intended to allow additional signal green time along the alternative travel routes to accommodate traffic detoured from the at-grade crossing. The LACSD shall coordinate with the City of Industry, Caltrans, and the County of Los Angeles as appropriate to implement these traffic signal enhancements at the following intersections:

- Crossroads Parkway South at SR 60 Eastbound Off-Ramp
- Crossroads Parkway South at Crossroads Parkway North
- Workman Mill Road at Crossroads Parkway North
- Pellissier Place at I 605 Northbound On/Off-Ramp
- Peck Road at Pellissier Place
- Peck Road at Workman Mill Road

The LACSD shall also be responsible for conducting a traffic signal timing study to determine the appropriate enhancements to be implemented and the necessary traffic signal timing and phasing at each intersection.

5.15.4 Findings

Major EIR Revisions Not Required. Based on the foregoing analysis and information, there is no evidence that the changes to the project require a major change to the PHIMF EIR. The project would not result in any new significant environmental impact, nor is there a substantial increase in the severity of impacts described in the PHIMF EIR.

No Substantial Change in Circumstances Requiring Major EIR Revision. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to PHIMF EIR.

No New Information Showing Greater Significant Effects than Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the PHIMF EIR was certified indicating that a new significant effect not reported in the PHIMF EIR would occur. Based on the information and analysis above, there is no substantial new information that there would be a new significant impact requiring major revisions of the PHIMF EIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. There are no new alternatives to the project or additional mitigation measures that would substantially reduce one or more of the significant effects related to transportation and traffic identified in and considered by the PHIMF EIR.

5.16 UTILITIES AND SERVICE SYSTEMS

5.16.1 Summary of Impacts Identified in the Previously Certified EIR

The PHIMF EIR evaluated the potential for utilities and service systems to be impacted by the PHIMF project. The PHIMF EIR did not find any significant impacts related to wastewater treatment requirements for wastewater effluent. The PHIMF EIR did not find any impacts related to construction or expansion of water facilities. Construction of off-site improvements would require modifications to the San Gabriel Valley Water Company's water system infrastructure and the County of Los Angeles Department of Public Works' (DPW) sewer infrastructure. However, the PHIMF EIR did not identify any significant impacts in this regard.

Construction of the PHIMF and associated off-site improvements would require modifications to the surrounding stormwater drainage system infrastructure. The City of Industry and the County of Los Angeles require that the proposed stormwater drainage system be designed in accordance with the Los Angeles County Flood Control District guidelines and that the project demonstrate that the stormwater drainage system has sufficient capacity to handle any added flow. Consequently, no significant impacts were identified.

The PHIMF EIR found that PDFs would ensure that the project would comply with federal, state, and local regulations pertaining to solid waste disposal when accepting containerized MSW from other MRFs within the county. In addition, the project would comply with federal, state, and local regulations pertaining to solid waste disposal when transporting containerized MSW on trains operated by the UPRR. Mitigation Measure 11-1 would insure that the PHIMF would only accept containerized MSW in covered containers from licensed transfer stations, such as the PHMRF, that operate in accordance with state law. Consequently, no significant unavoidable impacts were identified.

The PHIMF EIR also identified potential impacts to natural gas and energy suppliers. The PHIMF EIR did not identify any impacts related to natural gas or energy service. However, the project require railroad modifications at the Crossroads Parkway North and SR60 overpasses, the Workman Mill Road grade crossing, and the Mission Mill Road grade crossing, which would necessitate relocation of natural gas service systems. Mitigation Measures 11-2 through 11-6 were identified to reduce impacts to less than significant levels.

5.16.2 Impacts Associated with the Revised Project

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The wastewater treatment facility for sewer effluent in the project area is the Joint Water Pollution Control Plant (JWPCP), which has the design capacity to treat up to 400 million gallons per day (mgd) of wastewater. According to the LACSD, in 2005 the mean effluent flow to the JWPCP was 316.5 mgd. The JWPCP has

sufficient operating capacity to accommodate the incremental wastewater flows from the proposed project. Many industrial developments generate nonreclaimable wastewater that would require pretreatment prior to disposal as wastewater effluent into the sewer system. While the project is an industrial land use, use of the site as an intermodal facility would not result in industrial wastewater discharge into the sewer system. No changes would occur. Therefore, no impacts would occur for the ability of the JWPCP to treat wastewater effluent from the proposed project and, no new impacts are anticipated that were not previously addressed in previously certified EIR.

b) Require or result in the construction of new water or wastewater treatment facilities (including sewer (waste water) collection facilities) or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Potable water for the project site would be obtained from the San Gabriel Valley Water Company. The proposed project would not require construction or expansion of any water treatment facilities. Any incremental increase in water demand would be offset, in part, by elimination of operations at the Zee Medical facility and the warehouse at 2500 and 2520 Pellissier Place. The LACSD would be required to obtain a will-serve letter from the San Gabriel Valley Water Company for the project. Therefore, no new impacts are anticipated that were not previously addressed in previously certified EIR.

However, construction of the PHIMF and associated off-site improvements may also require modifications to the San Gabriel Valley Water Company's water system infrastructure within Workman Mill Road. The LACSD would coordinate with the San Gabriel Valley Water Company's Engineering Department to discuss plans, schedules, costs, and contractual arrangements for work performed within the UPRR right-of-way and Workman Mill Road right-of-way that affects the San Gabriel Valley Water District's facilities. No changes would occur. Therefore, no new impacts are anticipated that were not previously addressed in previously certified EIR.

Construction of the PHIMF and associated off-site improvements may require modifications to the surrounding sewer system infrastructure maintained by the DPW Consolidated Sewer Maintenance District. The LACSD would consult with the DPW prior to construction activities to identify local sewer lines potentially affected by construction. The DPW has indicated that no significant effects on facilities maintained by the DPW would occur as a result of the project. No changes would occur. Therefore, no new impacts are anticipated that were not previously addressed in previously certified EIR.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities the construction of which could cause significant environmental effects?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Construction of the PHIMF and associated off-site improvements would require modifications to the surrounding stormwater drainage system infrastructure. The project would include a drainage system network composed of drop inlets and associated stormwater drainage pipes to convey on-site flows to the existing stormwater drainage system in the Pellissier Place right-of-way. Because the site is currently developed and is relatively flat, the project would not increase overall flow and velocity to the existing stormwater drainage system in Pellissier Place. Furthermore, the City of Industry and the County of Los Angeles require that stormwater drainage systems be designed in accordance with the Los Angeles County Flood Control District guidelines and that new development and redevelopment projects demonstrate that the stormwater drainage system has sufficient capacity to handle any added flow. Consequently, no significant impacts would occur from improvements associated with modifications to the proposed stormwater drainage system. No changes would occur. Therefore, no new impacts are anticipated that were not previously addressed in previously certified EIR.

d) Have sufficient water supplies available to serve the project (including large-scale developments as defined by Public Resources Code Section 291151 and described in Question No 20 of the Environmental Information Form) from existing entitlements and resources or are new or expanded entitlements needed?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Water supply for the project area and eastern Los Angeles County is managed by the Upper San Gabriel Valley Municipal Water District (USGVMWD). According to the USGVMWD, 90 percent of annual water consumption in the San Gabriel Basin is supplied by groundwater. The USGVMWD manages water supply and demand and local service providers for eastern Los Angeles County. The groundwater basin underlying the PHIMF is the Main San Gabriel Basin, which is managed by the Main San Gabriel Basin Watermaster. The USGVMWD provides wholesale water service to the San Gabriel Basin Watermaster. The PHIMF would employ up to 28 employees, which would not substantially impact the local water provider's ability to provide water for the project.[3] Therefore, any increase in water use on the project site would be less than significant. No changes to the employee generation would occur with the revised project. Therefore, no new impacts are anticipated that were not previously addressed in previously certified EIR.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the Project projected demand in addition to the provider existing commitments?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The PHIMF would employee a maximum of 28 employees and would not substantially increase sewer effluent to the wastewater treatment plant. Furthermore, the project site was formerly used for warehouse/industrial activities. No significant impact to the receiving wastewater treatment plant would occur. No changes to the project employee generation would occur with the revised project. Therefore, no new impacts are anticipated that were not previously addressed in previously certified EIR.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project solid waste disposal needs?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The intermodal facility would provide one component of a fully integrated waste system that includes the Puente Hills Landfill, the PHMRF and transfer station, rail transportation, and remote landfills. The remote desert that would accept waste is the Mesquite Regional Landfill in Imperial County. A maximum of 8,000 tpd would be transported to the MRL on two trains per day. The Mesquite Regional Landfill has a 100-year life with a 20,000 tpd capacity, regardless of the origin of the MSW. The question of sufficient landfill capacity was previously assessed in the Mesquite Regional Landfill EIR/EIS. Therefore, no new impacts are anticipated that were not previously addressed in previously certified EIR.

g) Comply with federal state and local statutes and regulations related to solid waste?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The proposed PHIMF would be designed and operated in accordance with federal, state, and local regulations regarding waste handling and transport. In accordance with Mitigation Measure 11-1, the PHIMF would only accept containerized MSW in covered containers from licensed transfer stations, such as the PHMRF, that operate in accordance with state law. As a result, no waste handling would occur on-site. Adherence to PDFs would ensure the project would comply with federal, state, and local regulations pertaining to solid waste

[3] The threshold for a Water Supply Assessment is an industrial or manufacturing use that employs 1,000 persons, occupies 40 or more acres, or has 650,000 square feet of floor area (California Water Code § 10912).

disposal when accepting containerized MSW from other MRFs within the county. In addition, because waste is being transferred on the railroad, the waste-by-rail is also subject to the safety regulations promulgated by the Federal Railroad Administration (FRA). The project would comply with all rules and regulations of the FRA and UPRR during transport. Consequently, with adherence to Mitigation Measure 11-1, the project would comply with federal, state, and local regulations pertaining to solid waste disposal when transporting containerized MSW on trains operated by the UPRR. Therefore, no new impacts are anticipated that were not previously addressed in previously certified EIR.

h) Would increase demand for other public services and utilities?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

Natural Gas

Energy demands for hot water and heating for the proposed project would be met with natural gas supplied by The Gas Company (TGC). According to TGC, because they have forecast medium and heavy industrial gas demand for the project site and adjacent area, there are no known existing service deficiencies. TGC has indicated that the proposed project would not adversely affect its service capabilities in the project area or the adjacent service areas. Furthermore, TGC does not anticipate that the project would temporarily disrupt gas service to customers within the project vicinity during construction, because of the use of "hot taps."[4] Consequently, no gas service impacts would occur to customers within the project vicinity during operation or construction. Therefore, no new impacts are anticipated that were not previously addressed in previously certified EIR.

However, the revised project would still require railroad modifications at the Crossroads Parkway North and State Route 60 overpasses and the Workman Mill Road grade crossing. Railroad modifications conducted by the project would require TGC to alter pipeline crossings at these locations to maintain safe operating clearance from the railroad tracks per UPRR and TGC guidelines. Mitigation Measures 11-2 through 11-6 would ensure that no significant impacts would occur to TGC facilities or service. Therefore, no new impacts are anticipated which were not previously addressed in previously certified EIR.

Electricity

Southern California Edison (SCE) would supply all electrical energy to the PHIMF. The project would not create a significant increase in demand to the existing SCE system, which encompasses the greater southern California area. Furthermore, the project site would not require removal and/or relocation of any portion of the major SCE transmission line that borders the project site and the UPRR rail line. However, the on-site SCE distribution pole would be replaced with a metal pole that does not require use of support wires. Because the distribution line supplies electricity only to the project site, there would be no significant interruption of electrical service during replacement of the pole. Down-line access for SCE technicians to service transmission and distribution lines along the eastern border of the project site would be maintained at all times via secured access gates at the southeast and northeast corners of the PHIMF. Given the project's modest energy demands relative to existing uses in the project study area and the measures that are in place to guard against disruptions in electrical service to the site and surrounding area during construction and operation of the PHIMF, impacts related to electric energy are less than significant. Therefore, no new impacts are anticipated which were not previously addressed in previously certified EIR.

[4] Taps made into a line under pressure.

5.16.3 Mitigation Measures Identified in the Previously Certified EIR

11-1 The Puente Hills Intermodal Facility will not accept containerized municipal solid waste residue that has not been processed at transfer stations or materials recovery facilities.

11-2 County Sanitation District No. 2 of Los Angeles County (LACSD) shall work with The Gas Company (TGC) to ensure that gas service will not be interrupted during construction activities. The LACSD shall enter into negotiations with TGC to discuss the relocation of pipelines under Workman Mill Road and Mission Mill Road that run perpendicular to the Union Pacific Railroad (UPRR) tracks and along the portion of Workman Mill Road, which may be disturbed by construction of the off-street access road. The project shall relocate or encase the existing pipelines impacted by the project to ensure safe operating distance from the railroad tracks in accordance with UPRR and TGC guidelines.

11-3 County Sanitation District No. 2 of Los Angeles County shall grant an easement to The Gas Company (TGC) for facilities within nondedicated (private) areas and shall notify the construction contractor of such TGC easements to protect the TGC facilities.

11-4 County Sanitation District No. 2 of Los Angeles County shall request a will-serve letter from The Gas Company's Planning/Engineering Department at the commencement of the project and before each phase of the project. This notice ensures adequate gas supply and pressure to serve the project.

11-5 County Sanitation District No. 2 of Los Angeles County (LACSD) shall provide tentative/approved tract/parcel maps to The Gas Company (TGC). The LACSD shall also provide TGC with notice and plans of street vacation, annexation actions, and off-site street improvement related to the proposed project tentative map.

11-6 County Sanitation District No. 2 of Los Angeles County (LACSD) shall request the latest facility plans (gas atlases) from The Gas Company (TGC) for the developer's civil drawings. The LACSD shall contact TGC regarding relocation, abandonment, or removal of any conflicting existing TGC facilities.

5.16.4 Findings

Major EIR Revisions Not Required. Based on the foregoing analysis and information, there is no evidence that the changes to the project require a major change to the PHIMF EIR. The project would not result in any new significant environmental impact, nor is there a substantial increase in the severity of impacts described in the PHIMF EIR.

No Substantial Change in Circumstances Requiring Major EIR Revision. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to PHIMF EIR.

No New Information Showing Greater Significant Effects than Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the PHIMF EIR was certified indicating that a new significant effect not reported in the PHIMF EIR would occur. Based on the information and analysis above, there is no substantial new information that there would be a new significant impact requiring major revisions of the PHIMF EIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. There are no new alternatives to the project or additional mitigation measures that would substantially reduce one or more of the significant effects related to utilities and service systems identified in and considered by the PHIMF EIR.

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6. *Mandatory Findings of Significance*

a) Does the project have the potential to degrade the quality of the environment substantially reduce the habitat of a fish or wildlife species cause a fish or wildlife population to drop below self-sustaining levels threaten to eliminate a plant or animal community reduce the number or restrict the range of rare or endangered plants or animals or eliminate important examples of the major periods of California history or prehistory?

Impacts to biological and cultural resources would not be greater than determined by the previously certified EIR. No significant impacts would occur as a result of the revised project and no mitigation measures are necessary.

b) Does the Project have impacts that are individually limited but cumulatively considerable Cumulatively considerable means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects the effects of other current Projects and the effects of probable future Projects?

Cumulative impacts would not be greater than determined by the previously certified EIR. No mitigation measures are necessary.

c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The project's impacts to human beings would not be greater than determined by the previously certified EIR. No mitigation measures are necessary.

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7. REFERENCES

7.1 REFERENCES

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