4. Revisions to the Draft EIR

4.1 INTRODUCTION

This section contains revisions to the DEIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of DEIR publication; and/or (3) typographical errors. These changes do not alter any impact significance conclusions as disclosed in the DEIR. Changes made to the DEIR are identified here in ~~strikeout text~~ to indicate deletions and underlined to signify additions.

4.2 DEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

The following text has been revised in response to comments received on the DEIR.

Page 5.10-4, Section 5.10, *Transportation and Traffic*. The following text has been revised in response to Comment B3-1 from Nerses Yerjanian, California Department of Transportation.

Freeway Level of Service Analysis

Two CMP freeway-monitoring stations in the vicinity of the project study area were analyzed as part of the traffic impact analysis. The first station is on the San Gabriel River Freeway (I-605) just north of the I-605/Pomona Freeway (SR-60) interchange. The second station is on SR-60 east of the I-605/SR-60 interchange. The mainline freeway analysis is based on methodology published in the Highway Capacity Manual (HCM) 2000 and is focused on basic main-line segments of each freeway. Basic freeway segments have uniform traffic conditions and roadway characteristics, such as the number of lanes, shoulder clearance, and grade. Freeway segments are analyzed using capacity and level of service (LOS) concepts from HCM 2000 Chapter 23, Basic Freeway Segments. The measure used to provide an estimate of levels of service is density, where density is calculated from the average vehicle flow rate per lane and the average speed. Level of service thresholds for a basic freeway segment are summarized in Table 5.10-4. The specification of maximum densities for LOS A through D is based on the collective professional judgment of the members of the Committee on Highway Capacity and Quality of Service for the Transportation Research Board. The upper value for LOS E is the maximum density at which sustained flows at capacity are expected to occur. Failure, breakdown, and congestion (LOS F) occur when queues begin to form on the freeway. Density (passenger cars per mile per lane) tends to increase sharply within the queue and may be considerably higher than the maximum value of 45 passenger cars per mile per lane. ~~The LOS for the identified station locations were determined based on V/C ratios and descriptions outlined in Table 5.10-4.~~ Based on Caltrans Traffic Impact Studies guidelines, a capacity of 2,350 vehicles per lane per hour (vplph), corresponding to an LOS E, was used for freeway mixed-flow lanes. ~~For the purpose of the traffic impact analysis, high occupancy vehicle (HOV) lanes were analyzed at one-half the capacity of main line mixed flow lanes.~~ Freeway LOS analysis was conducted for the AM and PM peak hours.

Table 5.10-4
Level of Service Thresholds for Basic Freeway Segments ~~at~~ ~~65 Miles per Hour~~

LOS	~~Maximum V/C Ratio~~ Density Range (pc/mi/in)[1]
A	0 – 11 ~~0.30~~
B	>11 – 18 ~~0.50~~
C	>18 – 26 ~~0.71~~
D	>26 – 35 ~~0.89~~
E	>35 – 45 ~~1.00~~
F	>45 ~~> 1.00~~

Source: ~~Caltrans Traffic Impact Studies Guidelines~~ Highway Capacity Manual (HCM) 2000 Chapter 23 – Basic Freeway Segments
[1] pc/mi/ln = passenger cars per mile per lane

Pages 5.10-12 through 5.10-13, Section 5.10, *Transportation and Traffic*. The following text has been revised in response to Comment B3-1 from Nerses Yerjanian, California Department of Transportation.

Existing Freeway Level of Service

As previously stated, two CMP freeway-monitoring stations in the vicinity of the project study area were identified for the freeway traffic analysis. One station is on I-605 just north of the I-605/SR-60 interchange. The other station is on SR-60 to the east of I-605/SR-60 interchange. Existing daily traffic volumes, ~~V/C ratios~~ density values, and LOS for the AM and PM peak hours are presented in Tables 5.10-8 and 5.10-9, respectively. ~~As these tables indicate, the analyzed freeway-monitoring stations currently operate at satisfactory LOS.~~

Table 5.10-8
Existing (Year 2006) AM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	2005 Volume	Existing (Year 2006) Volume	Existing (Year 2006) ~~V/C~~ Density	Existing (Year 2006) LOS
I-605 North of the I-605/SR-60 Junction						
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	5,894	5,953	28.80 ~~0.56~~	D ~~C~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	9,020	9,110	45.6 ~~0.86~~	F ~~D~~
SR-60 East of the SR-60/I-605 Junction						
Eastbound	5	11,750	7,771	7,849	29.4 ~~0.67~~	D ~~C~~
Westbound	5	11,750	8,555	8,641	75.8 ~~0.74~~	F ~~D~~

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Table 5.10-9
Existing (Year 2006) PM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	2005 Volume	Existing (Year 2006)		
				Volume	~~V/C~~ Density	LOS
I-605 North of the SR-60 Junction						
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	8,462	8,510	52.8 ~~0.80~~	F ~~D~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	7,822	7,900	29.8 ~~0.75~~	D
SR-60 East of the I-605 Junction						
Eastbound	5	11,750	8,495	8,580	33.7 ~~0.73~~	D
Westbound	5	11,750	8,350	8,434	27.2 ~~0.72~~	D

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Pages 5.10-30 through 5.10-34, Section 5.10, *Transportation and Traffic*. The following text has been revised in response to Comment B3-1 from Nerses Yerjanian, California Department of Transportation.

Future Without Project (Year 2011)

Daily traffic volumes, ~~V/C ratios~~ density values, and LOS for the AM and PM peak hours are presented in Tables 5.10-33 and 5.10-34 for the Future Without Project (Year 2011) condition. The traffic volumes for year 2011 were developed by adding the ambient growth volumes and cumulative projects volumes. As these tables indicate, ~~the freeway monitoring stations analyzed in this scenario would operate at satisfactory LOS and no traffic impacts would occur based on the Caltrans traffic impact analysis guidelines.~~

Table 5.10-33
Future Without Project (Year 2011)
AM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	Year 2011 – No Project		
			Volume	~~V/C~~ Density	LOS
I-605 North of the I-605/SR-60 Junction					
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	6,349	30.7 ~~0.60~~	D ~~C~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	10,146	50.8 ~~0.96~~	F ~~E~~
SR-60 East of the SR-60/I-605 Junction					
Eastbound	5	11,750	8,332	31.2 ~~0.71~~	D ~~C~~
Westbound	5	11,750	9,178	80.6 ~~0.78~~	F ~~D~~

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Table 5.10-34
Future Without Project (Year 2011)
PM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	Year 2011 – No Project		
			Volume	~~V/C~~ Density	LOS
I-605 North of the I-605/SR-60 Junction					
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	9,165	56.9 ~~0.87~~	F ~~D~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	8,413	31.8 ~~0.80~~	D
SR-60 East of the SR-60/I-605 Junction					
Eastbound	5	11,750	9,050	35.5 ~~0.77~~	F ~~D~~
Westbound	5	11,750	8,896	28.6 ~~0.76~~	D

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Future Without Project (Year 2013)

Daily traffic volumes, ~~V/C ratios~~ density values, and LOS for the AM and PM peak hours are presented in Tables 5.10-35 and 5.10-36 for the Future Without Project (Year 2013) condition. The traffic volumes for year 2013 were developed by adding the ambient growth volumes and cumulative projects volumes. Cumulative project volumes for year 2013 reflect trip reductions due to closure of the Puente Hills Landfill. As these tables indicate, ~~the freeway monitoring stations analyzed in this scenario would operate at satisfactory LOS and no traffic impacts would occur based on the Caltrans traffic impact analysis guidelines.~~

Table 5.10-35
Future Without Project (Year 2013)
AM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	Year 2013 – No Project		
			Volume	~~V/C~~ Density	LOS
I-605 North of the I-605/SR-60 Junction					
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	6,349	31.3 ~~0.60~~	D ~~C~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	10,146	51.7 ~~0.96~~	F ~~E~~
SR-60 East of the SR-60/I-605 Junction					
Eastbound	5	11,750	8,332	31.3 ~~0.71~~	D ~~C~~
Westbound	5	11,750	9,178	80.7 ~~0.78~~	F ~~D~~

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Table 5.10-36
Future Without Project (Year 2013)
PM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	Year 2013 – No Project		
			Volume	~~V/C~~ Density	LOS
I-605 North of the I-605/SR-60 Junction					
Northbound	4.5	9,400 ~~10,575~~	9,165	58.0 ~~0.87~~	F ~~D~~
Southbound	4.5	9,400 ~~10,575~~	8,413	32.4 ~~0.80~~	D
SR-60 East of the SR-60/I-605 Junction					
Eastbound	5	11,750	9,050	36.4 ~~0.77~~	F ~~D~~
Westbound	5	11,750	8,896	29.1 ~~0.76~~	D

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Future With Project Scenario 1 (Year 2011)

Daily traffic volumes, ~~V/C ratios~~ density values, and LOS for the AM and PM peak hours are presented in Tables 5.10-37 and 5.10-38 for the Future With Project Scenario 1 (Year 2011) condition. The traffic volumes for this scenario were developed by adding ambient growth, new trips generated by the PHIMF, and new trips generated by the cumulative projects. As these tables indicate, ~~the analyzed freeway monitoring stations would continue operating at satisfactory LOS and~~ compared to the Future Without Project (Year 2011) condition, the LOS of the freeway monitoring stations analyzed in this scenario would remain the same and no traffic impacts would occur based on the Caltrans traffic impact analysis guidelines. ~~Additionally, compared to the Future Without Project (Year 2011) condition, the LOS of the freeway monitoring stations analyzed in this scenario would remain the same.~~

Table 5.10-37
Future With Project Scenario 1 (Year 2011)
AM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	Year 2011 – With Project		
			Volume	~~V/C~~ Density	LOS
I-605 North of the I-605/SR-60 Junction					
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	6,353	30.8 ~~0.60~~	D ~~C~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	10,156	50.8 ~~0.96~~	F ~~E~~
SR-60 East of the SR-60/I-605 Junction					
Eastbound	5	11,750	8,332	31.2 ~~0.71~~	D ~~C~~
Westbound	5	11,750	9,178	80.6 ~~0.78~~	F ~~D~~

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Table 5.10-38
Future With Project Scenario 1 (Year 2011)
PM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	Year 2011 – With Project		
			Volume	~~V/C~~ Density	LOS
I-605 North of the I-605/SR-60 Junction					
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	9,171	56.9 ~~0.87~~	F ~~D~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	8,419	31.8 ~~0.80~~	D
SR-60 East of the SR-60/I-605 Junction					
Eastbound	5	11,750	9,050	35.5 ~~0.77~~	F ~~D~~
Westbound	5	11,750	8,896	28.6 ~~0.76~~	D

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Future With Project Scenario 2 (Year 2013)

Daily traffic volumes, ~~V/C ratios~~ density values, and LOS for the AM and PM peak hours are presented in Tables 5.10-39 and 5.10-40 for the Future With Project Scenario 2 (Year 2013) condition. The traffic volumes for this scenario were developed by adding the ambient growth, new trips generated by the PHIMF, and new trips generated by the cumulative projects. The cumulative projects for this scenario include the closure of the Puente Hills Landfill and its conversion to recreational uses. As these tables indicate, ~~the analyzed freeway monitoring stations would continue operating at satisfactory LOS and~~ compared to the Future Without Project (Year 2013) condition, the LOS of the freeway monitoring locations analyzed in this scenario would remain the same and no traffic impacts would occur based on the Caltrans traffic impact analysis guidelines. ~~Additionally, compared to the Future Without Project (Year 2013) condition, the LOS of the freeway monitoring locations analyzed in this scenario would remain the same.~~

Table 5.10-39
Future With Project Scenario 2 (Year 2013)
AM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	Year 2013 – With Project		
			Volume	~~V/C~~ Density	LOS
I-605 North of the I-605/SR-60 Junction					
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	6,478	31.4 ~~0.61~~	D ~~C~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	10,354	51.8 ~~0.98~~	F ~~E~~
SR-60 East of the SR-60/I-605 Junction					
Eastbound	5	11,750	8,381	31.4 ~~0.71~~	D ~~C~~
Westbound	5	11,750	9,234	81.0 ~~0.79~~	F ~~D~~

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Table 5.10-40
Future With Project Scenario 2 (Year 2013)
PM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	Year 2013 – With Project		
			Volume	~~V/C~~ Density	LOS
I-605 North of the I-605/SR-60 Junction					
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	9,351	58.0 ~~0.88~~	F ~~D~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	8,594	32.4 ~~0.81~~	D
SR-60 East of the SR-60/I-605 Junction					
Eastbound	5	11,750	9,315	36.6 ~~0.79~~	F ~~D~~
Westbound	5	11,750	9,075	29.2 ~~0.77~~	D

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Appendix H, *Traffic Impact Analysis*, Pages 91 through 94, Section 6.0, Freeway Analysis and Technical Appendix. The following text has been revised in response to Comment B3-1 from Nerses Yerjanian, California Department of Transportation.

See Appendix I of this FEIR for revisions to the Traffic Impact Analysis and associated technical appendices for changes to Appendix H, *Traffic Impact Analysis*.

Page 5.2-55, Section 5.2, *Air Quality*. The following text has been revised in response to Comment B3-4, from Nerses Yerjanian, California Department of Transportation.

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. The District shall coordinate with and obtain a permit from the California Department of Transportation and/or the Los Angeles County Department of Public Works for any heavy construction equipment and/or materials that require the use of oversized-transport vehicles.

Page 5.2-30, Section 5.2, *Air Quality*. The following text has been revised in response to Comment B5-7 from Susan Nakamura, South Coast Air Quality Management District.

Health Risk Analysis

Whenever a project would require use of chemical compounds that have been identified in SCAQMD Rule 1403~~1~~, placed on CARB's air toxics list pursuant to AB 1807, or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the SCAQMD. Table 5.2-13 lists the SCAQMD's TAC incremental risk thresholds for operation of a project.

Table 5.2-13
SCAQMD Toxic Air Contaminants
Incremental Risk Thresholds

Maximum ~~Incremental~~ Individual Cancer Risk	≥ 10 in 1 million
Hazard Index (project increment)	≥ 1.0

Page 5.2-38, Section 5.2, *Air Quality*. The following text has been revised in response to Comments B5-12 and B5-16 from Susan Nakamura, South Coast Air Quality Management District.

Rubber-Tired Gantry Cranes. Operation of the PHIMF would include use of up to two RTG cranes to transfer intermodal containers between trucks and rail cars on the loading tracks. Each train can accommodate up to 182 containers. Each container would need to be both taken off the trucks and placed on outbound trains and, conversely, taken off inbound trains and placed on the trucks. To be conservative, it was assumed that for both loading and unloading, 40 percent of the time containers would require double handling (292 lifts) while 60 percent of the time containers would only require one lift (218 lifts). Under a single-train per day operations, there would be 510 lifts per day. An RTG crane has a transfer rate of 35 lifts per hour. Based on data prepared by Sierra Research, it is anticipated that the RTG cranes would cumulatively operate 14.6 hours per day in order to move the containers associated with 4,000 tons per day of waste and 29.2 hours per day under two-trains-per-day operations in 2013....

Page 5.2-55, under Impact 5.2-3, Section 5.2, *Air Quality*. The following mitigation measures have been added/revised in response to Comments B5-13 and B5-22 from Susan Nakamura, South Coast Air Quality Management District and Comment D9-22 from Daryl Koutnik, Impact Sciences.

2-1 ~~To the extent allowed by the Public Contract Code, t~~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 ~~provided that such equipment is commercially available~~.

Page 5.2-51, Section 5.2, *Air Quality*. The following text has been revised in response to Comment B5-15 from Susan Nakamura, South Coast Air Quality Management District; C3-2 from Iris Aguirre, Los Angeles County Department of Health; D7-2 through D7-14 from Peter Aylward, Strategic Property Advisors; D11-30 from Maria Mejia, Attorney; E9-13, E25-5, E28-2 through E28-8, E30-4, E32-2, E35-8 from the Residents of the North Whittier Neighborhood Watch-Avocado Heights Coalition; E52-3 from Don Moss; and E53-16 from Duncan McKee.

With respect to odors from containerized MSW, all containers accepted at the PHIMF would be required to be leakproof and have their vents closed during transit to the MRL. Wash-down of the empty containers would be conducted at the MRL. Furthermore, consistent with State Regulations (Title 27), as enforced by ~~under~~ the Local Enforcement Agency (LEA) under the direction of ~~permit required by~~ the California Integrated Waste Management Board, containers (full or empty) would not be allowed to remain on-site for ~~up to~~ more than 96 hours. Based on discussions with the UPRR, the LACSD expects the loading and transport process to take approximately 24 hours, and in almost all cases occur within 48 hours, limiting the potential for odors to occur.

To determine the potential for odor to substantially affect a significant number of people, the LACSD conducted a study to investigate the potential for odors to be noticeable outside the container. The study was carried out over several months and was based upon prior landfill operating experience and research, supplemented with a comprehensive field study. The field study, carried out at the Puente Hills Landfill and PHMRF, included monitoring refuse-filled containers similar to those that will be used in the waste-by-rail system. Seven field tests were conducted from January to July 2007, including tests conducted in the summer months when ambient temperatures reached close to 100˚F. For the laboratory tests, the LACSD uses two different olfactory methods. The first method, conducted in conformance with ASTM E679-04, involves an odor panel of six to ten people, trained in odor detection that measure the intensity of odorants. The second method uses gas chromatography/mass spectrometry-olfactometry (GC/MS-OLF) to identify odorants. Gas samples were sent to the LACSD's Joint Water Pollution Control Plant Laboratory for olfactometry analysis.

The laboratory analysis performed for hydrogen sulfide (H_2S) gas (which is considered a highly odorous compound) in samples taken both inside and just outside (two feet) of the container showed that in all instances, the H_2S levels outside of the container were below the detection level of the laboratory analysis (less than 0.1 ppm) after four days in all seven of the field tests. Similar laboratory analyses for other odorous compounds (e.g. mercaptons and other sulfide compounds) confirmed this trend. Odor panel results are expressed as a dilution to threshold ratio (D/T), which is the ratio of clean dilution gas to that of the sample gas in order to reduce the sample gas to below the detection level. In general, a D/T level of over 100 would be quite noticeable and values over 1,000 would be offensive. Levels in the interior of the containers were ranged from 1,500 to 44,000 D/T. However, odor levels just outside the container (two feet) were ranged from 20 to 660 D/T,[1] with most being in the 20 to 50 D/T range, and were generally indistinguishable from ambient air samples.

Trained technicians conducted field observations for the presence of odors. The technicians noted a decrease in odor intensity at progressively further distances from the containers. In no instances did the technician detect any odors at distances over 15 feet from the container. Consequently, both laboratory and field tests confirm that substantial odors would not be generated from the containerized waste because odors from the containers would generally be indistinguishable from ambient air samples at distances of 15 feet.

[1] The 660 D/T value included background value of 580 D/T, indicating that the odor panel is likely picking up background odors and not odors associated with the MSW container.

Although no significant odor-related impacts associated with transportation of MSW in containers would occur, as part of the operations of the facility the LACSD would develop and implement an Odor Management Plan for the PHIMF. The plan would be designed to minimize odor impacts from the project. As part of the Conditions of Approval for the project, the City of Industry will require the LACSD to submit the Odor Management Plan prior to issuance of occupancy permits of the PHIMF. The plan would:

1) Describe potential odor sources at the facility;

2) Identify ways to prevent or minimize the odors, including, but not limited to measures identified in the:

   a. Mesquite Regional Landfill Environmental Impact Report/Environmental Impact Statement (EIR/EIS),

   b. MRL Conditional Use Permit (CUP), and

   c. PHIMF DEIR;

3) Outline community response procedures, including a 24-hour, staffed complaint hotline;

4) Describe corrective actions to be taken if odor is confirmed; and

5) Specify record-keeping requirements.

As part of the Odor Management Plan, the LACSD would verify that severely odorous refuse loads are not placed directly into the containers without implementing additional procedures to reduce odor generation. The procedures may involve mixing odorous refuse with normal refuse, allowing odorous loads to aerate before loading, or using odor-control substances to reduce odor generation. Furthermore, the LACSD has already set up a hotline that is staffed 24 hours per day to receive any odor complaints at the Puente Hills Landfill and the PHMRF and would extend this program to include the PHIMF. A sign would be posted at the PHIMF displaying the contact telephone number of this hotline. If an odor complaint is received technicians would be dispatched within two hours to investigate and the time, date, and location of the complaint would be documented.

The LACSD would also follow procedures outlined in the MRL EIR/EIS to reduce odor generation. The most effective method to minimize odors would be to keep vents and other openings closed. Carbon filters or other air-scrubbing device would be available at the PHIMF for installation on containers, as necessary. Accordingly, the containers will be designed to accommodate the installation of these air-scrubbing devices. Some of the odor-control measures identified in the MRL EIR/EIS included the washing of containers for every sixth trip to the landfill, using fully sealed containers, and keeping the vents on the containers closed except during the unloading of refuse at the MRL. The LACSD is currently constructing the MRL, which will have a container wash facility and a container repair facility.

LACSD would also implement a regular Container Inspection, Maintenance, and Repair Program. Elements of this program would include: 1) inspecting all containers for dents, punctures, structural damage, and graffiti; 2) monitoring the proper working condition of the lids, doors, seals, and vents; 3) ensuring that all vents on containers are closed prior to transit; 4) implanting a container tracking protocol that would allow for regular, preventative maintenance (e.g., door seal replacement) to occur according to the manufacture's specifications; 5) identifying locations where container maintenance and repair would be conducted and where damaged containers would be stored; 6) establishing measures

to be taken to minimize odor while containers are awaiting repair or during repairs; 7) minimizing odor associated with container repairs conducted at the PHIMF; and 8) establishing a program for regular cleaning of containers. Records of any container inspection, maintenance, and repair conducted at the MRL would be made available at the PHIMF for inspection by the public to ensure the program is effective. Container damage that could allow escape of odors and gas to the atmosphere, such as damage to lids, doors, walls, and seals, would be repaired immediately. All routine maintenance and repair of containers used at the PHIMF and other local intermodal facilities would be conducted at the MRL. Container repair and maintenance activities at the PHIMF would be limited to emergency situations or if the container could not be transported safely to the MRL without repairs.

Based on these requirements and the distance from the PHIMF to nearby sensitive land uses, potential odor impacts from on-site containerized MSW are less than significant.

Page 5.2-39, Section 5.2, *Air Quality*. The following text has been revised in response to Comment B5-16, from Susan Nakamura, South Coast Air Quality Management District.

… The switch locomotive would have a combined duty-cycle-composite weighted horsepower of 178.55. Daily use of the switch locomotive is assumed to be three hours per train, based on data prepared by Sierra Research for the MRL and operations as proposed by the LACSD. This is based on the following: 1) it takes 41 minutes for a switch locomotive traveling at 15 miles per hour (mph) to travel approximately 54,000 feet (approximate distances traveled by car segments and switch locomotive and 2) it takes another 49 minutes for a switch locomotive to couple size segments of railcars onto each other, with each coupling event taking five minutes plus travel time at 5 mph.

Page 5.2-55, under Impact 5.2-5, Section 5.2, *Air Quality*. The following mitigation measures have been revised/added in response to Comment B5-22 from Susan Nakamura, South Coast Air Quality Management District; D8-8 from Dale Goldsmith, Armbruster & Goldsmith; and E9-13 from the Residents of the North Whittier Neighborhood Watch-Avocado Heights Coalition.

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.

2-7 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.

Page 6-1, under Impact 5.2-4, Section 6, *Significant Unavoidable Adverse Impacts*. The following references to the Mitigation Measures have revised.

- *Impact 5.2-4.* **Significant.** Operation of the PHIMF would generate emissions of NO_X that exceed the SCAQMD's mass daily operational emission thresholds and would significantly contribute to the SoCAB ozone and fine particulate matter ($PM_{2.5}$) nonattainment designation. Traffic improvements ~~proposed~~ for operation of the project required under Mitigation Measures 10-1,

10-2, 10-9, and 10-10 ~~as part of the project~~ (see Section 5.10, *Transportation and Traffic*), would generally improve local traffic flow, thereby reducing emissions generated in the project study area...

Page 6-1, under Impact 5.7-2, Section 6, *Significant Unavoidable Adverse Impacts*. The following references to the Mitigation Measures have revised.

- *Impact 5.7-2.* **Significant.** Two to four additional train trips on the Union Pacific Railroad (UPRR) would result in noticeable single-event noise when project-related trains pass residential neighborhoods adjacent to the railroad tracks. Implementation of Mitigation Measures 7-1 ~~and~~through 7-~~2~~3 would reduce noise levels from all train activities (existing and project-related trains) within the immediate vicinity of the PHIMF, to the extent feasible....

Page 5.2-56, Section 5.2, *Air Quality*. The following text has been revised in response to Comment B5-29 from Susan Nakamura, South Coast Air Quality Management District.

Impact 5.2-4

Traffic improvements ~~proposed~~ for operation of the project required under Mitigation Measures 10-1, 10-2, 10-9, and 10-10 ~~as part of the project~~ (see Chapter 5.10, *Transportation and Traffic*), would generally improve local traffic flow, thereby reducing emissions created in the project area. In addition, Mitigation Measure 10-9 would warn motorists of the anticipated length of delay at the Workman Mill Road at-grade crossing, up to six to seven minutes, which would allow motorists to turn off their engines….

Page 5.2-56, under Impact 5.2-3, Section 5.2, Air Quality. The reference to the Mitigation Measures has been revised.

... As shown in this table, Measure 2-5 through~~and~~ 2-~~6~~9 would reduce concentrations of PM_{10} and $PM_{2.5}$; however, air pollutant emissions generated during construction activities would continue to exceed the SCAQMD thresholds. Consequently, Impact 5.2-5 would remain significant and unavoidable.

Page 5.11-4, Under Impact 5.11-1, Section 5.11, *Utilities and Service Systems*. The following text has been revised in response to Comment C1-2 from Dan Arrighi, San Gabriel Valley Water District.

The LACSD would be required to obtain a "will-serve" letter from the San Gabriel Valley Water Company for the project. 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. The LACSD would coordinate with the San Gabriel Valley Water District for 1) relocation of facilities that would be displaced during construction activities, and 2) installation of additional facilities, if warranted, to accommodate the new alignment of San Gabriel Valley Water District facilities that were displaced as a result of the proposed project, in accordance with rules filed with the California Public Utilities Commission (PUC) and San Gabriel Valley Water District's tariff schedule.

Page 3-15, Section 3, *Project Description*. The following text has been revised in response to Comment C3-1, from Iris Aguirre, Los Angeles County Department of Public Health.

Under the CIWMB's tiered permitting system, the LACSD would be required to provide notification to the Local Enforcement Agency (LEA) prior to operation of the PHIMF and to meet certain minimum regulatory standards in order to operate. The Los Angeles County Department of Public Health ~~Services~~ would be the designated LEA for the project.

Page 3-46, Section 3, *Project Description*. Table 3-6 has been revised in response to Comment C3-1, from Iris Aguirre, Los Angeles County Department of Public Health.

Table 3-6
Intended Uses of the EIR

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 Regional Planning	Approval of off-street improvements within Parcel A
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

Page 3-15, Section 3, *Project Description*. The following text has been added in response to Comment C3-5 from Iris Aguirre, Los Angeles Department of Public Health; D9-2 from Daryl Koutnik; and D11-14 from Maria Mejia, Attorney.

The proposed project would involve the construction of an off-street access road between the PHMRF and the PHIMF. This access road would be used to reduce the potential impact of project-generated traffic (see discussion below: Off-Street Access). Based on preliminary engineering, the internal roadways of the PHMRF have adequate capacity to accommodate planned PHMRF traffic as well as the additional trucks from other MRFs that would be routed around the PHMRF to use the off-street access to the PHIMF. Modifications proposed at the PHMRF include 1) changing the external traffic circulation around the PHMRF facility, 2) adding compactors to the out-loading bays, and 3) adding infrastructure

required for an automatic equipment identification system. Minor modifications to other PHMRF facilities~~,~~ ~~such as scales and check in facilities, may~~ ~~also be needed~~ to accommodate the additional truck traffic, include 1) constructing a new road from the PHMRF support areas (vehicle maintenance and general maintenance areas) to the parking lot south of the PHMRF building, 2) constructing a short-descent ramp to provide ingress to the PHIMF road to the north or access to the loading bays and egress to the PHIMF road to the south, and 3) constructing a short bridge over the existing out-loading bay road at the west end of the PHMRF to provide direct access to the PHIMF support areas. In addition, the outloading bays at the PHMRF (i.e., where the residual refuse, after sorting/recovery, is loaded into the top of transfer trailers prior to transport to landfills) would be modified to incorporate preload compactors. The preload compactors would be used to compact the refuse prior to loading in the intermodal containers, thereby increasing the payload of the containers. The PHMRF was designed to accommodate these preload compactors; therefore, installation of these units would only involve minor modifications. Additional infrastructure required for an automatic identification system typically includes readers of transponder signals, workstation or programmable logic controllers, network communications, and an interface with an existing scale indicator.

Page 5.11-5, Under Impact 5.11-1, Section 5.11, *Utilities and Service Systems*. The following text has been added in response to Comment C4-6 from Fred Rubin, County of Los Angeles Department of Public Works.

Construction of the PHIMF and associated off-site improvements may require modifications to the surrounding sewer system infrastructure maintained by the County of Los Angeles Department of Public Works (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 LACSD would accommodate rerouting or realignment of existing sewer lines maintained by the DPW's Consolidated Sewer Maintenance District that may be displaced as a result of the proposed project, in accordance with rules filed with the California Public Utilities Commission (PUC). However, the DPW has indicated that no significant effects on facilities maintained by the DPW would occur as a result of the project.

Page 5.10-52 and 5.10-53, Section 5.10, *Transportation and Traffic*. Mitigation Measure 10-3 and 10-6 have been revised in response to Comment C5-1 from Christopher Magdosku, City of Whittier.

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.

10-6 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.

Page 5.4-2, Section 5.4, *Geology and Soils*. The following text has been added in revised in response to Comment D2-6 from Maria Mejia, Attorney.

Slope Failure (Landslides)

Landslide is a general term for a wide variety of processes and landforms involving the downslope movement of masses of soil and rock material. There is a broad range of landslide morphology, rates, patterns of movement, and scale. Types include rockfall, mudflow, slump, and many others (American Geologic Institute 1984).~~s are movements of relatively large landmasses, either as nearly intact bedrock blocks, or as jumbled mixes of bedrock blocks, fragments, debris, and soils. Landslide materials are commonly porous and very weathered in the upper portions and along the margins of the slide. They may also have open fractures and joints. Slope failures can occur during or after periods of intense rainfall or in response to strong seismic shaking. Areas of high topographic relief, such as steep canyon walls, are most likely to be impacted by rockfalls, rockslides, and soil slips, and to a lesser degree, landslides~~. As shown in the Seismic Hazard Zones, El Monte Quadrangle map the project site is not located within an area with earthquake-induced landslides (CGS 1999).

Page 5.4-2, Footnote 1, Section 5.4, *Geology and Soils*. The following text has been revised in response to Comment D2-6 from Maria Mejia, Attorney.

Breccia, or castic rock, is a sedimentary rock comprised of angular fragments from a previous rock structure, cemented in a matrix that may be of similar or different material. Dynamic or crush breccia formation at the base of a landslide refers to rocks made up of broken fragments, typically with haphazard arrangement, in a matrix consisting of smaller fragments and pulverized rock called gouge (Dietrich and Skinner 1979).

Page 5.4-2, Footnote 2, Section 5.4, *Geology and Soils*. The following text has been revised in response to Comment D2-6 from Maria Mejia, Attorney.

An abandoned active stream wash, in the context of this document, relates to streams that have not been abandoned in geologic time by directional changes of the flow, but rather abandoned due to recent development.

Appendix H Traffic Impact Analysis, *Technical Appendices*. Base year traffic counts have been incorporated in response to Comment D2-8 from Maria Mejia, Attorney.

See Appendix G of this FEIR for additions to Appendix H – Traffic Impact Analysis, Technical Appendices.

Page 5.7-51 through 5.7-52, Section 5.7, *Noise*. Mitigation Measure 7-1 has been revised in response to Comments B8-2 and D8-6 from Dale Goldsmith, Armbruster & Goldsmith; D9-14 from Daryl Koutnik, Impact Sciences; and D11-48 from Maria Mejia, Attorney.

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, as shown on Figure 5.7-8.
- 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 from 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.

Page 5.7-53, Under Impact 5.7-2, Section 5.7, *Noise*. A new Mitigation Measure 7-3 has been included in response to Comment B8-4 from Dale Goldsmith, Armbruster & Goldsmith.

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.

Page 5.7-56, Under Impact 5.7-2, Section 5.7, *Noise*. The reference to the Mitigation Measures has been revised.

Two to four additional train trips on the UPRR would result in noticeable single-event noise when project-related trains pass residential uses adjacent to the railroad tracks. Implementation of Mitigation Measures 7-1 ~~and~~through 7-~~2~~3 would reduce noise levels from all train activities (existing and project-related trains) within the immediate vicinity of the PHIMF.

Page 5.7-58, Under Impact 5.7-4, Section 5.7, *Noise*. The reference to the Mitigation Measures has been revised.

… However, reducing the speed of car coupling operations to no more than 5 mph (Mitigation Measure 7-~~3~~4) would reduce instantaneous car coupling noise levels by 6 dBA.

Page 3-16, Section 3, *Project Description*. The following text has been revised to clarify the maximum tonnage of containers in response to Comment D9-4 from Daryl Koutnik, PhD., Impact Sciences, Inc.

To ensure a smooth and continuous flow in operations, empty and full intermodal containers would be staged along the sides of the rail-loading tracks and temporarily stored within the northern portion of the site while awaiting transfer to trucks or rail cars, shown as "B" on Figure 3-5. Containers typically would be stacked up to three high at these locations. Railcar containers would be either long (40 x 9.5 x 8) or short (20 x 12 x 8.5), with a maximum capacity ranging from ~~of~~ 23.5 tons for containers received from off-site MRFs or transfer stations transported by diesel-powered trucks to 33 tons from containers from the PHMRF transported by hostler truck. A diesel-powered side-pick container handler would be used to move and stack containers within the site. The container storage area would be partially surrounded by a

10-foot-high screening wall and new landscaping along the north end of the site. In accordance with CIWMB regulations, the PHIMF would be allowed to store full containers on-site for up to 96 hours. Empty containers would not be subject to this regulation and could be stored indefinitely.

Page 5.5-22, Section 5.5, *Hazards and Hazardous Materials*. Mitigation Measure 5-3 has been revised in response to Comment D9-9 from Daryl Koutnik, Impact Sciences, and for technical corrections to address the correct location for the off-street access road located 2845 Workman Mill Road (Parcel A).

5-3 County Sanitation District No. 2 of Los Angeles County (LACSD) shall conduct soil sampling in the vicinity of the Zee Medical ~~Cintas~~ facility at 2845 ~~2829~~ Workman Mill Road under oversight of a professionally certified and/or licensed environmental consultant. The following environmental assessment activities shall be performed:

1) 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).

2) 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.

3) 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.

Page 5.5-22, Section 5.5, *Hazards and Hazardous Materials*. Mitigation Measure 5-4 has been revised in response to Comment D9-10 from Daryl Koutnik, Impact Sciences.

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, 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 EPA 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

(NPDES) 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).

Page 5.7-52, Under Impact 5.7-2, Section 5.7, *Noise*. Mitigation Measure 7-2 has been revised in response to Comments D9-17 from Daryl Kountik, Impact Sciences and D11-49 from Maria Mejia, Attorney.

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 ~~LACSD~~ 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 ~~LACSD~~ 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. ~~Supplementary safety measures are generally required by the FRA, including:~~

- ~~Four quadrant gates to block the entire roadway/railroad crossing.~~
- ~~Gates with medians or channelization devices to prevent motorists from driving into the opposing lane to avoid gates.~~
- ~~One way streets with gates.~~
- ~~Permanent or temporary road closures so that there are no motorists crossing the railroad.~~
- ~~Wayside horn mounted at crossings that projects a warning down the roadway in both directions. This substantially reduces the noise footprint along roadway corridors from the quarter-mile dispersal of train horn noise.~~

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

Page 5.10-52, under Impact 5.10-2, Section 5.10, *Transportation and Traffic*. Mitigation Measures 10-1 and 10-2 have been revised in response to Comments D9-18 from Daryl Koutnik, Impact Sciences and D11-41 from Maria Mejia, Attorney.

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 ~~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 Mitigation Measure 10-1. The traffic analysis shall include the collection of baseline traffic data prior to the operation of two trains at the Puente Hills Intermodal Facility (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.~~ 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. ~~additional Mitigation Measures shall be provided to address and redirect these truck trips.~~

Pages 5.2-50 through 5.2-51, Section 5.2, *Air Quality*. The following tables have been revised to address annual concentrations in response to Comment D9-20 from Daryl Koutnik, PhD., Impact Sciences, Inc.

Table 5.2-30
Chronic Noncancer Risk for Diesel Particulate Matter – Residences

Distance	*Pellissier Village Residence*	*Gladstone Residences*	*Whittier Woods Residences*	*Spyglass Residences*	*Avocado Heights Residences*
Year 2011 Exposure Risk Assessment					
Diesel Particulate Matter	0.024 $\mu g/m^3$	0.018 $\mu g/m^3$	0.017 $\mu g/m^3$	0.001 $\mu g/m^3$	0.005 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0048	0.0036	0.0034	0.0002	0.0010
Chronic Noncancer Standard	1	1	1	1	1
Exceeds Standard?	No	No	No	No	No
Year 2013 Exposure Risk Assessment					
Diesel Particulate Matter	0.052 $\mu g/m^3$	0.045 $\mu g/m^3$	0.035 $\mu g/m^3$	0.004 $\mu g/m^3$	0.001 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0104	0.0090	0.0070	0.0008	0.0020
Chronic Noncancer Standard	1	1	1	1	1
Exceeds Standard?	No	No	No	No	No
9-Year Exposure Risk Assessment					
Diesel Particulate Matter	0.04 $\mu g/m^3$	0.034 $\mu g/m^3$	0.029 $\mu g/m^3$	0.003 $\mu g/m^3$	0.009 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0080	0.0068	0.0058	0.0008	0.0018
Chronic Noncancer Standard	1	1	1	1	1
Exceeds Standard?	No	No	No	No	No
30-Year Exposure Risk Assessment					
Diesel Particulate Matter ($\mu g/m^3$)	0.025 $\mu g/m^3$	0.018 $\mu g/m^3$	0.016 $\mu g/m^3$	0.001 $\mu g/m^3$	0.005 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0050	0.0036	0.0032	0.0002	0.0010
Chronic Noncancer Standard	1	1	1	1	1
Exceeds Standard?	No	No	No	No	No
70-Year Exposure Risk Assessment					
Diesel Particulate Matter	0.022 $\mu g/m^3$	0.012 $\mu g/m^3$	0.01 $\mu g/m^3$	0.001 $\mu g/m^3$	0.003 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0044	0.0024	0.0020	0.0002	0.0006
Chronic Noncancer Standard	1	1	1	1	1
Exceeds Standard?	No	No	No	No	No

Source: Health Risk Assessment for Puente Hills Intermodal Facility, November 2007 (see Appendix C2).
[1] The diesel particulate matter concentration at which no adverse health effects are anticipated.

Table 5.2-31
Chronic Noncancer Risk for Diesel Particulate Matter – Educational Facilities

Distance	Mills Elementary School	Everest College	Rio Hondo College
Year 2011 Exposure Risk Assessment			
Diesel Particulate Matter	0.001 $\mu g/m^3$	0.009 $\mu g/m^3$	0.001 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0002	0.0018	0.0002
Chronic Noncancer Standard	1	1	1
Exceeds Standard?	No	No	No
Year 2013 Exposure Risk Assessment			
Diesel Particulate Matter	0.004 $\mu g/m^3$	0.028 $\mu g/m^3$	0.004 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0008	0.0056	0.0008
Chronic Noncancer Standard	1	1	1
Exceeds Standard?	No	No	No
9-Year Exposure Risk Assessment			
Diesel Particulate Matter	0.02 $\mu g/m^3$	0.002 $\mu g/m^3$	0.003 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0040	0.0004	0.0006
Chronic Noncancer Standard	1	1	1
Exceeds Standard?	No	No	No

Source: Health Risk Assessment for Puente Hills Intermodal Facility, November 2007 (see Appendix C2).
[1] The diesel particulate matter concentration at which no adverse health effects are anticipated.

Table 5.2-32
Chronic Noncancer Risk for Diesel Particulate Matter – Maximally Exposed Individual Worker

Distance	Industrial Building to the Southwest	Industrial Building to the Northeast	Industrial Building to the South
Year 2011 Exposure Risk Assessment			
Diesel Particulate Matter	0.050 $\mu g/m^3$	0.047 $\mu g/m^3$	0.027 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0100	0.0094	0.0054
Chronic Noncancer Standard	1	1	1
Exceeds Standard?	No	No	No
Year 2013 Exposure Risk Assessment			
Diesel Particulate Matter	0.138 $\mu g/m^3$	0.145 $\mu g/m^3$	0.131 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0276	0.0290	0.0262
Chronic Noncancer Standard	1	1	1
Exceeds Standard?	No	No	No
40-Year Exposure Risk Assessment			
Diesel Particulate Matter	0.052 $\mu g/m^3$	0.052 $\mu g/m^3$	0.032 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0104	0.0104	0.0064
Chronic Noncancer Standard	1	1	1
Exceeds Standard?	No	No	No

Source: The Planning Center. Health Risk Assessment for Puente Hills Intermodal Facility, November 2007 (see Appendix C2).
[1] The diesel particulate matter concentration at which no adverse health effects are anticipated.

Appendix C2 – Health Risk Analysis, Pages 37 through 39, Section 5.2, Chronic Noncancer Health Risks. The following text and tables have been revised in Appendix C2 to address annual concentrations in response to Comment D9-20 from Daryl Koutnik, PhD., Impact Sciences, Inc.

… Tables 9 through 18~~13~~ provide the estimations of the chronic noncancer health risk associated with project-related DPM under each scenario...

Table 9
Chronic Noncancer Health Risks of DPM – Year 2011 Residential Exposure Scenario

	Pellissier Village	***Gladstone***	***Whittier Woods***	***Spyglass***	***Avocado Heights***
C_{DPM}	0.024	0.018	0.017	0.001	0.005
REL_{DPM}	5	5	5	5	5
HI_{DPM}	0.0048	0.0036	0.0034	0.0002	0.0010
Significance Threshold	1	1	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 10
Chronic Noncancer Health Risks of DPM – Year 2013 Residential Exposure Scenario

	Pellissier Village	***Gladstone***	***Whittier Woods***	***Spyglass***	***Avocado Heights***
C_{DPM}	0.052	0.045	0.035	0.004	0.01
REL_{DPM}	5	5	5	5	5
HI_{DPM}	0.0104	0.0090	0.0070	0.0008	0.0020
Significance Threshold	1	1	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 11~~9~~
Chronic Noncancer Health Risks of DPM – 9-Year Residential Exposure Scenario

	Pellissier Village	Gladstone	Whittier Woods	Spyglass	Avocado Heights
C_{DPM}	0.04	0.034	0.029	0.003	0.009
REL_{DPM}	5	5	5	5	5
HI_{DPM}	0.0080	0.0068	0.0058	0.0008	0.0018
Significance Threshold	1	1	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 12~~10~~
Chronic Noncancer Health Risks of DPM – 30-Year Residential Exposure Scenario

	Pellissier Village	Gladstone	Whittier Woods	Spyglass	Avocado Heights
C_{DPM}	0.025	0.018	0.016	0.001	0.005
REL_{DPM}	5	5	5	5	5
HI_{DPM}	0.0050	0.0036	0.0032	0.0002	0.0010
Significance Threshold	1	1	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 13~~11~~
Chronic Noncancer Health Risks of DPM – 70-Year Residential Exposure Scenario

	Pellissier Village	Gladstone	Whittier Woods	Spyglass	Avocado Heights
C_{DPM}	0.022	0.012	0.01	0.001	0.003
REL_{DPM}	5	5	5	5	5
HI_{DPM}	0.0044	0.0024	0.0020	0.0002	0.0006
Significance Threshold	1	1	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 14
Chronic Noncancer Health Risks of DPM – Year 2011 Educational Facility Exposure Scenario

	Everest College	Mills Elementary School	Rio Hondo College
C_{DPM}	0.02	0.002	0.003
REL_{DPM}	5	5	5
HI_{DPM}	0.0040	0.0004	0.0006
Significance Threshold	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 15
Chronic Noncancer Health Risks of DPM – Year 2013 Educational Facility Exposure Scenario

	Everest College	Mills Elementary School	Rio Hondo College
C_{DPM}	0.02	0.002	0.003
REL_{DPM}	5	5	5
HI_{DPM}	0.0040	0.0004	0.0006
Significance Threshold	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 16~~12~~
Chronic Noncancer Health Risks of DPM – 9-Year Educational Facility Exposure Scenario

	Everest College	Mills Elementary School	Rio Hondo College
C_{DPM}	0.02	0.002	0.003
REL_{DPM}	5	5	5
HI_{DPM}	0.0040	0.0004	0.0006
Significance Threshold	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 17
Chronic Noncancer Health Risks of DPM – Year 2011 Worker Exposure Scenario

	SouthwestBldg.	Northeast Bldg.	South Bldg.
C_{DPM}	0.052	0.052	0.032
REL_{DPM}	5	5	5
HI_{DPM}	0.0104	0.0104	0.0064
Significance Threshold	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 18
Chronic Noncancer Health Risks of DPM – Year 2013 Worker Exposure Scenario

	Southwest~~east~~ Bldg.	Northeast Bldg.	South Bldg.
C_{DPM}	0.052	0.052	0.032
REL_{DPM}	5	5	5
HI_{DPM}	0.0104	0.0104	0.0064
Significance Threshold	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 19~~13~~
Chronic Noncancer Health Risks of DPM – 40-Year Worker Exposure Scenario

	Southwest~~east~~ Bldg.	Northeast Bldg.	South Bldg.
C_{DPM}	0.052	0.052	0.032
REL_{DPM}	5	5	5
HI_{DPM}	0.0104	0.0104	0.0064
Significance Threshold	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Pages 5.2-42, Section 5.2, *Air Quality*. The following technical correction has been made in Table 5.2-23 to be consistent with the data presented.

Table 5.2-23
Localized Construction Impact Emissions Concentrations[1]

Distance	*CO 1-Hour[2,6]*	*CO 8-Hour[3,6]*	*NO_2 1-Hour[4,6]*	*PM_{10} 24-Hour[5]*	*PM_{10} 24-Hour[6]*	*$PM_{2.5}$ 24-Hour[5]*	*$PM_{2.5}$ 24-Hour[6]*
Peak Mass Daily Emissions (lb/day)	190	190	423	81	42	32	24
Concentration at 25 meters (82 feet)	5.20	3.74	0.13	**32.3**	**23.1**	**12.1**	12.4
Concentration at 50 meters (164 feet)	5.18	3.73	0.13	**28.1**	**20.4**	**10.9**	11.2
Concentration at 100 meters (328 feet)	5.15	3.71	0.14	**22.7**	**16.4**	8.9	8.0
Concentration at 200 meters (656 feet)	5.11	3.68	0.14	**17.0**	**12.0**	6.8	6.8
Concentration at 500 meters (1,640 feet)	5.07	3.65	0.14	**10.4**	7.0	4.1	4.0
Ambient Air Quality Standard	20	9.0	0.18	10.4	10.4	10.4	10.4
Exceeds Standard?	No	No	No	**Yes**	**Yes**	**Yes**	**Yes** ~~No~~

Source: Synectecology, *Puente Hills Intermodal Facility Focused Air Quality Study*, November 2007.
[1] CO and NO_2 are in ppm, PM_{10} and $PM_{2.5}$ are in $\mu g/m^3$.
[2] Includes a background concentration of 5 ppm.
[3] Includes a background concentration of 3.6 ppm.
[4] Includes a background concentration of 0.12 ppm.
[5] Demolition activities.
[6] Grading/site preparation activities.

Appendix C2 – Health Risk Analysis, Pages 37 through 39, Section 5.2, Chronic Noncancer Health Risks. The following modeling appendices have been revised in Appendix C2 to address annual concentrations in response to Comment D9-20 from Daryl Koutnik, PhD., Impact Sciences, Inc.

See Appendix K of this FEIR for additions to Appendix C2 – Health Risk Analysis, Appendices.

A scale has been incorporated on the following figures in response to Comments D11-4, D11-29, E1-18, from Maria Mejia, Attorney:

See Appendix J, *Revised Figures*:

- Figures 1-2 and 3-3, *Aerial Photograph*
- Figure 1-6 and 7-1, *Location of Project Alternatives*
- Figure 4-1, *Sensitive Land Uses Proximate to the Project Site*
- Figure 5.1-2, *Viewshed Location Map*
- Figure 5.2-2, *Predominant Wind Directions*
- Figure 5.7-1, *Noise and Vibration Monitoring Locations*
- Figure 5.7-8, *Sound Wall Locations*

- Figure 7-2, *Location of Other IMFs*

The description of the length of the staging and arrival/departure tracks has been revised in the following figures:

See Appendix J, *Revised Figures*:

- Figure 1-4 and 3-12, *Track Layout*

The San Gabriel River and San Jose Creek have been indentified on Figure 4-1 in response to Comment D11-4, D11-29, E1-18, from Maria Mejia, Attorney:

See Appendix J, *Revised Figures*:

- Figure 4-1, *Sensitive Land Uses Proximate to the Project Site*

Page 5.4-10, under Impact 5.4-1, Section 5.4, *Geology and Soils*. Mitigation Measure 4-1 has been revised in response to Comment D11-35 from Maria Mejia, Attorney.

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).

Page 5.7-16, Section 5.7, *Noise*. The following text has been revised in response to Comment D11-44 from Maria Mejia, Attorney.

According to the traffic analysis conducted by IBI, dated June 19, 2007, the project would generate 96 trips in the morning peak hour and 96 trips in the evening peak hour. For year 2011/2012, b~~B~~ecause many of the existing trips associated with carrying residual waste from the Puente Hills Materials Recovery Facility (PHMRF) to the Puente Hills Landfill or other offsite landfills would be rerouted to the PHIMF, the project would not increase traffic on local roadways....

Page 5.7-41, Section 5.7, Noise. The following text has been revised in response to Comment D11-46 from Maria Mejia, Attorney.

Table 5.7-20 shows vibration levels from train activities that are calculated to occur at these residences and Everest College as a result of placement of the new LACSD arrival/departure tracks and relocation of the UPRR main-line tracks closer to the vibration-sensitive structures. The Department of Transportation's (Caltrans) Transportation Related Earthborne Vibration (2002) notes that the vibration threshold at which there is a risk of architectural damage to normal dwelling-houses with plastered walls and ceilings is 0.2 inch per second or 94 VdB. As shown in Table 5.7-20, both average and maximum

vibration levels calculated at the property line never exceed levels that would result in architectural damage.

Page 5.7-56, under Impact 5.7-7, Section 5.4, *Geology and Soils*. Mitigation Measure 7-7 has been revised in response to Comment D11-47 and D11-52, from Maria Mejia, Attorney. Updating Mitigation Measure numbering is also shown.

7-~~5~~4 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~~5 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~~6 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 (UPRR) 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~~7 Stockpiling and vehicle staging areas shall be located away from occupied dwellings and other sensitive receptors whenever possible. The major stockpiling 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~~8 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.

Page 5.7-56, under Impact 5.7-7, Section 5.7, *Noise*. Mitigation Measure has been added in response to in response to Comment D11-47 from Maria Mejia, Attorney.

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.

Page 6-2, under Impact 5.7-7, Section 6, *Significant Unavoidable Adverse Impacts*. The following references to the Mitigation Measures have revised.

- *Impact 5.7-7.* **Significant.** Mitigation Measures 7-~~3~~5 through 7-~~9~~10 would reduce noise generated by construction activities, but there would still be an unavoidable adverse significant noise impact during the construction period. Consequently, during construction of the project,

Impact 5.7-7 would be significant and unavoidable and a Statement of Overriding Considerations would be required.

Page 5.7-58, under Impact 5.7-4, Section 5.7, *Noise*. The reference to the Mitigation Measure has been revised.

... However, reducing the speed of car coupling operations to no more than 5 mph (Mitigation Measure 7-~~3~~4) would reduce instantaneous car coupling noise levels by 6 dBA…

Page 5.7-59, under Impact 5.7-7, Section 5.7, *Noise*. The reference to the Mitigation Measures have been revised.

Mitigation Measures 7-~~4~~5 through 7-~~8~~10 would reduce noise generated by construction activities to the extent feasible...

Page 5.9-1, Section 5.9, *Recreation*. The following text has been revised in response to Comment E9-12, from Residents of the North Whittier Neighborhood Watch-Avocado Heights Coalition.

…The Schabarum Trail is part of a network of trails in the Western Puente Hills that are jointly managed by the County of Los Angeles Department of Parks and Recreation (DPR) and the Puente Hills Landfill Native Habitat Preservation Authority (NHPA). The County of Los Angeles DPR also maintains a bike trail on the north bank of the San Jose Creek.

Page 5.9-8, Under Impact 5.9-2, Section 5.9, *Recreation*. Mitigation Measure 9-1 has been revised in response to Comment D5-52, from Don Moss, Resident.

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.

Page 5.1-4, Section 5.1, *Aesthetics*. The following text has been revised in response to Comment E1-16 from Jessica Serrano.

As detailed on the Proposed Landscape Plan (Figure 5.1-1) and the Visual Simulation 2 (Figure 5.1-14), the trees to be planted along the site's northwestern edge would be sufficiently tall, including trees from 25 feet to 65 feet or more, to adequately screen the facility and ~~60~~43-foot cranes from view.

Page 3-30, Chapter 3, *Project Description*. The following text has been revised based on technical corrections to the increase in grade at Workman Mill Road.

The Preferred Access Option would involve raising the grade of Workman Mill Road approximately 6~~10~~ feet and constructing the access road approximately 11 feet below existing grade to provide a minimum of 15 feet of vertical clearance for trucks under Workman Mill Road…

Page 5.10-38, Section 5.10, *Transportation and Traffic*. The following text has been revised based on technical corrections to the increase in grade at Workman Mill Road.

Workman Mill Road Partial Closure (Year 2010)

Under the Workman Mill Road Partial Closure (Year 2010) scenario, an internal off-street access roadway would be constructed between the existing PHMRF and the proposed PHIMF. Construction of this off-street access roadway would require raising the street grade of Workman Mill Road approximately 6~~10~~ feet above street grade…

Pages 1-19 through 1-42, Section 1, *Executive Summary*. The following revisions to Table 1-1 have been incorporated in response to Comments from various commenters.

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Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
		Project Design Features	
—	—	PDF-1-1 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-1-2 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-1-3 Directional lighting will be installed at the perimeter of the facility to direct light toward the interior of the site only. PDF-1-4 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-1-5 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-1-6 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.	—
		Mitigation Measures	
5.1-1: The proposed project would not have a substantial adverse effect on scenic vistas or substantially alter the visual appearance of the project site.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
5.1-2: The proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.2 AIR QUALITY			
		Project Design Features	
		PDF-2-1 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-2-2 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-2-3 Whenever a 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 tracks will always be unoccupied. Under two-trains-per-day operation, at least 50 percent of the time a staging track will be unoccupied. PDF-2-4 Electric power will be used instead of gasoline or diesel generators and compressors whenever feasible. PDF-2-5 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-2-6 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	

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures		Level of Significance After Mitigation
			hostlers will be used at the Puente Hills Intermodal Facility as part of this project.	
		PDF-2-7	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-2-8	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.	
		Mitigation Measures		
5.2-1: The PHIMF is consistent with the SCAQMD's Air Quality Management Plan.	Less than significant	No significant impacts have been identified and no mitigation measures are required.		Less than significant
5.2-2: Project-related greenhouse gas emissions would not be cumulatively considerable when compared to statewide greenhouse gas emissions.	Less than significant	No significant impacts have been identified and no mitigation measures are required.		Less than significant
5.2-3: During construction of the PHIMF, the project would generate short-term air pollutant emissions of NO_x that exceed the SCAQMD'S mass daily construction emission thresholds and would significantly contribute to the ozone and fine particulate matter ($PM_{2.5}$) nonattainment designations of the SoCAB.	Potentially Significant.	2-1	~~To the extent allowed by the Public Contract Code, t~~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 ~~provided that such equipment is commercially available~~.	Significant and unavoidable
		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	

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		construction contractor shall retain a flag person to maintain the safety of the adjacent roadways. The District shall coordinate with and obtain a permit from the California Department of Transportation and/or the Los Angeles County Department of Public Works for any heavy construction equipment and/or materials that require the use of oversized-transport vehicles.	
5.2-4: Operation of the PHIMF would generate emissions of NO_X that exceed the SCAQMD's mass daily operational emission thresholds and would significantly contribute to the SoCAB ozone and fine particulate matter ($PM_{2.5}$) nonattainment designation.	Potentially significant	No feasible mitigation measures are available to reduce emissions from mobile sources (employee vehicles, haul trucks, locomotives, and switch locomotive) or stationary sources (forklifts, container handlers, natural gas, architectural coatings) from operation of the Puente Hills Intermodal Facility. All potentially feasible measures to reduce project-related emissions have been incorporated as Project Design Features.	Significant and unavoidable
5.2-5: During construction of the PHIMF, the project would expose sensitive receptors to substantial concentrations of PM_{10} and $PM_{2.5}$ that exceed the SCAQMD's localized significance thresholds.	Potentially significant	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.	Significant and unavoidable

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
5.2-6: Operation of the PHIMF would not expose sensitive receptors to substantial concentrations of air pollutants, including diesel particulate matter, within the vicinity of nearby sensitive receptors.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.2-7: The project would not create objectionable odors affecting a substantial number of people.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.3 CULTURAL RESOURCES			
		Project Design Features	
—	—	No specific Project Design Features are related to cultural resources.	—
		Mitigation Measures	
5.3-1: Construction of the PHIMF may uncover undiscovered sensitive archaeological resources or paleontological resources.	Potentially significant	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.	Less than significant

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Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures		Level of Significance After Mitigation
		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.	
5.3-2: No evidence of human remains has been identified within the project area.	Less than significant	No significant impacts have been identified and no mitigation measures are required.		Less than significant
5.4 GEOLOGY AND SOILS				
		Project Design Features		
—	—	No specific Project Design Features are related to geology and soils.		—
		Mitigation Measures		
5.4-1: The PHIMF, preferred access option, and UPRR rail corridor are located in an area susceptible to liquefaction and seismically induced dry settlement and would require site-specific field investigation prior to grading activities.	Potentially significant	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).	Less than significant
		4-2	All grading and earthwork shall be performed under the oversight and supervision of a registered Geotechnical Engineer.	
5.4-2: Construction of the preferred access option would require reconfiguration of the Industry Private Drain No. 161, Line A, in close proximity to the groundwater table.	Potentially significant	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.	Less than significant
		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	

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Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		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.	
5.4-3: Expansive soils are not anticipated to pose a significant risk to life or property for the proposed project improvements.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.5 HAZARDS AND HAZARDOUS MATERIALS			
		Project Design Features	
—	—	PDF-5-1 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 5-2 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-5-3 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	

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Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures		Level of Significance After Mitigation
			Regional Landfill so that substantial amounts of air cannot flow through the containers.	
		PDF-5-4	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.	
		Mitigation Measures		
5.5-1: Accidental release of hazardous materials associated with the transport, use, and/or disposal of hazardous materials during construction of the PHIMF would be minimized through implementation of the SWPPP.	Less than significant	No significant impacts have been identified and no mitigation measures are required.		Less than significant
5.5-2: Operation of the PHIMF would not create a significant hazard involving the release of hazardous materials to the environment, but would require preparation of a solid waste spill contingency plan.	Potentially significant	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.	Less than significant
5.5-3: The PHIMF project area contains properties included on a list of hazardous materials sites.	Potentially significant	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.	Less than significant
		5-3	County Sanitation District No. 2 of Los Angeles County (LACSD) shall conduct soil sampling in the vicinity of the Zee Medical ~~Cintas~~ facility at 2845 ~~2829~~ Workman Mill Road under oversight of a professionally certified and/or licensed	

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Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		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. <u>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.</u>	
		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	

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Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		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.	
5.5-4: Construction and operation of the PHIMF would not affect the implementation of the County of Los Angeles' or City of Industry's emergency operations plan.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.6 HYDROLOGY AND WATER QUALITY			
		Project Design Features	
—	—	PDF-6-1 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	—

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Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures		Level of Significance After Mitigation
			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-6-2	A pump station will be built to collect and convey any water that collects on the off-street access road during rain events.	
		PDF-6-3	Temporary drainage facilities will be provided during construction activities that disrupt water flow within the two culverts 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.	
		Mitigation Measures		
5.6-1: The proposed project would not violate any water quality standards or waste discharge requirements, provide substantial additional sources of polluted runoff, or otherwise degrade water quality.	Less than significant	No significant impacts have been identified and no mitigation measures are required.		Less than significant
5.6-2: The proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge.	Less than significant	No significant impacts have been identified and no mitigation measures are required.		Less than significant
5.6-3: Development of the proposed project would not substantially alter the existing drainage pattern of the site or area, resulting in substantial erosion or siltation on- or off-site, or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. However, construction of the preferred access option would require the reconstruction of a subsurface storm	Potentially significant	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	Less than significant

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Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
drain, potentially resulting in flooding off-site.		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.	
5.7 NOISE			
		Project Design Features	
—	—	PDF-7-1 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-7-2 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-7-3 Whenever a 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 tracks will always be unoccupied. Under two-trains-per-day operation, at least 50 percent of the time a staging track will be unoccupied. PDF-7-4 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.	—
		Mitigation Measures	
5.7-1: Mobile-source noise generated by roadway traffic from operation of the PHIMF would not significantly increase noise levels in the vicinity of noise-sensitive receptors.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant

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Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
5.7-2: Four additional train trips on the UPRR would significantly increase the number of events that generate single-event train noise in the vicinity of noise-sensitive receptors.	Potentially significant	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 would 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	Significant and unavoidable

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Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		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.	

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Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		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 ~~LACSD~~ 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 ~~LACSD~~ 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. ~~Supplementary safety measures are generally required by the FRA, including:~~ • ~~Four-quadrant gates to block the entire roadway/railroad crossing.~~ • ~~Gates with medians or channelization devices to prevent motorists from driving into the opposing lane to avoid gates.~~ • ~~One-way streets with gates.~~ • ~~Permanent or temporary road closures so that there are no motorists crossing the railroad.~~ • ~~Wayside horn mounted at crossings that projects a warning down the roadway in both directions. This substantially reduces the noise footprint along roadway corridors from the quarter-mile dispersal of train horn noise~~ The City of Industry shall require the LACSD to install a four quadrant gate system	

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Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		(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.	
5.7-3: On-site noise generated from operation of the PHIMF would not significantly increase noise levels in the vicinity of the Pellissier Village or Gladstone residences.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.7-4: Operation of the PHIMF would temporarily increase noise levels during train coupling and during locomotive engine idling on LACSD staging and arrival/departure tracks, resulting in potentially significant levels of noise at the Rose Hills Memorial Park and Rio Hondo College athletic fields and significant levels of noise at the Gladstone residences.	Potentially significant	7-~~43~~ 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 L_{max} at 100 feet.	Rose Hill Memorial Park and Rio Hondo College Athletic Fields: Less Than Significant Gladstone residences: Significant and unavoidable
5.7-5: Construction of the PHIMF, off-street access road, and Improvements within the UPRR would generate perceptible levels of vibration that may be annoying.	Potentially significant	No feasible mitigation measures are available to reduce vibration generated by heavy construction equipment operating in close proximity to vibration-sensitive structures.	Significant and unavoidable
5.7-6: Vibration generated by up to four additional train trips on the UPRR would significantly increase the number of events that generate perceptible vibration, which may be annoying.	Potentially significant	No feasible mitigation measures are available to reduce vibration generated by project-related trains traveling to and from the project site on the Union Pacific Railroad.	Significant and unavoidable
5.7-7: Construction of the PHIMF, off-street access road, and improvements within the UPRR right-of-way would result in temporary noise increases in the vicinity of noise-sensitive	Potentially significant	7-~~5~~4 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	Significant and unavoidable

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Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
receptors.		noise due to worn or improperly maintained parts will be generated. 7-6~~5~~ 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~~6~~ 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~~7~~ 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~~8~~ 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.	

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Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
5.7-8: Roadway closures associated with construction of the off-street access road and improvements within the UPRR right-of-way would not result in significant traffic noise increases in the vicinity of noise-sensitive receptors.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.8 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
		Project Design Features	
—	—	No specific Project Design Features are related to fire protection and emergency services.	—
		Mitigation Measures	
5.8-1: The LACFD would be able to serve the PHIMF with existing contracts for fire services.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
POLICE PROTECTION			
		Project Design Features	
—	—	No specific Project Design Features are related to police protection.	—
		Mitigation Measures	
5.8-2: Tunnels and underpasses attract juveniles, transients, and the criminal element and would require additional police surveillance at the PHIMF.	Potentially significant	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.	Less than significant
SCHOOL SERVICES			
		Project Design Features	
—	—	No specific Project Design Features are related to school services.	—
		Mitigation Measures	
5.8-3: The PHIMF would employ up to 28 people who are likely to reside in the local area, but would not substantially increase student population in nearby school districts.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant`

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Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
LIBRARY SERVICES			
		Project Design Features	
—	—	No specific Project Design Features are related to library services.	—
		Mitigation Measures	
5.8-4: The PHIMF would not substantially impact the ability of the County of Los Angeles Public library system to serve residents in the local vicinity as a result of an increase in 28 employees In the City of Industry.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.9 RECREATION			
		Project Design Features	
—	—	No specific Project Design Features are related to recreation.	—
		Mitigation Measures	
5.9-1: Use of neighborhood and regional parks and other recreation facilities by the 28 PHIMF employees and their families would not substantially deteriorate existing recreation facilities.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.9-2: Construction of railway improvements at the Peck Road UPRR crossing would result in temporary closure of the County Trail No. 11 (Schabarum Trail Alignment).	Potentially significant	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	Less than significant

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Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		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.	
5.10 TRANSPORTATION/TRAFFIC			
		Project Design Features	
—	—	No specific Project Design Features are related to transportation/traffic.	—
		Mitigation Measures	
5.10-1: The construction and operational phases of the proposed project would result in traffic impacts on roadway capacities and the level of service at nearby intersections.	Potentially significant	*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. <u>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.</u>	Less than significant

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Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		10-2 ~~County Sanitation District No. 2 of Los Angeles County shall be required to conduct a follow-up traffic analysis to verify the effectiveness of Mitigation Measure 10-1. The traffic analysis shall include the collection of baseline traffic data prior to the operation of two trains at the Puente Hills Intermodal Facility (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.~~ 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.~~additional Mitigation Measures shall be provided to address and redirect these truck trips.~~	
		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.	

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		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	

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		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.	
5.10-2: Project-related train trips would cause approximately twice the vehicle time-delay at the intersection, when compared to four existing train trips at the Workman Mill Road at-grade crossing	Potentially Significant.	*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	Significant and unavoidable

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		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.	
5.10-3: Project improvements would be designed to adequately address potentially hazardous	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant

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conditions (sharp curves, etc.), potential conflicting uses, and emergency access.			
5.10-4: Adequate parking would be provided for the proposed project.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.11 UTILITIES AND SERVICE SYSTEMS			
		Project Design Features	
—	—	PDF-11-1 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-11-2 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-11-3 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.	—
		Mitigation Measures	
5.11-1: The joint water pollution control plant would be able to accommodate wastewater effluent generated at the PHIMF In accordance with federal, state, and local regulations.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.11-2: The project would modify the existing stormwater drainage system to accommodate on-site stormwater flows during a peak storm event.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.11-3: The PHIMF would accept containerized	Potentially significant	11-1 The Puente Hills Intermodal Facility will not accept containerized municipal solid	Less than significant

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MSW-filled rail containers from transfer stations throughout the Los Angeles area in accordance with local, state, and federal regulations.			waste residue that has not been processed at transfer stations or materials recovery facilities.	
5.11-4: The Gas Company would be able to accommodate gas demands of the PHIMF; however, modifications to the railroad would require relocation of gas pipelines.	Potentially significant	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.	Less than significant
		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.	

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5.11-5: Southern California Edison would be able to accommodate energy demands of the project; However, construction of the PHIMF would require replacement of an on-site electric distribution pole.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant

[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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