

2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. This Draft Environmental Impact Report (DEIR) has been prepared to satisfy CEQA, as set forth in the Public Resources Code Section 21000, et seq., and the State CEQA Guidelines, 14 California Code of Regulations, Section 15000, et seq. The Environmental Impact Report (EIR) is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth-inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present and reasonably foreseeable future projects.

The County Sanitation District No. 2 of Los Angeles County (LACSD) is seeking approval of a conditional use permit (CUP No. 05-08) and intends to enter into a Development Agreement with the City of Industry that would allow it to construct and operate the Puente Hills Intermodal Facility (PHIMF). Because approval of the CUP is a discretionary action by a public agency, the proposed project is subject to the CEQA review process and the City of Industry, as the first public agency to act on the project, becomes the Lead Agency for the project. Pursuant to CEQA Section 21067, the lead agency means “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment.” As the CEQA lead agency, the City of Industry has the responsibility for determining the method of CEQA compliance, preparing and certifying the EIR that describes potential environmental impacts of the proposed project, providing a Statement of Overriding Considerations for all environmental impacts that cannot be mitigated to a less than significant level, and adopting a Mitigation Monitoring Plan to ensure that all required Mitigation Measures are implemented during the course of the project.



This project requires approval of CUP 05-08 by the City of Industry. As defined by the Governor’s Office of Planning and Research:

A CUP allows a city or county to consider special uses which may be essential, but which are not allowed as a matter of right within a zoning district, through a public hearing process.... A CUP also enables a municipality to control certain uses which could have detrimental effects on the community (Neighborhood Action Group v. County of Calaveras (1984) 156 Cal.App.3d 1176). Consideration of a CUP is a discretionary act. A CUP application tendered by a project proponent is considered at a public hearing and, if approved, is generally subject to a number of pertinent conditions of approval. Depending on local ordinance requirements, hearings are typically held by a board of zoning, the planning commission, or a zoning administrator. The owners of property near the site are sent advance notice of the date, time, and place of the hearing. (GOPR 1997)

Prior to the approval of CUP 05-08 by the lead agency, the applicant must meet certain health and safety conditions. For example, prior to the CUP application being considered complete, the applicant must obtain Fire Department approval for such things as storage of hazardous materials on the site. Also, as part of the conditions of approval for the project, the City of Industry would require that the Project Design Features be implemented along with the Mitigation Measures for the project. Both the Project Design Features and the

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Mitigation Measures will be part of the mitigation monitoring program to be implemented by the City of Industry.

The intent of the DEIR is to provide sufficient information on the potential environmental impacts of the proposed PHIMF to allow the City of Industry to make an informed decision regarding approval of the project. Specific discretionary actions to be reviewed by the City are described later in Section 3.4, *Intended Uses of This EIR*.

This DEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code Section 21000 et seq.).
- State Guidelines for the Implementation of the CEQA of 1970 (herein referenced as CEQA Guidelines), as amended (California Code of Regulations Sections 15000 et seq.).

The overall purpose of this DEIR is to inform the lead agency, responsible agencies, decision makers, and the general public of the environmental effects of the development and operation of the proposed PHIMF project. This DEIR addresses the potential environmental effects of the project, including effects that may be significant and adverse, evaluates a number of alternatives to the project, and identifies Mitigation Measures to reduce or avoid adverse effects.

2.2 NOTICE OF PREPARATION AND INITIAL STUDY

The City of Industry determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) and Initial Study on February 17, 2006 (see Appendix A). Comments received during the public review period, which extended from February 17, 2006, to March 30, 2006, are contained in Appendix B of this EIR.

The NOP process is used to help determine the scope of the environmental issues to be addressed in the DEIR. Based on this process and the Initial Study for the project, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered Potentially Significant are addressed in this DEIR. Issues identified as Less Than Significant or No Impact are not addressed beyond the discussion contained in the Initial Study. Refer to the Initial Study in Appendix A for discussion of how these initial determinations were made.

2.3 SCOPE OF THIS DEIR

Based on the Initial Study and accompanying Environmental Checklist Form (see Appendix A), the City of Industry staff determined that a DEIR should be prepared for the proposed project. The scope of the DEIR was determined based on the Initial Study, comments received in response to the NOP, and public comments received at a scoping meeting conducted by the City of Industry. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the DEIR is to identify any potentially significant adverse impacts and recommend Mitigation Measures that would eliminate the impacts or reduce them to a less than significant level.

The information contained in Section 3, *Project Description*, establishes the basis for analyzing future project-related environmental impacts. However, further environmental review by the City of Industry may be required as more detailed information and plans are developed for the project.

2.3.1 Impacts Considered Less Than Significant

Five environmental categories are identified here as not being significantly affected by, or affecting the proposed PHIMF project and, as such, are not discussed in detail in this DEIR. This determination was made by the City of Industry based on information provided in the Initial Study. The following topical issues are not addressed in the DEIR:

- Agricultural Resources
- Biological Resources
- Land Use and Planning
- Mineral Resources
- Population and Housing

2.3.2 Potentially Significant Adverse Impacts

Eleven environmental categories have been identified as potentially significant, thus requiring analysis in the DEIR. They are:

- Aesthetics
- Air Quality
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems



2.3.3 Unavoidable Significant Adverse Impacts

This DEIR identifies nine significant and unavoidable adverse impacts, as defined by CEQA that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. Potentially significant impacts are those that fall within the responsibility of another agency and implementation of the Mitigation Measures cannot feasibly be assured by the City of Industry. If the City of Industry, as the lead agency, determines that unavoidable significant adverse impacts would result from the project, it must prepare a Statement of Overriding Considerations before it can approve the project. A Statement of Overriding Considerations states that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits of the project outweigh the adverse effects and, therefore, the adverse effects are considered to be acceptable. The impacts that were found in the DEIR to be significant and unavoidable are:

- **Air Quality.** During construction of the Puente Hills Intermodal Facility (PHIMF), the project would generate short-term emissions of NO_x that exceed the South Coast Air Quality Management District's (SCAQMD) mass daily construction emission thresholds and would significantly contribute to the South Coast Air Basin's (SoCAB) ozone and fine particulate matter (PM_{2.5}) nonattainment designation.

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- **Air Quality.** Operation of the PHIMF would generate emissions of NO_x that exceed the South Coast Air Quality Management District's (SCAQMD) mass daily operational emission thresholds and would significantly contribute to the South Coast Air Basin's (SoCAB) ozone and fine particulate matter (PM_{2.5}) nonattainment designation.
- **Air Quality.** During construction of the PHIMF, sensitive receptors would be temporarily exposed to concentrations of coarse particulates (PM₁₀) and fine particulates (PM_{2.5}) that exceed the SCAQMD's Localized Significance Thresholds (LSTs).
- **Noise.** During construction of the PHIMF, off-street access road, and improvements within the Union Pacific Railroad (UPRR) right-of-way, noise-sensitive receptors would be exposed to temporary noise increases.
- **Noise/Vibration.** During construction of the PHIMF, off-street access road, and improvements within the UPRR right-of-way, the project would generate perceptible levels of vibration that might be annoying to some.
- **Noise.** Operation of the PHIMF would temporarily increase noise levels during train idling on the arrival/departure tracks, resulting in significant levels of noise at the Gladstone residences.
- **Noise.** The addition of up to four daily train trips on the 18-mile stretch of the UPRR between the PHIMF and the Pomona Switch would significantly increase single-event train noise in the vicinity of noise-sensitive receptors.
- **Noise/Vibration.** The addition of up to four train trips on the 18-mile stretch of the UPRR between the PHIMF and the Pomona Switch would significantly increase the number of events that generate perceptible levels of vibration that might be annoying to some.
- **Transportation and Traffic.** Project-related trains would cause delays twice that of existing trains at the Workman Mill Road at-grade crossing up to four times per day.

2.4 INCORPORATION BY REFERENCE

This EIR relies upon previously adopted regional and statewide plans and programs, agency standards, and background studies in its analysis, such as the Air Quality Management Plan adopted by the SCAQMD, the *CEQA Air Quality Handbook*, the City of Industry General Plan, City of Industry Zoning Requirements, and the County of Los Angeles Zoning Requirements and Noise Ordinances. It also relies on technical studies and environmental analyses conducted for related projects, as explained below.

Tiering

Pursuant to § 15152 of the CEQA Guidelines, this DEIR incorporates and applies information and analyses developed for previously certified EIRs to the extent that such information is accurate and sufficient to address the project's site-specific and cumulative impacts. This method is known as "tiering," which is defined in § 15152 as "...using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and Negative Declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or Negative Declaration solely on issues specific to the later project." A tiered approach is intended to maximize the value of comprehensive, long range environmental planning programs, while eliminating repetitive discussions of issues already adequately addressed at the program level.

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This DEIR is tiered from and hereby incorporates by reference the following Final Environmental Impact Reports (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.

EIR for the Puente Hills Waste Management Facilities (State Clearinghouse No. 1991121070)

In November 1992, the Board of Directors of LACSD certified the Final EIR for the Puente Hills Waste Management Facilities (1992 EIR). The 1992 EIR consists of the following documents:

- Volume I – Draft EIR, June 1992
- Volume II – Technical Appendices, June 1992
- Volume III – Comments Received, November 1992
- Volume IV – Responses to Comments, November 1992

As defined in the 1992 EIR, the Puente Hills Waste Management Facilities included the expansion and continued operation of the Puente Hills Landfill and the development and operation of the Puente Hills Materials Recovery Facility (PHMRF). Furthermore, the PHMRF was identified as part of the local infrastructure for a future waste-by-rail system. The 1992 EIR was challenged in the Los Angeles County Superior Court in two separate lawsuits brought by Hacienda-La Puente School District et al. (BS 021186) and RR&C Development Company (BC 071648) against LACSD. The court found that, with two exceptions, the 1992 EIR was legally adequate. Regarding the development of a waste-by-rail system, the court ruled that the LACSD's plans for a waste-by-rail system associated with the PHMRF were sufficiently developed that an analysis of the environmental effects of an intermodal facility and waste-by-rail systems would be required prior to proceeding with the implementation of the PHMRF. In response to the judgment of the court, LACSD began the preparation of a supplement to the 1992 EIR specific to the development of the waste-by-rail system, as discussed below.



EIR for Intermodal Facilities and a Waste-by-Rail Disposal System Originating from the PHMRF (State Clearinghouse No. 1993121114)

On June 14, 1995, LACSD certified the Final EIR for the Intermodal Facilities and a Waste-by-Rail System Originating from the PHMRF (1995 EIR). The 1995 EIR consists of the following documents:

- Volume I – Draft EIR, December 1994
- Volume II – Technical Appendices, December 1994
- Volume III – Responses to Comments, May 1995

The 1995 EIR addressed the potential significant and cumulative environmental impacts from the implementation of each component of a waste-by-rail system. The waste-by-rail project studied in the 1995 EIR consisted of the handling, transportation, and disposal of a maximum of 4,400 tons of waste per day originating from the PHMRF. Due to the uncertainty associated with the waste-by-rail concept at the time, the 1995 EIR analyzed multiple alternatives for each component of the waste-by-rail project, including identifying the environmental impacts associated with the construction and operation of a potential dedicated intermodal facility (i.e., for the exclusive use of the waste-by-rail system). The 1995 EIR also analyzed the cumulative impacts resulting from a hypothetical, large-scale waste-by-rail system originating from multiple locations in the metropolitan Los Angeles area, including the PHMRF and a dedicated intermodal facility, and the use of multiple waste-by-rail landfills via multiple rail routes and multiple intermodal facilities.

On June 14, 1995, LACSD, as the lead agency, considered the information contained in the 1995 EIR together with the 1992 EIR and adopted a resolution certifying that the documents were consistent with CEQA, made

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findings of fact and a statement of overriding considerations, certified the 1995 EIR, recertified the 1992 EIR with respect to the construction of the PHMRF, and adopted a Mitigation Monitoring Plan. A Notice of Determination was filed with the Los Angeles County Clerk on June 14, 1995. Although the potential environmental impacts and cumulative impacts from the construction and operation of a dedicated intermodal facility and a waste-by-rail system were identified in the 1995 EIR, the project approved by LACSD was solely for the construction of the PHMRF. This DEIR incorporates the 1995 EIR by reference for the analysis of any environmental impacts associated with operations at the PHMRF, including activities associated with accepting, processing, and separating incoming municipal solid waste and recoverable materials, and packaging the residual waste in intermodal containers in preparation for truck transfer to the PHIMF.

Final Environmental Impact Statement (EIS) and EIR for the Proposed Mesquite Regional Landfill (State Clearinghouse No. 1992051024; BLM No. CA-060-02-5440-10-B026)

The Mesquite Regional Landfill (MRL) EIS/EIR addressed the potential impacts of loading and unloading intermodal containers at railyards in Los Angeles County, transporting containerized waste by rail from Los Angeles County to the MRL, loading and unloading containers at a railyard at the MRL, and constructing and operating the MRL. The Imperial County Board of Supervisors certified the Final MRL EIS/EIR in September 1995. The adequacy of the EIR was challenged in October 1995. Subsequently, a Superior Court judge ruled that further analysis was required for the EIR and an addendum to the EIR was prepared. The Imperial County Board of Supervisors certified the addendum in September 1996. On April 14, 1997, the Final EIR was found to be in compliance with the court's instructions and the requirements of CEQA. The Superior Court's decision was not appealed and became final on June 16, 1997.

This DEIR incorporates by reference the portions of the MRL EIS/EIR related to construction and operation of the Remote Intermodal Facility, the MRL, and the portion of the waste-by-rail route between the Pomona Switch in the City of Pomona and the MRL in Imperial County. In particular, the MRL EIS/EIR analyzed a waste-by-rail route that originated from the Los Angeles Transportation Center in downtown Los Angeles, continued through the Pomona Switch in the City of Pomona, and terminated at the MRL in Imperial County. By comparison, the waste-by-rail route for the proposed PHIMF project would run from the PHIMF through the Pomona Switch to the MRL and is approximately 12 miles shorter than the route analyzed by the MRL EIS/EIR. Because the portion of the waste-by-rail route between the Pomona Switch and the MRL is common to both projects and was previously analyzed by the MRL EIS/EIR, it is not addressed further in this DEIR. Instead, the DEIR limits the analysis of environmental impacts to the 18-mile portion of the waste-by-rail route between the proposed PHIMF and the Pomona Switch that was not previously analyzed or approved.

2.5 FINAL EIR CERTIFICATION

This DEIR is being circulated for public review for a period of 60 days. Interested agencies and members of the public are invited to provide written comments on the DEIR to the City of Industry at the address shown on the title page of this document. Upon completion of the 60-day review period, the City of Industry would review all written comments received and prepare written responses for each comment. An FEIR would then be prepared incorporating all of the comments received, responses to the comments, and any changes to the DEIR that result from the comments received. This FEIR would then be presented to the City of Industry for potential certification as the environmental document for the project. All persons who commented on the DEIR would be notified of the availability of the FEIR and the date of the public hearing before the City Council.

The DEIR is available to the general public for review at the following locations:

- City of Industry, 15625 East Stafford Street, Suite 100, City Industry, California 91744
- County Sanitation District No. 2 of Los Angeles County, 1955 Workman Mill Road, Whittier, California 90601
- La Puente Public Library, 15920 Central Avenue, La Puente, California 91744
- Sunkist Library, 840 Puente Avenue, La Puente, California 91746

2.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether and how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the Lead Agency as to the following:

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override the environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or Mitigation Measures should be adopted or modified.
5. Whether there are other Mitigation Measures that should be applied to the project besides those identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.



2.7 AREAS OF CONTROVERSY

Prior to the preparation of the DEIR, an EIR scoping meeting was held on February 28, 2006, at the City of Industry City Hall to determine the concerns of responsible and trustee agencies regarding the proposed PHIMF project. An open house for the proposed project was also conducted by the LACSD on April 25, 2006, as a forum for the community to discuss the project. Issues raised during the EIR scoping meeting and the open house included potential environmental impacts related to aesthetics, noise, rail safety, derailments, air quality, traffic and circulation, and cumulative impacts. These and other environmental issues are fully addressed in Chapter 5 of this DEIR. No other areas of controversy are known to the Lead Agency. Table 2-1 summarizes the issues identified by respondents to the NOP and attendees of the scoping meeting and open house. The table also provides references to the sections of this DEIR in which these issues are evaluated.

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**Table 2-1
Notice of Preparation & Open House Comment Summary**

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
California Department of Transportation (Caltrans)	Traffic	<ul style="list-style-type: none"> • Present a list of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignment of trips to State Route 60 and Interstate 605. • Ensure consistency of project travel modeling with regional modeling and local modeling forecasts. • Include an analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions for freeways, interchanges, intersections, and high-occupancy vehicle (HOV) facilities. • Future conditions should include buildout of all projects (existing + project + cumulative traffic from approved development + other planned growth) and plan-horizon years. • Include a discussion of Mitigation Measures to alleviate traffic impacts. • Specify the project's fair-share costs for traffic improvements. 	Section 5.10, <i>Transportation and Traffic</i> , and Appendix H, <i>Traffic Impact Analysis</i>
California Integrated Waste Management Board (CIWMB)	Project Description	<ul style="list-style-type: none"> • Clarify any significant changes in the project description from what is described in the NOP. 	Section 3, <i>Project Description</i>
County of Los Angeles Fire Department (LACFD)	Public Services	<ul style="list-style-type: none"> • Potential impacts on fire services. 	Section 5.8, <i>Public Services</i>
County of Los Angeles Department of Parks and Recreation	Recreation	<ul style="list-style-type: none"> • Identify potential impacts from closure of the County Trail No. 11 (Schabarum Trail alignment) 	Section 5.9, <i>Recreation</i>
County of Los Angeles Department of Public Works	Traffic	<ul style="list-style-type: none"> • Identify the potential impact to county and city roadways and intersections. 	Section 5.10, <i>Transportation and Traffic</i> and Appendix H, <i>Traffic Impact Analysis</i>
	Utilities and Service Systems	<ul style="list-style-type: none"> • Identify the location of bins for trash and recyclables generated at the administration building. • Identify potential impacts from construction and demolition debris. 	Section 5.11, <i>Utilities and Service Systems</i>

**Table 2-1
Notice of Preparation & Open House Comment Summary**

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
	Hazards and Hazardous Materials	<ul style="list-style-type: none"> Identify potential impacts from excavation of contaminated soil. Identify the location of active, abandoned, or idle oil or gas wells within 200 feet of the project site. Identify habitable structures within 1,000 feet of a landfill for potential landfill gas intrusion. Identify if installation, modification, or removal of underground storage tanks is required. 	Section 5.5, <i>Hazards and Hazardous Materials</i>
County of Los Angeles Sheriff's Department	Public Services	<ul style="list-style-type: none"> Identify potential impacts to police facilities and services. 	Section 5.8, <i>Public Services</i>
Gloria Molina, Supervisor, First District	Not Applicable	<ul style="list-style-type: none"> Requested notification of the release of the DEIR Requested that public review period be extended to 60 days 	Section 2.5, <i>Final EIR Certification</i>
Marilyn Kamimura, Citizens of North Whittier and Avocado Heights	Not Applicable	<ul style="list-style-type: none"> Requested notification of the release of the DEIR 	Not Applicable
Public Utilities Commission (PUC)	Hazards and Hazardous Materials	<ul style="list-style-type: none"> Identify the potential for grade separations for major thoroughfares, improvements to existing at-grade crossings, and fencing railroad right-of-way to limit trespassers. 	Section 5.5, <i>Hazards and Hazardous Materials</i> ; Section 5.10, <i>Transportation and Traffic</i> ; and Appendix H, <i>Traffic Impact Analysis</i>
	Traffic	<ul style="list-style-type: none"> Identify potential increase in traffic volumes at at-grade crossings. 	Section 5.10, <i>Transportation and Traffic</i> , and Appendix H, <i>Traffic Impact Analysis</i>
Southern California Association of Governments (SCAG)	Not Applicable	<ul style="list-style-type: none"> Determined project not to be Regionally Significant 	Not Applicable
Southern California Gas Company (The Gas Company)	Utilities and Service Systems	<ul style="list-style-type: none"> Identify potential impacts to gas service and facilities. 	Section 5.11, <i>Utilities and Service Systems</i>
South Coast Air Quality Management District (SCAQMD)	Air Quality	<ul style="list-style-type: none"> Identify potential air quality impacts from construction and operation. Identify localized air quality impacts. Identify potential health risk from air toxic contaminants, including diesel. 	Section 5.2, <i>Air Quality</i>



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**Table 2-1
Notice of Preparation & Open House Comment Summary**

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
Comments from the PHIMF Agency Scoping Meeting February 27, 2006	Project Description	<ul style="list-style-type: none"> The project may require a Local Enforcement Agency (LEA) permit and notification from the CIWMB. [Note: The LACSD has determined that the project would require notification of the LEA under the CIWMB tiered regulatory program; a permit would not be required.] 	Section 3, <i>Project Description</i>
Comments from the PHIMF Open House April 25, 2006	Project Description	<ul style="list-style-type: none"> Will the PHIMF expand beyond two trains per day? Alternative site for an intermodal facility. Identify the staging area for the trains. Identify if containers are airtight. Identify the duration of waste stored in containers on-site. 	Section 3, <i>Project Description</i>
	Air Quality and Noise	<ul style="list-style-type: none"> Impact of truck traffic, trains, and noise to local community Identify the potential for rail impacts on the community, including derailments, safety at rail crossings, air quality and noise. Identify the number of locomotives and potential impact of idling diesel locomotives on the local community. Identify potential impacts of rail traffic on North Whittier Woods residences and potential for a sound wall. Identify potential construction noise impacts on the local community, including improvements to the SR-60 underpass. Identify potential impacts from accumulation of methane gas and potential odors on the community. 	Section 5.2, <i>Air Quality</i> ; Section 5.7, <i>Noise</i> ; and Section 5.5, <i>Hazards and Hazardous Materials</i>

2.8 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has prepared an EIR or a Mitigated Negative Declaration. Such a program is intended to ensure the implementation of all Mitigation Measures adopted through the preparation of an EIR or Mitigated Negative Declaration. The Mitigation Monitoring Plan for the proposed PHIMF project will be completed as part of the FEIR prior to consideration of the project by the City of Industry City Council. The Mitigation Monitoring Plan also includes Project Design Features, which are mandatory, and shall be adopted by the City of Industry as part of the project's conditions of approval.