

**ONE CHARTER OAK RESIDENTIAL  
DEVELOPMENT PROJECT  
800 N. BANNA AVENUE**



**MITIGATED NEGATIVE DECLARATION  
SCH: 2015041088**

*Lead Agency:*

**City of Covina**  
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Covina, California 91723  
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**OCTOBER 2015**



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**ACRONYMS AND ABBREVIATIONS**

Acronyms/Abbreviation	Definition
ACM	asbestos-containing material
ac-ft/yr	acre-feet per year
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFCs	chlorofluorocarbons
CGS	California Geologic Survey
CH <sub>4</sub>	methane
City	City of Covina
CMP	Congestion Management Program
CNDDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
County	Los Angeles County
COUSD	Charter Oak Unified School District
CPD	Covina Police Department
CRHL	California Registered Historical Landmark
dB	decibel
dBA	A-weighted decibel
DMJM	Daniel, Mann, Johnson, and Mendenhall
EAP	Energy Action Plan
EDR	Environmental Data Resources, Inc.
EPA	United States Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GHG	greenhouse gas
GSWC	Golden State Water Company
HCM	Highway Capacity Manual
I-10	Interstate 10
I-210	Interstate 210
ICU	Intersection Capacity Utilization

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Acronyms/Abbreviation	Definition
IS	Initial Study
JOS	Joint Outfall System
LACFD	Los Angeles County Fire Department
LBP	lead-based paint
L <sub>dn</sub>	day-night average sound level
L <sub>eq</sub>	equivalent sound level
LOS	level of service
LSTs	Localized Significant Thresholds
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MLD	most likely descendent
MND	Mitigated Negative Declaration
MS4	Municipal Separate Storm Sewer System
MTCO <sub>2e</sub>	million metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
N <sub>2</sub> O	nitrous oxide
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	oxides of nitrogen
NOI	Notice of Intent to Adopt a Mitigated Negative Declaration
NPDES	National Pollutant Discharge Elimination System
NPRA	National Park and Recreation Association
O <sub>3</sub>	ozone
OSHA	Occupational Safety and Health Administration
Partner	Partner Engineering and Science, Inc.
PCD	Planned Community Development
PM	particulate matter
PM <sub>2.5</sub>	fine particulate matter
PM <sub>10</sub>	course particulate matter
RHNA	Regional Housing Needs Assessment
RMS	root mean squared
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	Southern California Air Quality Management District
SDLAC	Sanitation Districts of Los Angeles County
SO <sub>2</sub>	sulfur dioxide
SO <sub>x</sub>	oxides of sulfur
SR-2	State Route 2
SR-39	State Route 39
SR-57	State Route 57
SRA	Source-Receptor Area

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Acronyms/Abbreviation	Definition
STC	Sound Transmission Class
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
UWMP	Urban Water Management Plan
V/C	volume-to-capacity
VOC	volatile organic compound
WoUS	Waters of the United States
WRPs	water reclamation plants

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## **PREFACE**

An Initial Study/Mitigated Negative Declaration (IS/MND) and a Notice of Intent (NOI) to adopt an MND were released for public review for the One Charter Oak Residential Development Project (Proposed Project) in May 2015 by the City of Covina. Subsequent to the release of the May 2015 IS/MND and NOI, changes were made to the design of the Proposed Project. These changes are summarized as follows:

- The previously proposed residential development consisted of 108 new single-family homes on an 8.15-acre site. In contrast, the currently proposed residential development consists of 63 new single-family homes on the site, with 2 acres of the site proposed for use as a City park.
- The previously proposed residential density was 13.3 units per acre, and the currently proposed density is 7.7 units per acre.
- The previously proposed residential development included two- and three-story residences. Maximum heights were approximately 35 feet. The currently proposed residential development includes only two-story residences, with maximum heights of approximately 27 feet.
- The previously proposed residential development included site access from Banna Avenue and Cypress Street. The currently proposed residential development includes site access from Banna Avenue and Kidder Avenue. As such, the raised medians and turn pockets proposed for Cypress Street have also been removed from the Proposed Project.
- The previously proposed residential development included a number of design features to address safety concerns related to the adjacent railroad crossing at the intersection of Banna Avenue and Cypress Street. However, because the proposed residential uses would no longer front this intersection, the originally proposed design features have been eliminated.
- To address potential traffic concerns, new design features have been incorporated consisting of restriping along Colver Place and adding a new crosswalk on Cypress Street.

The City has revised the originally released MND and NOI in accordance with the changes that were made to the Proposed Project and is releasing the revised MND and NOI for public review.

The changes to the project design that have occurred subsequent to the release of the May 2015 MND are not considered substantial revisions under the California Environmental Quality Act (CEQA). A substantial revisions is defined in CEQA Guidelines Section 15073.5 as follows: (1)

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a new avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance or (2) the lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significant and new measures or revisions must be required.

The changes that were made to the Proposed Project would not add any new significant effects that were not already identified in the May 2015 MND. Furthermore, the City has not determined that the previously proposed mitigation measures would fail to reduce potential effects to below a level of significance. As such, pursuant to CEQA Guidelines Section 15073.5, the City is not required to recirculate the MND and NOI. However, the City has revised the originally released MND and NOI in accordance with the changes that were made to the project and is releasing the revised MND and NOI for public review. This document constitutes the MND for the currently proposed One Charter Oak Residential Development Project.

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## **1 INTRODUCTION**

This document evaluates the environmental impacts associated with the development and occupancy of the One Charter Oak residential development project (Proposed Project), which would include the development of 63 new detached single-family homes on an approximately 8.15-acre project site that is currently occupied by structures associated with an elementary school that has been closed for approximately 15 years. The project applicant is One Charter Oak, LLC (Applicant).

The Proposed Project is considered to be a project under CEQA. The primary purpose of CEQA is to inform the public and decision makers as to the potential impacts of a project and to allow an opportunity for public input to ensure informed decision making. CEQA requires all state and local government agencies to consider the environmental effects of projects over which they have discretionary authority. CEQA also requires each public agency to mitigate or avoid any significant environmental impacts resulting from the implementation of projects subject to CEQA.

The City of Covina, as the lead agency for the One Charter Oak residential development project, is responsible for preparing environmental documentation in accordance with CEQA to determine if approval of the discretionary actions requested and subsequent development of the Proposed Project could have a significant impact on the environment.

### **1.1 California Environmental Quality Act Compliance**

As provided in Public Resources Code Section 21064.5, a Mitigated Negative Declaration (MND) may be prepared for a project that is subject to CEQA when an Initial Study (IS) has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed Negative Declaration and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

Based on the IS prepared for the Proposed Project, an MND has been prepared for the Proposed Project. The MND has been prepared in conformance with Section 15070(b) of the State CEQA Guidelines. The purpose of the MND and the Initial Study Checklist/Environmental Evaluation is to identify any potentially significant impacts associated with the Proposed Project and incorporate mitigation measures into the project as necessary to eliminate the potentially significant effects of the project or to reduce the effects to a level of insignificance.

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## **1.2 Content and Format of a Mitigated Negative Declaration**

An MND is an informational document intended to disclose to agencies and to the public the environmental consequences of approving and implementing the Proposed Project. This MND includes the following:

- **Section 1.0 Introduction:** This section provides an introduction to the MND, including project background, CEQA compliance, and public review process.
- **Section 2.0, Project Description:** This section provides a detailed description of the Proposed Project evaluated in this MND. This section also includes the project's geographical and environmental setting, objectives of the project, characteristics of the project, and discretionary actions related to the project.
- **Section 3.0, Environmental Evaluation:** This section provides a determination of the level of significance of the Proposed Project's environmental effects, provides a detailed analysis of environmental issues and concerns surrounding the Proposed Project, and provides corresponding mitigation measures to lessen potentially significant impacts.
- **Section 4.0, References:** This section provides a list of references used to prepare the MND.
- **Section 5.0, Preparers:** This section identifies the report preparers for this MND.

## **1.3 Public Review Process**

Pursuant to State CEQA Guidelines Section 15105(b), the Draft MND will be available for a 30-day public review and comment period beginning October 30, 2015, and ending November 30, 2015, at the following location:

City of Covina, Planning Division  
125 East College Street  
Covina, California 91723

In reviewing the Draft MND, affected public agencies and the interested public should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment, as well as ways in which the significant effects of the project are proposed to be avoided or mitigated.

Comments may be made on the Draft MND in writing before the end of the comment period. The comments received on the May 2015 MND and the comments received on this recirculated MND will all be addressed following the close of the public comment period for this MND. The

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City will consider this MND, comments received on the May 2015 MND, as well as comments received on this MND thereto in determining whether to approve the Proposed Project. Written comments on the Draft MND should be sent to the following address by November 30, 2015:

Brian K. Lee, AICP, Director of Community Development City of Covina  
Community Development Department Planning Division 125 East College  
Street  
Covina, California 91723  
Fax: 626.384.5450  
bklee@covina.gov

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**2 PROJECT DESCRIPTION**

**2.1 Project Location**

The project site is located in the City of Covina (City), which is in the southeastern portion of Los Angeles County (County), approximately 22 miles east of downtown Los Angeles (Figure 1 Project Location and Boundary Map). The City is adjacent to the Cities of Azusa and Glendora to the north, the City of West Covina to the south, the Cities of Irwindale and Baldwin Park to the west, and the City of San Dimas to the east. The City is also adjacent to a number of unincorporated communities, such as the communities of Citrus to the north and Vincent to the west.

The Proposed Project is located at 800 N. Banna Avenue, on the southeast corner of Banna Avenue and Cypress Street (Figure 1 Project Location and Boundary Map). The 8.15-acre project site is bounded by Cypress Street to the north, Colver Place to the south, Kidder Avenue to the east, and Banna Avenue to the west. Regional access to the project site is provided via Interstate 210 (I-210) to the north, Interstate 10 (I-10) to the south, and State Route 57 (SR-57) to the east.

**2.2 Existing Setting**

The project site is located within a residential area of the City and was originally developed as an elementary school. The project site has not been used as a school for approximately 15 years. Six single-story classroom and administration buildings, two restroom buildings, a parking lot, playground facilities, and field areas currently occupy the project site. The perimeter of the project site is surrounded by chain link fencing. The property is currently leased to the Vision of Faith International Church. Access to the project site is provided via driveways located along North Banna Avenue. Table 2-1 below summarizes key information related to the project site.

**Table 2-1  
Project Site Information**

<b>Address</b>	800 N. Banna Avenue
<b>Assessor's Parcel Number</b>	8427-003-901
<b>Size</b>	355,014 square feet (8.15 acres)
<b>General Plan Designation</b>	School
<b>Zoning</b>	R-1-7500 Residential Zone (Single-Family)
<b>Existing Use</b>	Vision of Faith International Church

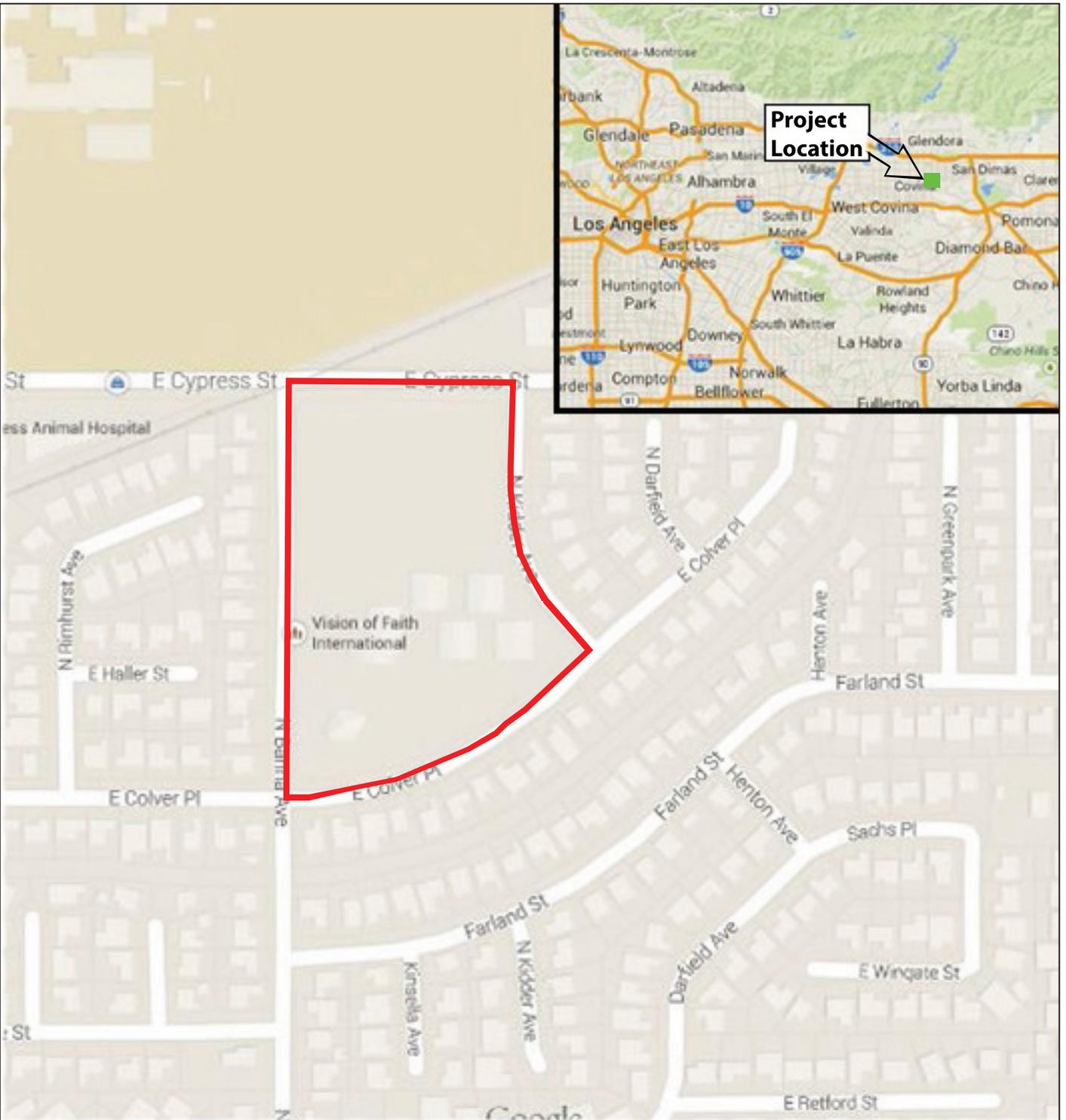
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**Table 2-1  
Project Site Information**

<b>Surrounding Uses and Zoning</b>	<p><u>North</u> Uses: Charter Oak High School, LACFD Station #153 Zoning: R-1-7500 Residential Zone (Single-Family) and RD Residential Zone (Multiple Family)</p> <p><u>South</u> Uses: Single Family Residential Zoning: R-1-7500 Residential Zone (Single-Family)</p> <p><u>East</u> Uses: Single Family Residential Zoning: R-1-7500 Residential Zone (Single-Family)</p> <p><u>West</u> Uses: Single Family Residential Zoning: R-1-7500 Residential Zone (Single-Family)</p>
<b>Regional Access</b>	I-210, I-10, SR-57
<b>Ingress/Egress</b>	Unsignalized full access driveways on Banna Avenue and Cypress Street
<b>Public Services and Utilities</b>	<p>Water: Golden State Water Company Sewer: City of Covina Public Works Solid Waste: Athens Services/Covina Disposal Gas: The Gas Company Electricity: Southern California Edison Police: Covina Police Department Fire: County of Los Angeles Fire Department School District: Charter Oak Unified School District</p>

The project site is designated School under the City’s adopted General Plan (Figure 2 General Plan Land Use Map) and zoned R-1-7500 Residential Zone (Single Family) (Figure 3 Zoning Map).



**Legend:**

 Project



**DUDEK**

SOURCE: ENVIRONMENTAL ADVISORS, LLC 2015

**FIGURE 1**  
**Project Location and Boundary Map**

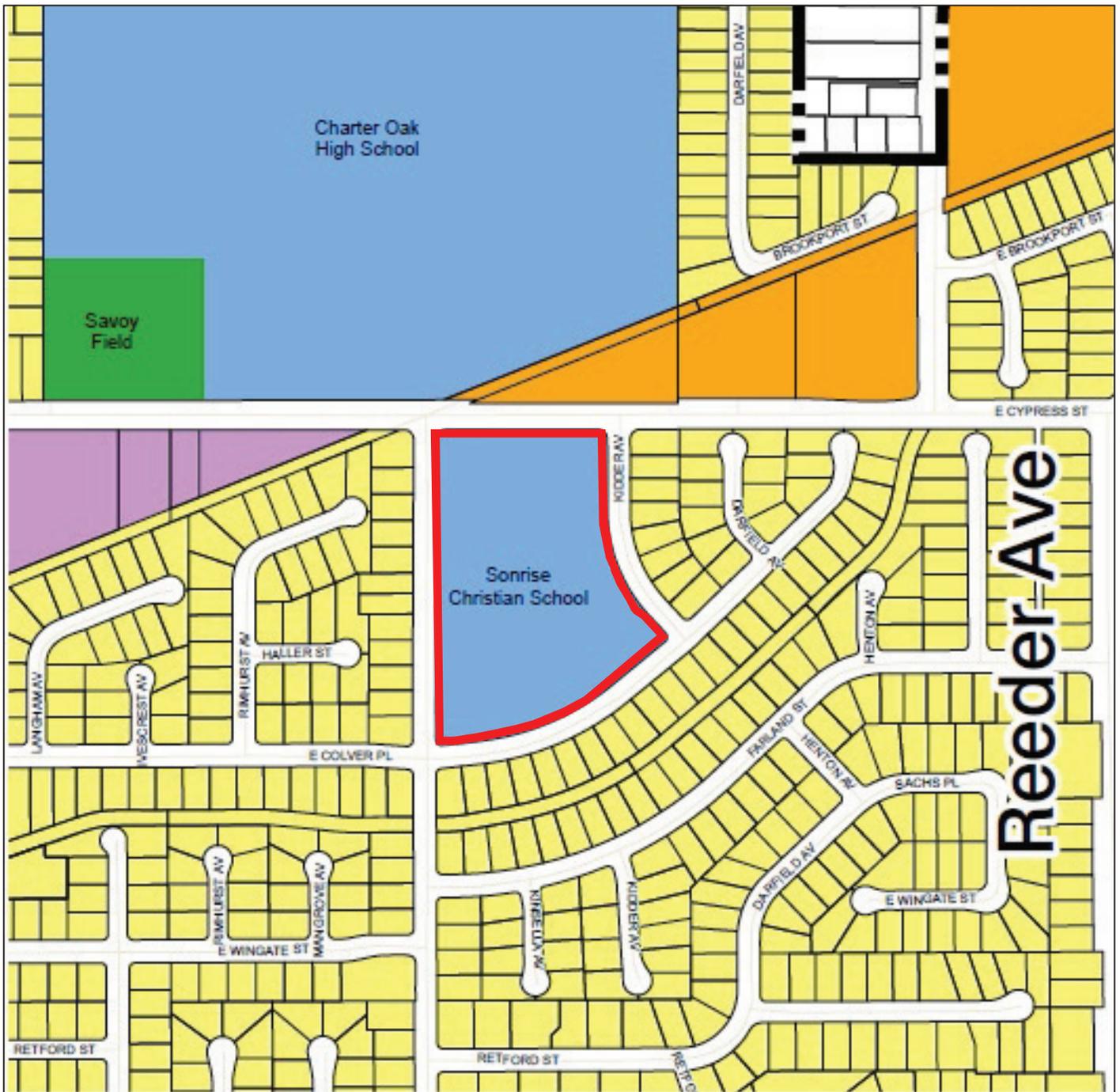
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**One Charter Oak Residential Development Project MND**

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**Legend:**

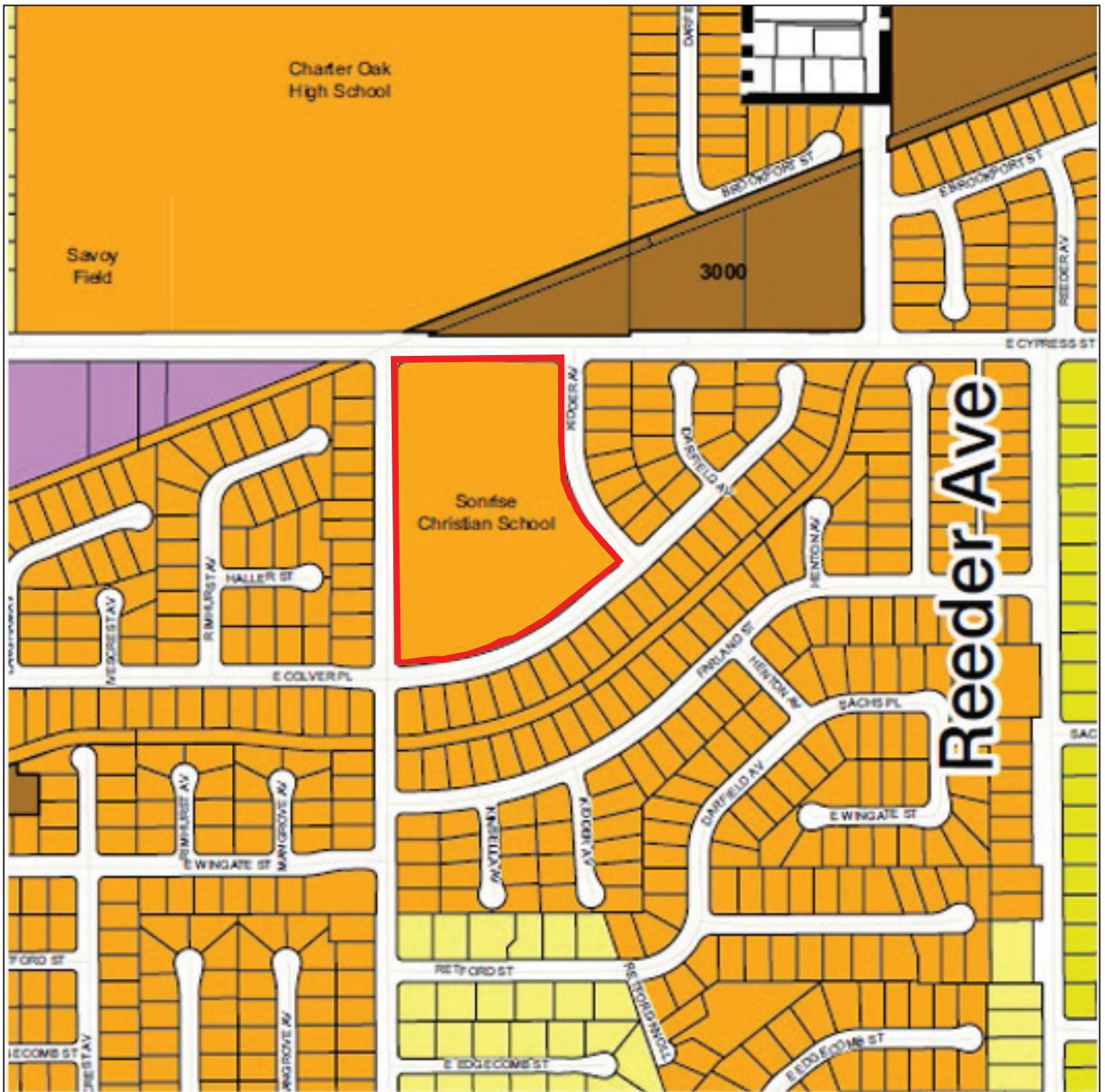
-  S - School
-  Park
-  Project
-  Low Density Residential
-  General Industrial
-  Medium Density Residential



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**Legend:**

- R-1-7500 (Single Family Residential)
- M-1 (Light Manufacturing)
- RD (Multiple Family Residential)
- R-1-10,000 (Single Family Residential)
- R-1-8500 (Single Family Residential)
- Project



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## **Surrounding Land Uses**

The project site is surrounded by existing single-family homes located immediately east, west, and south. Charter Oak High School and Los Angeles County Fire Station #153 are located to the north of the project site. A Metrolink railroad line running northeast-southwest across Cypress Street is also located north of the project site. General Plan land use designations for the surrounding area include Low Density Residential adjacent to the west, south, and east of the project site; Medium Density Residential and School to the north of the project site; and General Industrial west of the rail line. Zoning designations for the surrounding area include R-1-7500 Residential Zone (Single-Family) adjacent to the west, south, and east of the project site; R-1-7500 Residential Zone (Single-Family) and RD Residential Zone (Multiple Family) to the north.

**Photo A – On Banna Avenue north of the corner of Banna Avenue and Colver Place looking east towards the project site.**



Photo A provides a view of the southwest portion of the project site. The school's asphalt-paved parking lot and existing utility lines and equipment are visible in the foreground. Behind the parking lot are several school buildings and accessory structures, some of which are surrounded by chain link fencing. Large open space areas and several pathways between the buildings are also visible. The San Gabriel Mountains are faintly visible in the background.

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**Photo B – On Cypress Street near the intersection of Cypress Street and Banna Avenue, looking west.**



Photo B provides a view of the area to the west of the project site. The northwest corner of the project site is visible on the left portion of Photo B. Ranch-style single-family homes located to the west of the project site are also visible. In the foreground of the photo is the railroad tracks and Metrolink crossing located at the intersection of Cypress Street and Banna Avenue. A small portion of the Charter Oak High School site is visible on the right side of the photo. Utility poles and lines, and street trees located along Cypress Street are visible in the background.

**Photo C - On Kidder looking west-southwest towards the project site.**



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Photo C provides a view of the north portion of the project site. This portion of the project site is largely vacant and covered with grass. In the foreground is a large asphalt playground with basketball courts enclosed by chain link fencing and lined with mature trees. School buildings are visible to the left.

## 2.3 Proposed Project Characteristics

The Applicant is proposing to demolish the existing structures located on the project site and construct 63 detached single-family detached homes at a density of approximately 7.7 units per acre. A 2-acre portion of the project site would be a City park. The park would be bound to the north by Cypress Avenue, to the east by Kidder Avenue, to the west by Banna Avenue, and to the south by the proposed residential development. For the portion of the project site that would be redeveloped for residential use, a General Plan Amendment from School to Medium Density Residential would be required and a zone change from R-1-7500 Residential Zone (Single-Family) to RD (Multiple-Family) with a Planned Community Development (PCD) Overlay would also be required. For the portion of the site that would be a City park, a General Plan Amendment from School to Park would be required, and a zone change from R-1-7500 Residential Zone (Single-Family) to R-R (Residential Recreation) would also be required. Establishment of a park on this portion of the project site would also require a development agreement and a purchase agreement.

Figure 4 Conceptual Site Plan illustrates the conceptual site design and layout of the Proposed Project. The proposed development would consist of two-story detached product types and three unique plan types providing four and up to five bedroom floor plans. Table 2-2 provides a summary of the plan types.

**Table 2-2  
Plan Types**

Plan Type	No. of Units	No. of Stories	Square Footage	Product
Plan 1	20	2	2,095	4 BD + LOFT or 5 BD
Plan 2	20	2	2,210	4 BD + LOFT
Plan 3	23	2	2,492	4 BD + LOFT

## Construction Process

Construction activities are anticipated to start March 2016 and the proposed houses would be constructed in phases depending on market demand over approximately two years. Some homes

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would be occupied while the remaining homes are being constructed. The Proposed Project site contains several vacant buildings and has been largely unused for several years. In the event that rodents are present at the project site prior to construction, they would have the potential to disperse into surrounding areas during demolition and grading. In the event that a rodent population is discovered, the project site would be surveyed by pest control personnel to identify the presence and extent of any infestations. If infestations are identified, appropriate treatments would be identified and implemented prior to grading and demolition to eliminate the potential spread of the infestation. Other standard construction best management practices (BMPs) would be implemented to reduce other construction-related effects such as fugitive dust, noise, and stormwater runoff. Best management practices (BMPs) to reduce fugitive dust emissions would include watering the active sites. BMPs for stormwater runoff would include use of riprap, fiber rolls, and sediment traps. Noise-reducing BMPs would include maximizing the distance between construction equipment staging areas and occupied sensitive receptor areas, and using electric air compressors and similar power tools rather than diesel equipment when feasible.

**Architectural Style**

Architectural styles for the Proposed Project consists of Spanish, California Ranch and Craftsman vernaculars. All units would have stucco exteriors and tile roofing, and would include design elements respective of its architectural style. Proposed design elements would include decorative shutters, gable accents, decorative trims, corbels, iron grilles, stone veneers, decorative rafters, and ornamental iron work.

Each plan type would provide a minimum of two exterior style options. Proposed elevations for each plan type are shown in Figure 5 Elevations.



**PROJECT SUMMARY**

GROSS SITE AREA = 10.01 ACRES  
 NET SITE AREA = 8.15 ACRES  
 TOTAL UNITS = 63  
 DENSITY = 7.7 UNITS/ACRE

**UNIT SUMMARY**

(20) PLAN 1 = 2,095 S.F. (4BD + LOFT OR 5TH BD)  
 (20) PLAN 2 = 2,210 S.F. (4BD + LOFT)  
 (23) PLAN 3 = 2,492 S.F. (4BD + LOFT)  
 63 TOTAL UNITS

**PARKING SUMMARY**

126 GARAGE STALLS (2 CAR-20' X 20' CLR)  
 126 PRIVATE DRIVEWAY STALLS  
 24 IN-TRACT GUEST STALLS  
 276 TOTAL STALLS

4.38 STALLS PER UNIT

**OPEN SPACE SUMMARY**

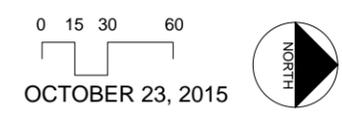
TOTAL OPEN SPACE = 205,154 S.F.  
 PRIVATE OPEN SPACE = 120,154 S.F.  
 PUBLIC OPEN SPACE (PARK) = 85,000 S.F.

AVERAGE PRIVATE OPEN SPACE = 1,907 S.F.

**SITE PLAN NOTES**

- 1 PROPERTY LINE
- 2 2-STORY UNIT TYP.
- 3 INTERIOR LOT LINE
- 4 2-CAR GARAGE TYP.
- 5 GUEST PARKING @ DRIVEWAY (18' DEPTH)
- 6 COMMON MAILBOX PER USPS
- 7 OPEN GUEST STALL TYP.
- 8 PRIVATE STREET
- 9 6' BLOCK WALL OR FENCE PER LANDSCAPE PLANS
- 10 AC CONDENSER
- 11 FUTURE CROSSWALK
- 12 ELECT. TRANSFORMER WITH LANDSCAPE SCREENING

LOT AREA TABLE									
LOT NO.	AREA (SF)								
1	3754	16	4051	31	4042	46	3414	61	3520
2	3745	17	4075	32	3653	47	3623	62	3520
3	3745	18	3868	33	3653	48	3632	63	3445
4	3745	19	3826	34	3815	49	3628	64	8712
5	3745	20	3829	35	3734	50	3622	65	76277
6	3745	21	3833	36	3734	51	3866		
7	3745	22	3834	37	3728	52	4661		
8	3745	23	3841	38	3650	53	4751		
9	3865	24	3842	39	3649	54	3474		
10	4126	25	3703	40	3901	55	3480		
11	3787	26	4201	41	3642	56	3800		
12	4092	27	4263	42	3901	57	3480		
13	4219	28	4086	43	3607	58	4560		
14	4069	29	3927	44	4813	59	5056		
15	3828	30	3921	45	4926	60	3772		



SOURCE: SUMMA ARCHITECTURE 2015



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One Charter Oak Residential Development Project MND

**FIGURE 4**  
**Conceptual Site Plan**

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**One Charter Oak Residential Development Project  
800 N. Banna Avenue  
Mitigated Negative Declaration**

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Material Schedule:

- 1 Concrete 'S' Tile Roofing
- 2 Sand Finish Stucco
- 3 Shaped Foam Cornice
- 4 Stucco O/ 2X Foam Trim
- 5 Decorative Shutters
- 6 Decorative Gable Accent
- 7 Decorative Metal Potshelf



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION

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**One Charter Oak Residential Development Project  
800 N. Banna Avenue  
Mitigated Negative Declaration**

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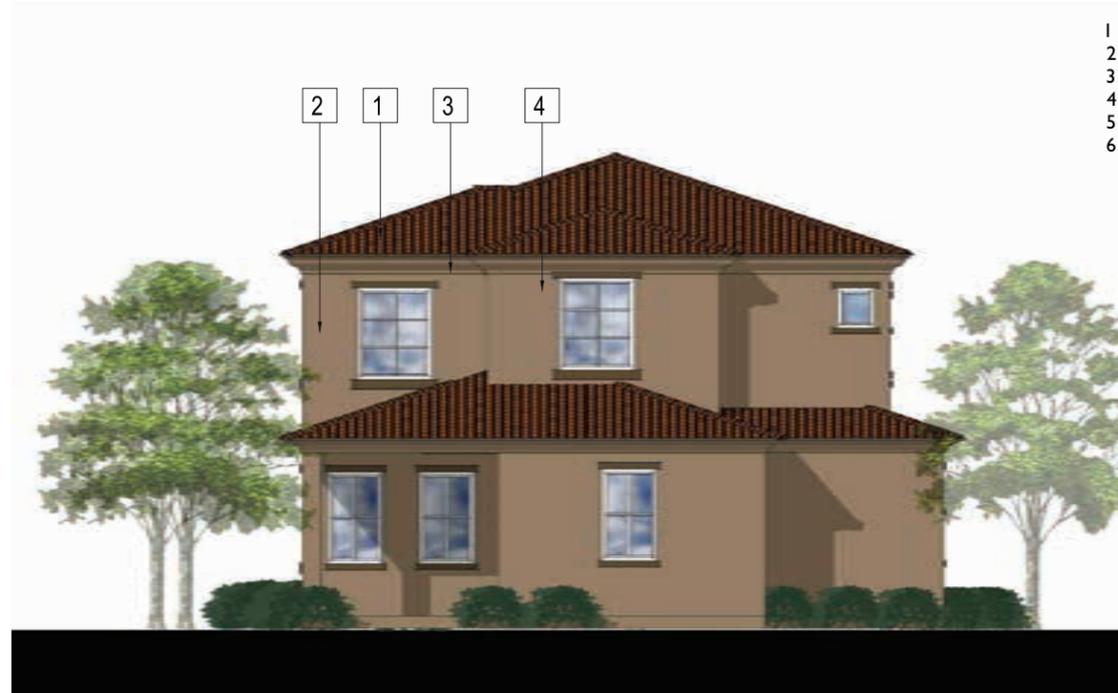
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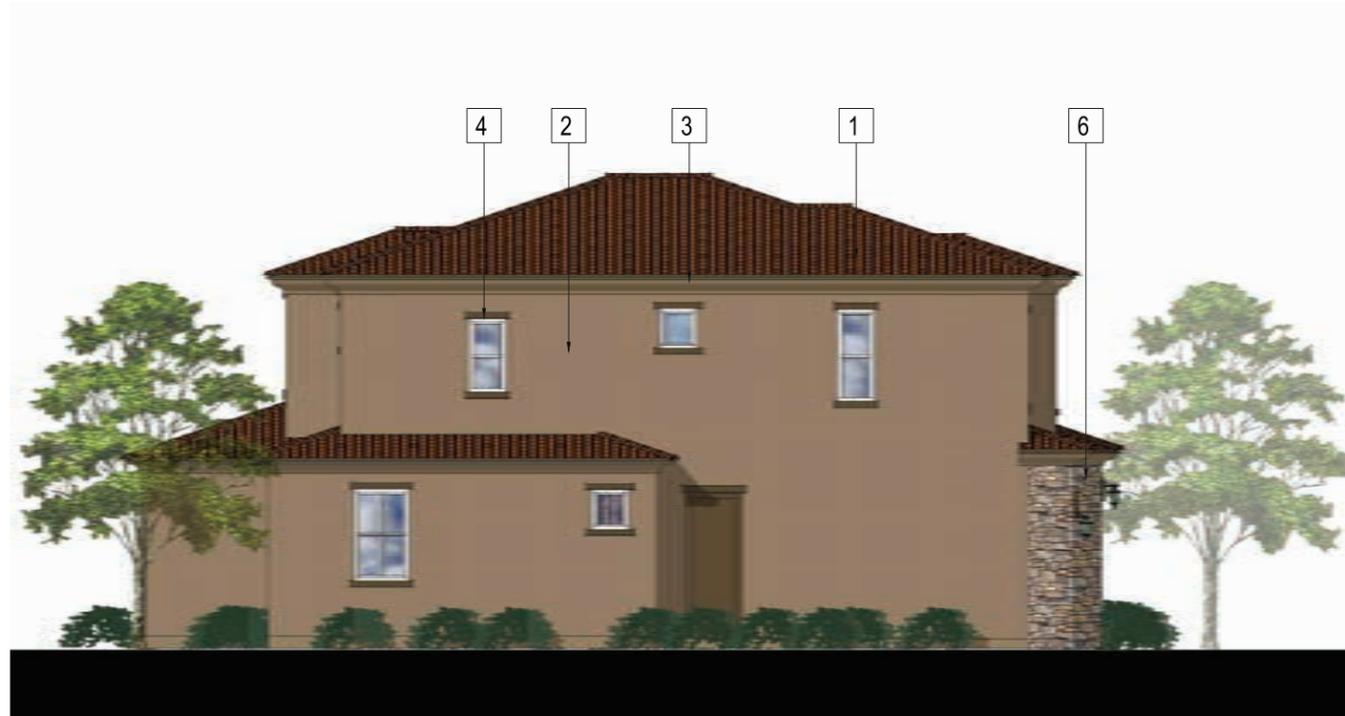
- 1 Concrete 'S' Tile Roofing
- 2 Sand Finish Stucco
- 3 Shaped Foam Cornice
- 4 Stucco O/ 2X Foam Trim
- 5 Decorative Iron Grille
- 6 Stone Veneer



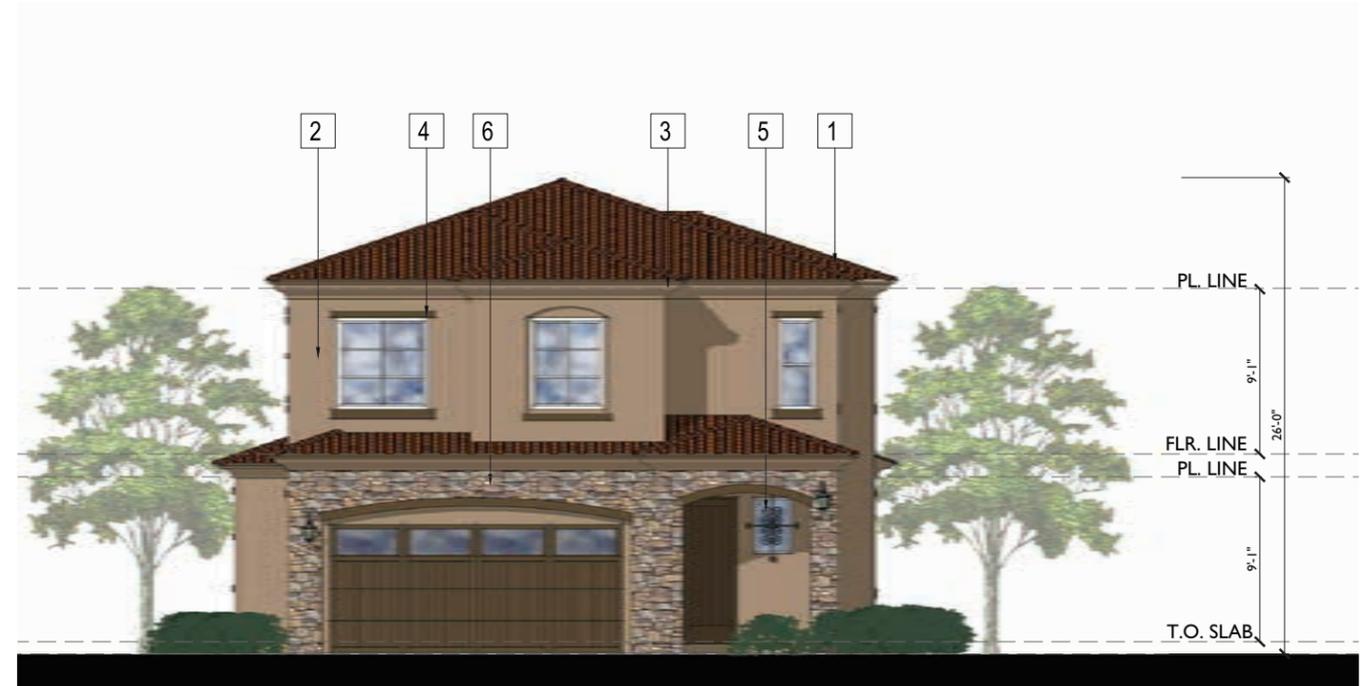
RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION

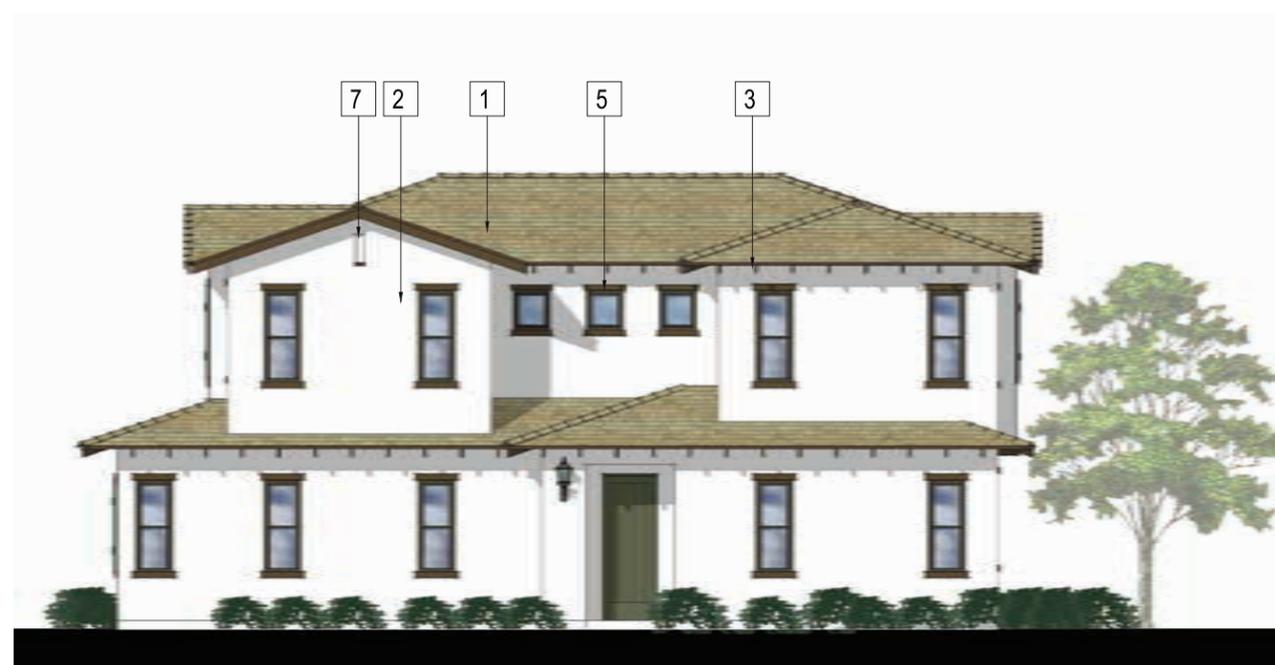
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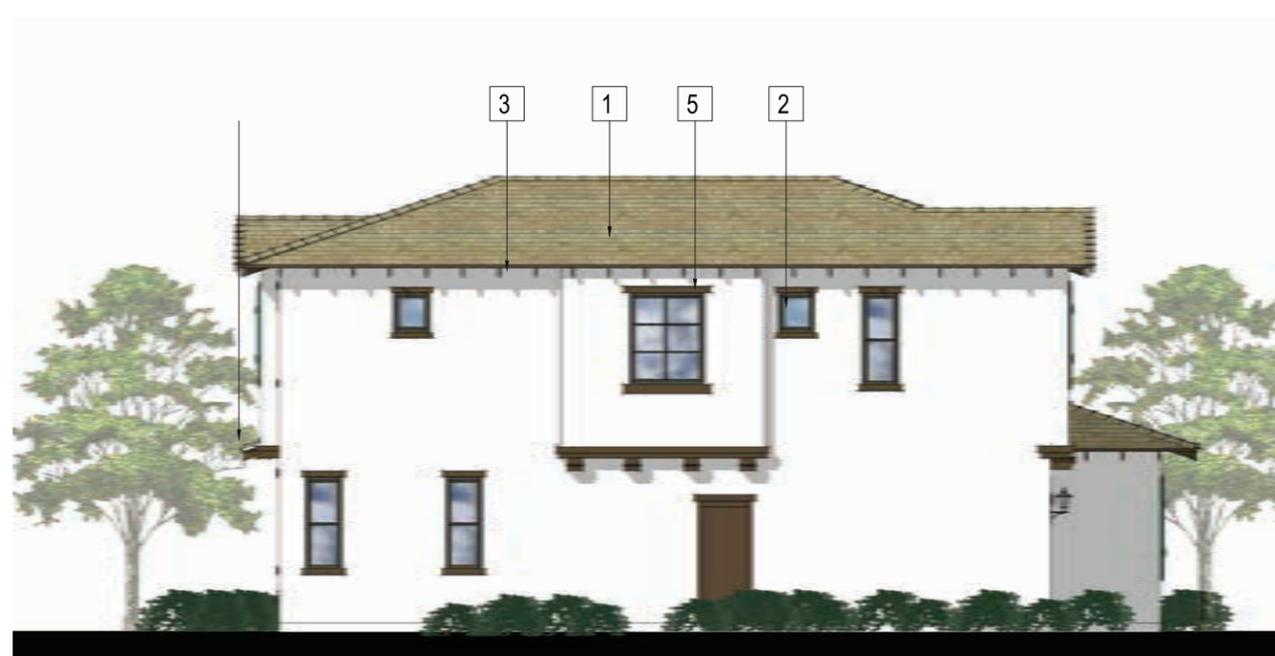
- Material Schedule:
- 1 Concrete Shake Tile Roofing
  - 2 Sand Finish Stucco
  - 3 2X6 Resawn Rafter Tails
  - 4 Decorative Foam Trim
  - 5 Stucco O/ 2X Foam Trim
  - 6 Decorative Shutters
  - 7 Decorative Gable Accent



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION

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**One Charter Oak Residential Development Project  
800 N. Banna Avenue  
Mitigated Negative Declaration**

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Material Schedule:

- 1 Concrete 'S' Tile Roofing
- 2 Sand Finish Stucco
- 3 Shaped Foam Cornice
- 4 Stone Veneer
- 5 Decorative Shaped Potshelf
- 6 Stucco O/2X Foam Trim
- 7 Decorative Iron Grille



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



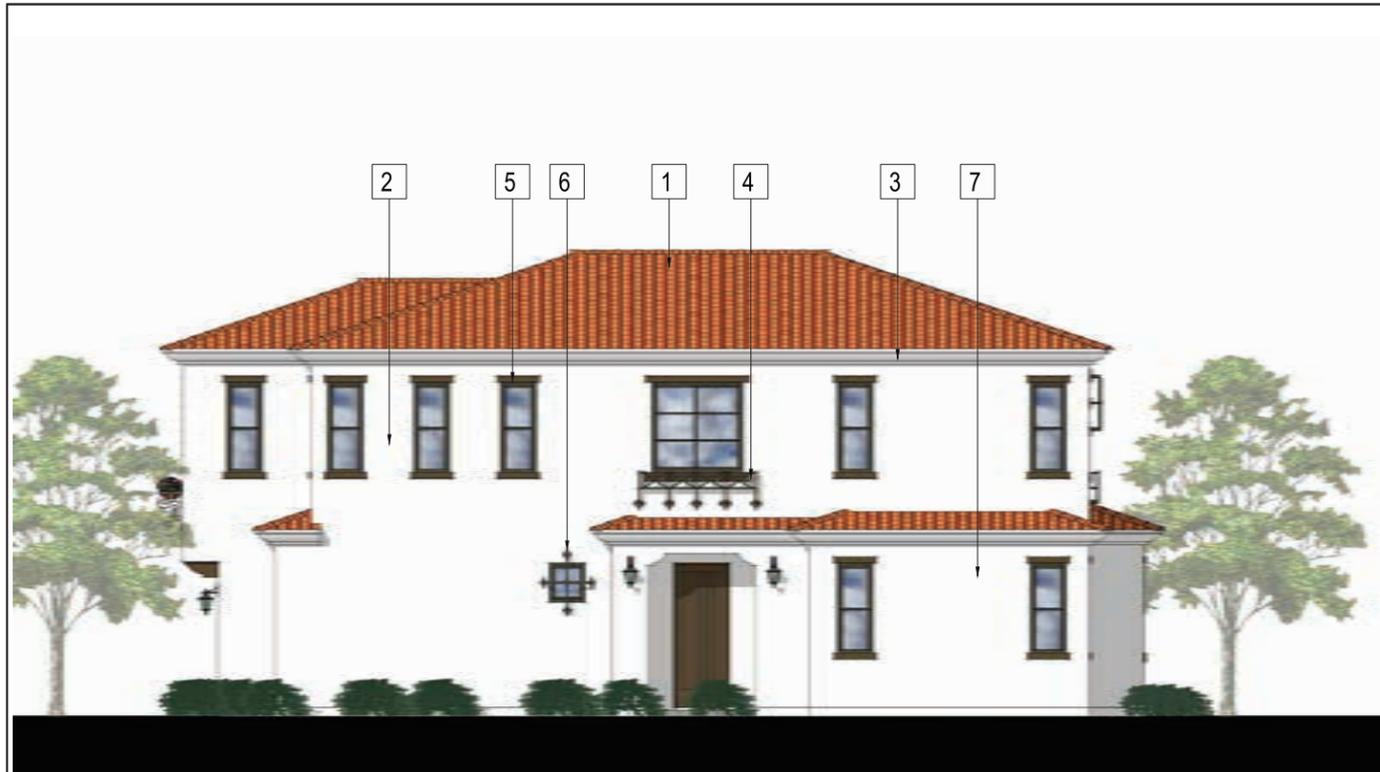
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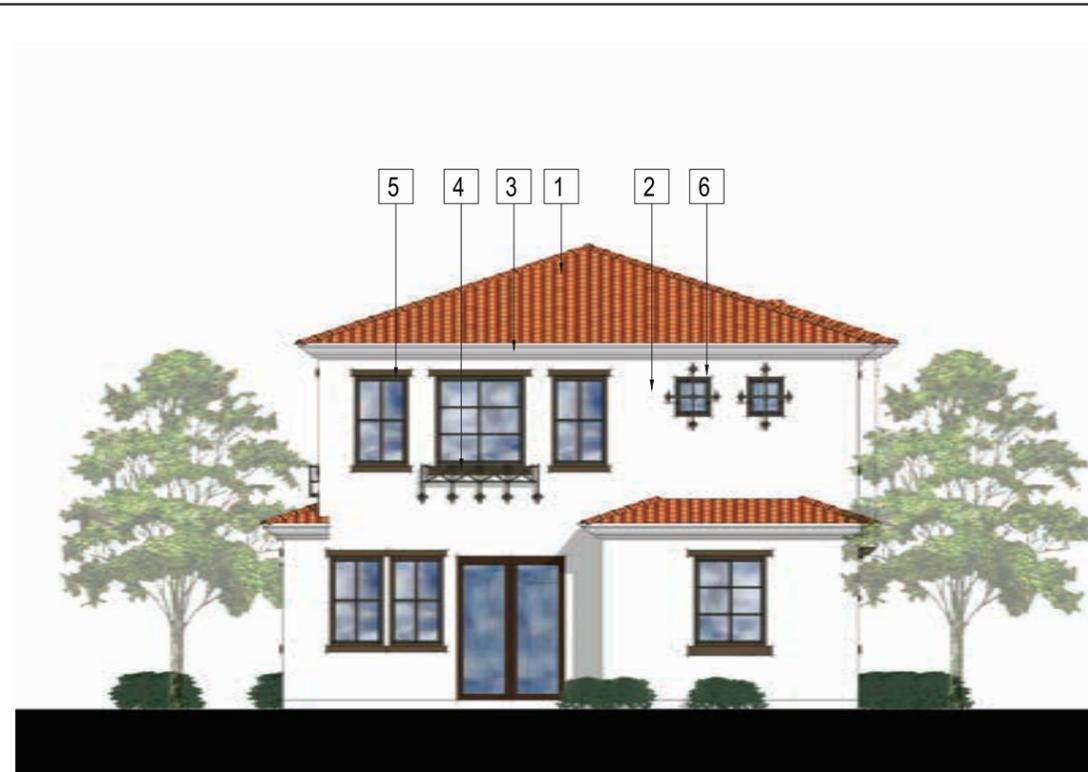
**One Charter Oak Residential Development Project  
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RIGHT ELEVATION



REAR ELEVATION

Material Schedule:

- 1 Concrete 'S' Tile Roofing
- 2 Sand Finish Stucco
- 3 Shaped Foam Cornice
- 4 Decorative Metal Potshel
- 5 Stucco O/ 2X Foam Trim
- 6 Decorative Iron Grille
- 7 Decorative Corbels
- 8 Stucco Recess



LEFT ELEVATION



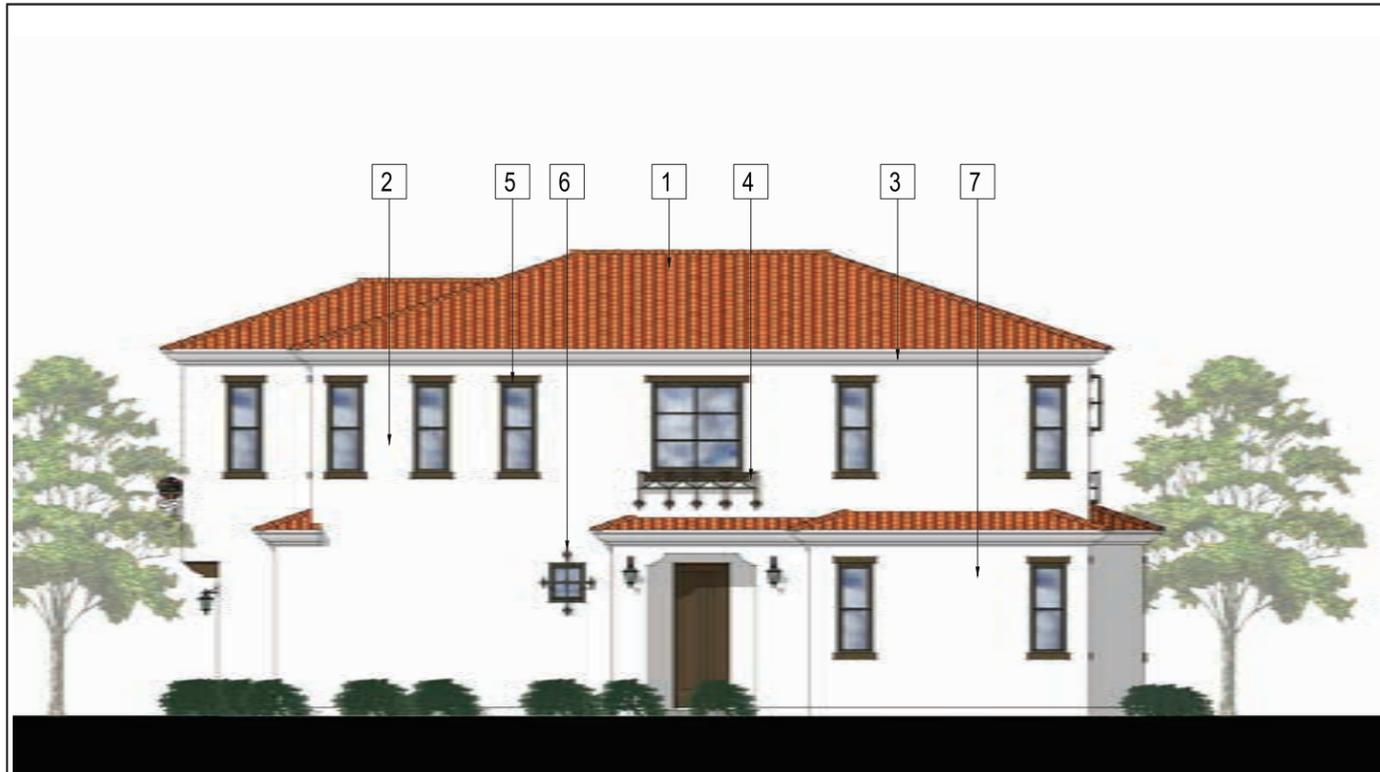
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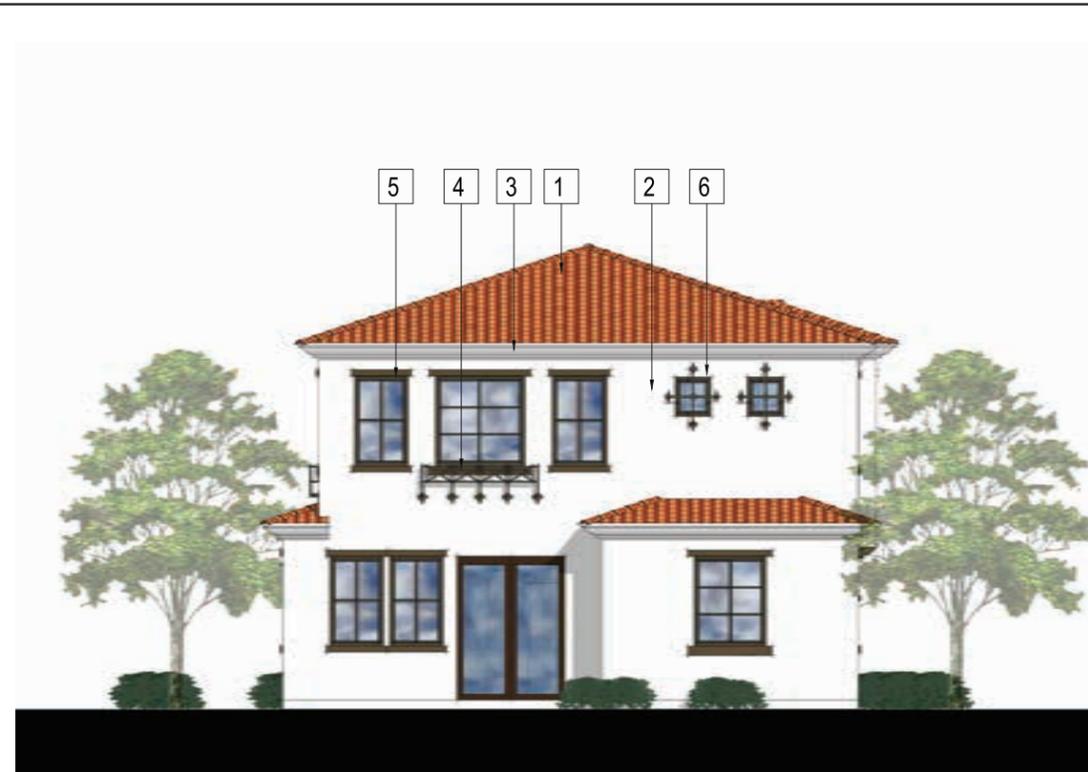
**One Charter Oak Residential Development Project  
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RIGHT ELEVATION



REAR ELEVATION

Material Schedule:

- 1 Concrete 'S' Tile Roofing
- 2 Sand Finish Stucco
- 3 Shaped Foam Cornice
- 4 Decorative Metal Potshelf
- 5 Stucco O/ 2X Foam Trim
- 6 Decorative Iron Grille
- 7 Decorative Corbels
- 8 Stucco Recess



LEFT ELEVATION



FRONT ELEVATION

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# **One Charter Oak Residential Development Project**

## **800 N. Banna Avenue**

### **Mitigated Negative Declaration**

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#### **Open Space, Landscaping, and Recreation**

As shown on Figure 4, the Proposed Project would provide approximately 205,154 square feet of total open space. Of that total, 85,000 square feet would be common open space and 120,154 square feet would be private open space. The open space areas would include the proposed 2-acre park, a small pocket park, and project landscaping. The Proposed Project would have enhanced vehicular paving at the entry, as well as a 6-foot masonry themed wall around the project site, and vinyl privacy fencing between the on-site residential units. The proposed plantings and conceptual landscape design are shown in Figure 6 Conceptual Landscape Plan. The 120,154 square feet of private open space would be divided among the 63 units, with an average of 1,907 square feet of private open space per lot.

#### **Parking**

Per Section 17.28.260 of the City's Municipal Code, the parking requirement for single-family units in the RD Residential Zone is two garage spaces per unit. The Proposed Project would provide two-car enclosed garages for each unit, for a project total of 126 enclosed garage spaces. The Proposed Project would also provide 126 private driveway stalls and 24 in-tract guest stalls. The total number of parking spaces on the project site would be 276 spaces. Based on the City's parking code, the Proposed Project requires 139 spaces consisting of two garage spaces and 0.2 guest spaces per unit. Therefore, the project's parking supply exceeds the City's parking code requirement for the Proposed Project.

#### **Access and Circulation Improvements**

Access to the project site would be provided on Banna Avenue and Kidder Avenue, as shown in Figure 4. Both access locations are proposed to be unsignalized with full-access, and with no gate control. On-site vehicular circulation is proposed to generally be one inner loop drive aisle. On-site vehicular circulation is proposed to be one street loop with two segments accessing the loop from both Kidder and Banna Avenues. The streets would vary from 26 feet to 36 feet in width to accommodate on-street parking on either one or both sides of portions of the street loop. Each of the new lots within the development would take direct access from the new street segments and street loop, while the lots on the perimeter would take access directly from the existing streets.

The Proposed Project would include reconstruction of the existing public sidewalk around the external perimeter of the project site, including a landscaped parkway according to the

**One Charter Oak Residential Development Project**  
**800 N. Banna Avenue**  
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City's requirements. Additionally, the following traffic improvements would be part of the Proposed Project:

- Restripe the east leg of the Glendora Avenue/Colver Place intersection to provide two westbound approach lanes and one eastbound return lane. The westbound approach will be striped to have a shared left plus through lane, and a dedicated right turn lane. The additional westbound lane approach would improve vehicle delays and levels of service at the intersection. A conceptual striping plan of this improvement is show on Figure 12 Conceptual Striping Plan at Colver Place and Glendora Avenue in Section 3.18 of this document.
- Install a crosswalk, with appropriate signage and warning beacons (if warranted), across Cypress Street on the west leg of the intersection of Kidder Avenue/Cypress Street. This would provide for improved sight distance for pedestrians and bicyclists on the east side of the existing Metrolink train crossing. The existing crosswalk on the west side of the tracks would remain to serve pedestrians and bicyclists on the west side of the tracks.

**PROPOSED PLANT LEGEND**

SYMB.	INIT.	BOTANICAL NAME	COMMON NAME	SIZE	PLANT FACT.	COMMENTS
<b>TREES</b>						
	ARB MAR	ARBUTUS 'MARINA'	NCN	15Gal. 24"Box	L/M	STANDARD
	LAU SAR	LAURUS 'SARATOGA'	SARATOGA LAURAL	15Gal. 24"Box	L	STANDARD
	PIN PIN	PINUS PINEA	ITALIAN STONE PINE	24" BOX	L	STANDARD
	PIN CAN	PINUS CANARIENSIS	CANARY ISLAND PINE	15Gal. 24"Box	L/M	STANDARD
	PIS CHI	PISTACHIA CHINENSIS	CHINESE PISTACHE	15Gal. 24"Box	L/M	STANDARD
	QUE VIR	QUERCUS SUBER	CORK OAK	15Gal. 24"Box	L	STANDARD
	SER LAN	SEARSIA LANCEA	AFRICAN SUMAC	24" BOX	L	STANDARD

SYMB.	INIT.	BOTANICAL NAME	COMMON NAME	PLANT FACT.	COMMENTS
	AGA PP	AGAPANTHUS AFRICANUS 'PETER PAN'	LILY OF THE NILE	M	ANNUAL
	HEM SDO	HEMEROCALLIS HYBRID 'STELLA DE ORO'	DAYLILY	M	ANNUAL
	LAV ANG	LAVANDULA ANGUSTIFOLIA 'BLUE CUSHION'	ENGLISH LAVENDER	L	ANNUAL
	EULO MIC	EUONYMUS JAPONICUS 'MICROPHYLLUS'	BOX-LEAF EUONYMUS	M	SHRUB
	LAN MO N	LANTANA MONTEVIDENSIS	PURPLE LANTANA	L	
	EMA H CO M	MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT MAHONIA	M	
	NAN GS	NANDINA DOMESTICA 'GULF STREAM'	GULF STREAM HEAVENLY BAMBOO	L	

SYMB.	INIT.	BOTANICAL NAME	COMMON NAME	PLANT FACT.	COMMENTS
	ARC DEN	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'	NCN	L	SHRUB
	BOU SDR	BOUGAINVILLEA 'SAN DIEGO RED'	BOUGAINVILLEA	L	
	CAR BB	CARISSA MACROCARPA 'BOXWOOD BEAUTY'	BOXWOOD BEAUTY NATAL PLUM	M	
	PIT CO M	PITTOSPORUM CRASSIFOLIUM 'COMPACTUM'	CAMPACT KARO	M	
	PHO BAL	RHAPHIOLEPIS INDICA 'BALLERINA'	BALLERINA INDIAN HAWTHORN	M	
	RHA GG	RHAPHIOLEPIS UMBELLATA 'GULF GREEN'	GULF GREEN YEDDO HAWTHORN	M	
	ROS ICE	ROSA FORIBUNDA 'ICEBERG'	ICEBERG ROSE	M	
	ROS NDA	ROSA X 'NOASTRUM'	PINK CARPET	L	

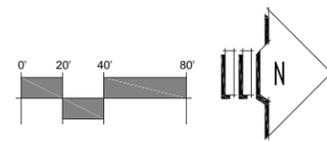
SYMB.	INIT.	BOTANICAL NAME	COMMON NAME	PLANT FACT.	COMMENTS
	NAN DO M	NANDINA DOMESTICA	HEAVENLY BAMBOO	L	SHRUB
	PHO RR	PHOTINIA X FRASERI 'RED ROBIN'	PHOTINIA	M	
	PIT VAR	PITTOSPORUM TOBIRA 'VARICATA'	VARIGATED TOBIRA	M	
	ROS TB	ROSMARINUS OFFICINALIS 'TUSCAN BLUE'	TUSCAN BLUE	L	
	SAL LEU	SALVIA LEUCANTHA	MEXICAN BUSH SAGE	L	
	VIB TIN	VIBURNUM TINUS	LAURUSTINUS	M	

SYMB.	INIT.	BOTANICAL NAME	COMMON NAME	PLANT FACT.	COMMENTS
	CAR	CARISSA MACROCARPA 'GREEN CARPET'	GREEN CARPET NATAL PLUM	M	GROUND COVERS
	LAT	LANTANA 'GOLD RUSH'	NCN	L	
	MYO PAR	MYOPORUM PARVIFOLIUM	NCN	L	
	ROS HC	ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET'	HUNTINGTON CARPET ROSEMARY	L	

SYMB.	BOTANICAL NAME	COMMON NAME	WULCOLS	COMMENTS
	ARISTIDA PURPUREA	PURPLE THREE AWN	L	GROUND COVER (TALL GRASSES)
	FESTUCA CALIFORNICA	CALIFORNIA FESCUE	L	
	MUHLENBERGIA RIGENS	DEER GRASS	L	
	STIPA LEPIDA	FOOTHILL NEEDLE GRASS	L	



NOTE: STREET TREE SPACING VARIES FROM 15' TO 40' DEPENDING ON DRIVEWAY PLACEMENT AND UTILITIES MINIMUM OF ONE (1) TREE PER LOT



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SOURCE: RAINVILLE BYE LANDSCAPE ARCHITECTS 2015

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**FIGURE 6**  
Conceptual Landscape Plan

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## **2.4 Discretionary Actions**

Implementation of the Proposed Project would require approval of the following:

- General Plan Amendment No. 15-001
- Zone Change No. 15-001
- Planned Community Development No. 15-001
- Tentative Tract Map No. 73455
- Site Plan Review No. 15-009
- Development Agreement for proposed park
- Purchase Agreement for proposed park

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**3 ENVIRONMENTAL EVALUATION**

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agriculture and Forestry Resources       | <input type="checkbox"/> Air Quality                                   |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources            | <input type="checkbox"/> Geology/Soils                                 |
| <input type="checkbox"/> Greenhouse Gas Emissions        | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality                       |
| <input type="checkbox"/> Land Use/Planning               | <input type="checkbox"/> Mineral Resources                        | <input checked="" type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing              | <input type="checkbox"/> Public Services                          | <input type="checkbox"/> Recreation                                    |
| <input type="checkbox"/> Transportation/Traffic          | <input type="checkbox"/> Utilities/Service Systems                | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

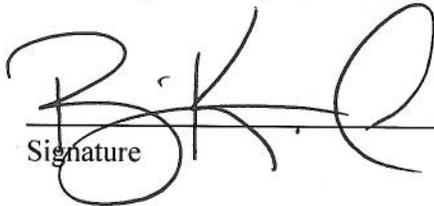
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**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

  
Signature

10.29.15  
Date

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**EVALUATION OF ENVIRONMENTAL IMPACTS:**

**3.1 Aesthetics**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project have a substantial adverse effect on a scenic vista?***

**Less Than Significant Impact.** The project site is located in an urbanized area of the City and has been developed for school uses. The project site does not contain any scenic vistas. Furthermore, the City’s General Plan does not list any scenic vistas that have been specifically designated by the City. As seen in Photo A in Section 2.2 above, a distant view of the San Gabriel Mountains is visible from the project site. There are no other scenic resources located in the vicinity of the project site or visible from the project site. As with other projects along the foothills of the mountains, this development of detached single-family residential uses on the project site could partially obstruct views of the San Gabriel Mountains from various vantage points, but will not have a substantial adverse effect. In addition, the building heights for the Proposed Project conform to City code. Impacts would be considered less than significant. No mitigation is required.

**b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

**Less Than Significant Impact.** The project site is developed as a school site and does not contain any scenic resources, rock outcroppings or historic buildings. According to the California Department of Transportation (Caltrans) California Scenic Highway Mapping System, the project site is not located near a designated or eligible California scenic highway. The closest scenic

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highway to the project site is the 55-mile segment of State Route 2 (SR-2) between La Canada-Flintridge and the San Bernardino County Line, which is located over 15 miles north of the project site. The segment of State Route 39 (SR-39) between SR-2 and I-210 is an eligible state scenic highway. However, it is not officially designated and is located more than three miles northwest of the project site. Therefore, the Proposed Project would not significantly damage scenic resources. Impacts would be considered less than significant. No mitigation is required.

*c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

**Less Than Significant Impact.** The project site is located in an urbanized area of the City and is surrounded by an existing residential community. The southern portion of the project site currently contains dated, single-story school buildings and paved playground areas. The northern portion of the project site is predominately open space covered with grass. The entire project site is surrounded by chain link fencing.

The project site is bounded by Cypress Street on the north. Charter Oak High School and Los Angeles County Fire Station #153 are located on the north side of Cypress Street. A Metrolink railroad line runs northeast-southwest across Cypress Street as shown in Photo B, provided in Section 2.2 above. Late 1950s/early 1960s, ranch-style (single-story and some two-story) homes are located adjacent to the east, west, and south of the project site. The existing visual quality and character of the project area is commercial/industrial/institutional to the north along Cypress Street, and older residential to the east, west and south.

Construction of the Proposed Project could impact the visual quality of the project area with construction activities and equipment but would be temporary in nature. During construction, the appearance of the project site would be altered by the removal of existing structures, paving, and landscaping. Construction activities (i.e. site preparation, grading, and the staging of construction equipment and materials) would be visible to the residents of homes adjacent to the project site and to pedestrians and motorists on adjacent streets. To the extent possible, construction-related activities, materials, waste, and staging would be obscured from public view by installing temporary construction fencing around the project site. Given the temporary nature of construction activities and the use of construction fencing to reduce potential impacts, visual impacts resulting from construction activities would be considered less than significant.

The Proposed Project would include the development of 63 detached single-family residential buildings on an underutilized school site. The proposed residential units would be constructed in the Spanish, California Ranch and Craftsman vernacular styles. Design elements would be of

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high quality and would include features such as decorative shutters, gable accents, and ornamental iron work. The architectural features of the proposed community are expected to improve the visual character of the project area over the existing school use.

The proposed development would consist of two-story residential product types. Although the Proposed Project would introduce structures that would be taller than the existing buildings in the project area, the proposed building height would be consistent with the development standards for the RD Residential Zone, which allows for a maximum building height of 35 feet. None of the proposed units would exceed the maximum height limit.

The Proposed Project would also remove the existing chain link fencing that is currently surrounding the project site. The visual character and quality of the project site would be improved with landscaping installed around the perimeter of the project site. The proposed landscaping would also serve as a visual buffer for the adjacent residents. The Proposed Project would not degrade the visual character or quality of the project site and surrounding area, and impacts would be considered less than significant. No mitigation is required.

*d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

**Less Than Significant Impact.** The Proposed Project would include the development of 63 detached single-family residences on an existing school site located adjacent to existing residential neighborhoods. Construction of the new homes would produce nighttime lighting that is more than what is currently produced on the project site. However, the amount of lighting would be minimal and consist mostly of internal street lights and outdoor residential security lighting similar to what already exists in the area. Given the urban nature of the project area and the existing amount of light and glare generated by the surrounding residential, institutional, and transportation uses, light and glare from the Proposed Project would not be substantially noticeable over the existing conditions. Thus, the amount of lighting would not be substantial or adversely affect day or nighttime views in the area. Impacts would be less than significant. No mitigation is required.

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**3.2 Agriculture and Forestry Resources**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**No Impact.** According to California Department of Conservation’s California Important Farmland Finder, the Farmland Mapping and Monitoring Program does not have any designations for any land within the City. The project site is located in an urbanized area. No agricultural uses or farmland are located on or near the project site. Implementation of the Proposed Project would not result in the conversion of existing agricultural uses to non-agricultural uses. No impacts would occur.

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**b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

**No Impact.** The project site is zoned R-1-7500 Residential Zone (Single-Family). Implementation of the Proposed Project would not conflict with existing zoning for agricultural use. Furthermore, the project site is not under a Williamson Act contract. No impacts would occur.

**c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***

**No Impact.** As previously stated, the project site is zoned for residential use. There are no areas within the project vicinity that are zoned for forest or timberland. Implementation of the Proposed Project would not result in the rezoning of forest land or timberland. No impacts would occur.

**d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?***

**No Impact.** There is no forest land located on or within the vicinity of the project site. The project site is located in an urbanized area surrounded by existing residential communities. Implementation of the Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impacts would occur.

**e) *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***

**No Impact.** As previously stated, the project site is located in an urbanized area and is zoned for residential uses. There are no agricultural or forest uses on or within the vicinity of the project site. The Proposed Project would not result in the conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use. No impacts would occur.

**3.3 Air Quality**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?***

**Less Than Significant Impact.** The Proposed Project is located within the South Coast Air Basin (Basin), which includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). The applicable air quality plan for the Proposed Project is the SCAQMD Air Quality Management Plan (AQMP).

In December 2012, the SCAQMD adopted a 2012 Final AQMP (SCAQMD 2013), which is designed to meet applicable federal and state requirements for ozone (O<sub>3</sub>) and particulate matter with an aerodynamic diameter equal to or less than 2.5 microns (PM<sub>2.5</sub>). Emissions that would result from stationary and area sources during operation under the Proposed Project may be subject to SCAQMD rules and regulations. The 2012 AQMP demonstrates attainment of the federal 24-hour PM<sub>2.5</sub> standard by 2014 in the SCAB through adoption of all feasible measures and accommodates planned growth in the SCAB. Based on general plans for cities and counties in the SCAB, including the City of Covina, demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the Southern California Association of Governments for their 2012 Regional Transportation Plan were used in the 2012 AQMP. The 2012 AQMP reduction and control measures, which are outlined to mitigate emissions, are based on existing and projected land use and development. Projects are considered consistent with, and would not conflict with or obstruct implementation

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of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

1. Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

**Criterion 1 - Increase in the Frequency or Severity of Violations?**

Based on the air quality modeling analysis completed for the Proposed Project, which is discussed in detail under Section 3.3.b) below, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance presented in Table 3-1. In addition, the analysis for long-term local air quality impacts showed that local pollutant concentrations would not be projected to exceed the air quality standards. Therefore, no long-term impact would occur and no mitigation is required. Therefore, the Proposed Project would be consistent with the first criterion.

**Criterion 2 - Exceed Assumptions in the AQMP?**

Consistency with the AQMP assumptions is determined by performing an analysis of the Proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to insure that the analyses conducted for the Proposed Project are based on the same forecasts as the AQMP. The 2012-2035 Regional Transportation/Sustainable Communities Strategy prepared by the Southern California Association of Governments (SCAG) consists of three sections: Core Chapters, Ancillary Chapters, and Bridge Chapters. The Growth Management, Regional Mobility, Air Quality, Water Quality, and Hazardous Waste Management chapters constitute the Core Chapters of the document. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of

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consistency with applicable regional plans under CEQA. For the Proposed Project, the City of Covina Land Use Plan defines the assumptions that are represented in the AQMP.

The project site is currently designated as a School in the City's General Plan and zoned R-1-7500 Residential Zone (Single-Family). The Proposed Project would require a General Plan Amendment that would re-designate the project site to Medium Density Residential and a zone change to RD (Multiple-Family) with a Planned Community Development (PCD) Overlay. Although the Proposed Project is currently inconsistent with the General Plan land use designation and zoning for the project site, the Proposed Project would be consistent with the adjacent residential land uses and would be in substantial compliance with the Land Use Element goals and policies as discussed in detail in Section 3.10.b) below. Therefore, due to the Proposed Project's nominal size and consistency with the surrounding neighborhood, the Proposed Project would not result in an inconsistency with the current land use designations with respect to the regional forecasts utilized by the AQMPs. Furthermore, the Proposed Project consists of an infill residential development that would provide housing near existing infrastructure and would result in reducing vehicle miles travelled and associated air emissions from the proposed residents' trips to work and other activities. As such, the Proposed Project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

In conclusion, the Proposed Project would not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur in relation to implementation of the AQMP. No mitigation is required.

***b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?***

**Less Than Significant Impact.** An air quality modeling analysis (Appendix A) was conducted for the Proposed Project to calculate the potential air emissions associated with the construction and operation of the Proposed Project and to compare the emissions to the SCAQMD standards. The construction and operations-related air emissions were analyzed for both regional and local air quality impacts.

**SCAB Attainment Designation.** An area is designated as in attainment when it is in compliance with the National Ambient Air Quality Standards (NAAQS) and/or the California Ambient Air Quality Standards (CAAQS). These standards are set by the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB), respectively, for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable

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effects on human health or the public welfare. The criteria pollutants of primary concern that are considered in this air quality assessment include O<sub>3</sub>, nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), and particulate matter with a diameter less than or equal to 10 microns (PM<sub>10</sub>) and PM<sub>2.5</sub>. Although there are no ambient standards for volatile organic compounds (VOCs) or oxides of nitrogen (NO<sub>x</sub>), they are important as precursors to O<sub>3</sub>.

The entire SCAB is designated as a nonattainment area for both federal and state O<sub>3</sub> standards (CARB 2013, EPA 2014). The EPA has classified the SCAB as an “extreme” nonattainment area and has mandated that it achieve attainment no later than June 15, 2024. The federal NO<sub>2</sub> standard was revised in 2010, and all areas of California have been designated attainment for the revised standard. The SCAB is designated as a nonattainment area for the state NO<sub>2</sub> standards. The SCAB is designated as an attainment area for federal and state CO and SO<sub>2</sub> standards. The SCAB is designated as an attainment (maintenance area) for the federal PM<sub>10</sub> standard and as a nonattainment area for the state PM<sub>10</sub> standards. The SCAB is designated as a nonattainment area for the state and federal PM<sub>2.5</sub> standards.

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the Basin, often occur miles away from and hours after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook (1993) states that any project in the Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. A regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table 3-1 below:

**Table 3-1**  
**SCAQMD Air Quality Significance Thresholds**

Criteria Pollutants Mass Daily Thresholds		
<i>Pollutant</i>	<i>Construction</i>	<i>Operation</i>
NO <sub>x</sub>	100 lb/day	55 lb/day
VOC	75 lb/day	55 lb/day
PM <sub>10</sub>	150 lb/day	150 lb/day
PM <sub>2.5</sub>	55 lb/day	55 lb/day
SO <sub>x</sub>	150 lb/day	150 lb/day

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**Table 3-1  
SCAQMD Air Quality Significance Thresholds**

<b>Criteria Pollutants Mass Daily Thresholds</b>		
<i>Pollutant</i>	<i>Construction</i>	<i>Operation</i>
CO	550 lb/day	550 lb/day
Lead <sup>a</sup>	3 lb/day	3 lb/day
<b>Toxic Air Contaminants (TACs) and Odor Thresholds</b>		
TACs (including carcinogens and noncarcinogens)	Maximum Incremental Cancer Risk $\geq$ 10 in 1 million Hazard Index $\geq$ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
<b>Ambient Air Quality for Criteria Pollutants<sup>b</sup></b>		
NO <sub>2</sub> 1-hour average NO <sub>2</sub> annual average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.030 ppm (state) and 0.0534 ppm (federal)	
PM <sub>10</sub> 24-hour average PM <sub>10</sub> annual arithmetic mean	10.4 $\mu\text{g}/\text{m}^3$ (construction) <sup>c</sup> and 2.5 $\mu\text{g}/\text{m}^3$ (operation) 1 $\mu\text{g}/\text{m}^3$	
PM <sub>2.5</sub> 24-hour average	10.4 $\mu\text{g}/\text{m}^3$ (construction) <sup>c</sup> and 2.5 $\mu\text{g}/\text{m}^3$ (operation)	
SO <sub>2</sub> 1-hour average SO <sub>2</sub> 24-hour average	0.25 ppm (state) and 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfates (SO <sub>4</sub> ) 24-hour average	25 $\mu\text{g}/\text{m}^3$ (state)	
CO 1-hour average CO 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day average <sup>a</sup> Lead rolling 3-month average <sup>a</sup> Lead quarterly average <sup>a</sup>	1.5 $\mu\text{g}/\text{m}^3$ (state) 0.15 $\mu\text{g}/\text{m}^3$ (federal) 1.5 $\mu\text{g}/\text{m}^3$ (federal)	

**Source:** SCAQMD 1993.

lb/day = pounds per day; ppm = parts per million;  $\mu\text{g}/\text{m}^3$  = microgram per cubic meter;  $\geq$  = greater than or equal to

<sup>a</sup> The phasing out of leaded gasoline started in 1976; gasoline no longer contains lead.

<sup>b</sup> Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2, unless otherwise stated.

<sup>c</sup> Ambient air quality threshold based on SCAQMD Rule 403.

The phasing out of leaded gasoline started in 1976. As gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

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**Construction Emissions**

***Regional Impacts***

Typical emission rates from construction activities were obtained from the California Emissions Estimator Model (CalEEMod) Version 2013.2.2. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The phases of construction activities that were analyzed for the Proposed Project include demolition, site preparation, grading, paving, building construction, and the application of architectural coatings. The construction equipment assumptions utilized in the CalEEMod model are summarized in Table 3-2 and are based on the default number of workdays and equipment assumptions.

**Table 3-2  
CalEEMod Model Construction Assumptions**

Construction Phase	Length of Phase (workdays)	Construction Equipment		
		Type	Number	Hours per Day
Demolition	20	Concrete/Industrial Saws	1	8
		Excavators	3	8
		Rubber Tired Dozers	2	8
Site Preparation	10	Rubber Tired Dozers	3	8
		Tractors/Loaders/Backhoes	4	8
Grading	30	Excavators	1	8
		Graders	1	8
		Rubber Tired Dozers	1	8
		Tractors/Loaders/Backhoes	3	8
Paving	20	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
Building Construction	349	Cranes	1	7
		Forklifts	3	8
		Generator Sets	1	8
		Tractors/Loaders/Backhoes	3	7
		Welders	1	8
Architectural Coatings	282	Air Compressor	1	6

Source: Appendix A.

The Proposed Project was analyzed based on the construction of 63 single-family homes on 5.15 acres, one acre of other asphalt surfaces, and a two-acre park for a total project site of 8.15 acres. Construction activities are anticipated to start March 2016 and the proposed houses would be

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constructed in phases depending on market demand over approximately two years. However, in order to provide a worst-case analysis, construction activities were modeled based on being completed in 16 months. Table 3-3 presents the estimated maximum unmitigated daily construction emissions generated during construction of the Proposed Project. The values shown are the maximum summer or winter daily emissions (i.e., worst-case) results from CalEEMod. Details of the emission calculations are provided in Appendix A.

**Table 3-3  
Estimated Maximum Daily Construction Emissions (pounds/day unmitigated)**

	VOCs	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Year 2016	8.39	55.28	43.02	0.06	21.25	12.71
Year 2017	8.03	29.42	22.76	0.04	2.36	1.96
<b>Maximum daily emissions</b>	<b>8.39</b>	<b>55.28</b>	<b>43.02</b>	<b>0.06</b>	<b>21.25</b>	<b>12.71</b>
<i>Pollutant threshold</i>	75	100	550	150	150	55
<b>Threshold exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Notes:** See Appendix A for complete results.

The values shown are the maximum summer or winter daily emissions results from CalEEMod.

These estimates reflect control of fugitive dust required by SCAQMD Rule 403.

VOC = volatile organic compound; NO<sub>x</sub> = oxides of nitrogen; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = coarse particulate matter; PM<sub>2.5</sub> = fine particulate matter

As shown on Table 3-3, daily construction emissions would not exceed the SCAQMD significance thresholds for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub> during Proposed Project construction activities. Furthermore, construction-generated emissions would be temporary and would not represent a long-term source of criteria air pollutant emissions. In addition, the Proposed Project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during grading activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering the active sites approximately three times daily, depending on weather conditions. As such, construction of the Proposed Project would result in a less than significant impact to air quality.

### ***Sensitive Receptor Impacts***

Air quality varies as a direct function of the amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Air quality problems arise when the rate of pollutant emissions exceeds the rate of dispersion. Reduced visibility, eye irritation, and adverse health impacts upon those persons termed “sensitive receptors” are the most serious hazards of existing air quality conditions in the area. Some land uses are considered more sensitive to changes in air quality than others, depending

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on the population groups and the activities involved. People most likely to be affected by air pollution, as identified by CARB, may include children, the elderly, and people with cardiovascular and chronic respiratory diseases. Sensitive receptors may include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes.

The nearest offsite sensitive receptors to the Proposed Project are single-family homes as near as 80 feet east, south, and west of the project site. In addition, Charter Oak High School has sports fields as near as 90 feet north of the project site. Since construction of the homes would be done in phases and some homes would be occupied while the remaining homes are being constructed, the occupied residences on the project site would also be considered sensitive receptors. In order to determine if construction-related activities would create significant levels of criteria pollutants at the nearby sensitive receptors, the local air quality emissions from construction were analyzed using the methodology and Look-Up Tables provided in SCAQMD's Localized Significance Threshold (LST) Methodology (SCAQMD 2009) to determine potential local air quality impacts. The Look-up Tables were developed by SCAQMD in order to readily determine if the daily onsite emissions of CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> from the Proposed Project could result in a significant impact to the local air quality. According to the LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds.

The project site is located in Source-Receptor Area (SRA) 9 (East San Gabriel Valley). As previously mentioned, adjacent single-family residences to the east, south, and west of the project site are located as close as 80 feet (approximately 24 meters) from the construction site boundary, and the location of on-site single-family residences to construction activities could be as close as 10 feet (approximately 3 meters) from the construction activities. The Look-Up Tables were prepared for either 1-, 2-, or 5-acre project sites. For project sites over five acres, SCAQMD provides additional analysis guidance in the *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds* (Fact Sheet). The Fact Sheet details that CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity for each piece of equipment. Based on an 8-hour workday each crawler tractor, grader, and rubber-tired dozer would disturb 0.5 acre per day and a scraper would disturb one acre per day. The construction equipment assumptions for each phase of construction have been provided above in Table 3-2. The Site Preparation phase of construction would disturb the greatest area at 1.5 acres per day, which rounds up to two acres per day. Therefore, the Look-Up Tables were used to analyze potential impacts during the Site Preparation phase, and thresholds were based on the SRA 9 (East San Gabriel Valley), a two-acre project site, and a distance of 25 meters from the boundary of the project site, as shown in Table 3-4.

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**Table 3-4  
Localized Significance Thresholds for SRA 9 (East San Gabriel Valley)**

Pollutant	2 Acres
	25 meters
NO <sub>2</sub>	128 lb/day
CO	953 lb/day
PM <sub>10</sub>	7 lb/day
PM <sub>2.5</sub>	5 lb/day

**Source:** SCAQMD 2009.

**Note:** LST = localized significance threshold; lb/day = pounds per day; NO<sub>2</sub> = nitrogen dioxide; CO = carbon monoxide; PM<sub>10</sub> = particulate matter; PM<sub>2.5</sub> = fine particulate matter

Construction activities associated with the Proposed Project would result in temporary sources of fugitive dust and construction vehicle emissions. Off-site emissions from vendor trucks and worker vehicle trips are not included in the LST analysis. The maximum allowable daily emissions that would satisfy the SCAQMD localized significance criteria for source-receptor area SRA 9 (East San Gabriel Valley) are compared to the maximum mitigated daily on-site construction emissions rounded to the nearest whole number and presented in Table 3-5. The maximum mitigated daily on-site construction emissions (i.e., emissions generated by off-road equipment and fugitive dust) during the Proposed Project are compared to the allowable emission rates for SRA 9 in Table 3-5. Additional details of the LST analysis are provided in Appendix A.

**Table 3-5  
Localized Significance Thresholds Analysis for the Proposed Project Construction Emissions**

Pollutant	Construction Emissions (pound/day) <sup>a</sup>	LST Criteria (pounds/day) – 2 acre site <sup>b</sup>	Exceeds LST?
NO <sub>2</sub>	55	128	No
CO	42	953	No
PM <sub>10</sub>	6	7	No
PM <sub>2.5</sub>	5	5	No

**Sources:** <sup>a</sup> Appendix A, <sup>b</sup> SCAQMD 2009.

**Note:** Maximum mitigated on-site emissions shown for 2016. Construction schedule overlap occurs during the building construction and architectural coating phase. Therefore, the combined construction emissions for building construction and architectural coating have been calculated for each pollutant. Construction emission numbers have been rounded up to the nearest whole number.

Table 3-5 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds for any phase of construction. Therefore, a less than significant local air quality impact would occur during construction of the Proposed Project.

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Toxic Air Contaminant

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the Proposed Project. According to the *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, prepared by SCAQMD, August 2003, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk”. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the Proposed Project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Therefore, significant short-term toxic air contaminant impacts would not occur during construction of the Proposed Project.

**Operational Emissions**

*Criteria Pollutant Analysis*

The Proposed Project would result in a long-term increase in air quality emissions due to project-generated vehicle trips and on-going operation of the Proposed Project. Operations-related criteria air quality impacts created by the Proposed Project were analyzed through use of the CalEEMod model and based on 63 single-family homes, one acre of other asphalt surfaces, and a two-acre park. The operating emissions were based on the year 2018, which is the anticipated full opening year for the Proposed Project. The CalEEMod analyzes operational emissions from area sources, energy usage, and mobile sources. The worst-case summer or winter VOC, NO<sub>x</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> unmitigated daily emissions created from the Proposed Project’s long-term operations have been calculated and are summarized below in Table 3-6.

**Table 3-6  
Operational Air Pollution Emissions**

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources <sup>1</sup>	5.90	0.31	20.68	0.05	2.63	2.63
Energy Usage <sup>2</sup>	0.06	0.47	0.20	0.00	0.04	0.04
Mobile Sources <sup>3</sup>	2.12	6.33	24.03	0.06	4.47	1.26
<b>Total Emissions</b>	<b>8.08</b>	<b>7.11</b>	<b>44.91</b>	<b>0.11</b>	<b>7.14</b>	<b>3.93</b>

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**Table 3-6  
Operational Air Pollution Emissions**

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>SCAQMD Operational Thresholds</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	No	No	No	No	No	No

**Source:** Appendix A.

**Notes:** The values shown are the maximum summer or winter daily emissions results from CalEEMod.

- <sup>1</sup> Area sources consist of emissions from hearths, consumer products, architectural coatings, and landscaping equipment.
- <sup>2</sup> Energy usage consists of emissions from natural gas usage (excluding hearths).
- <sup>3</sup> Mobile sources consist of emissions from vehicles and road dust.

Table 3-6 shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the Proposed Project.

***Local Impacts***

The Proposed Project was analyzed for the potential local CO emission impacts from the project-generated vehicular trips, local air quality impacts from on-site operations, and toxic air contaminant impacts from on-site diesel trucks.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations or “CO Hotspots” are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the state and federal CO standards of 20 ppm over one hour or 9 ppm over eight hours.

At the time of the 1993 SCAQMD Handbook, the Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Basin and in the state have steadily declined. A detailed CO analysis was conducted in the *Federal Attainment Plan for Carbon Monoxide* (CO Plan) for SCAQMD’s 2003 Air Quality Management Plan. The locations selected for microscaling modeling in the CO Plan were the busiest intersections in Los Angeles during the peak morning and afternoon periods and did not

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predict a violation of CO standards.<sup>1</sup> Since the nearby intersections to the Proposed Project are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO hotspots are anticipated to be created from the Proposed Project.

Although a CO Hotspot has not been found in the Air Basin since prior to 2003, CO hotspots only have the potential to be found on intersections with large traffic volumes and where intersections operate with a Level of Service (LOS) of E or worse.<sup>2</sup> According to the traffic impact analysis provided as Appendix H of this document, only the intersection of Glendora Avenue and Colver Place for the AM peak hour would operate at a LOS E or worse for the year 2018 cumulative plus project traffic conditions. As shown in Table 3-20 and 3-22 below under Section 3.16, the intersection of Glendora Avenue and Colver Place would operate at a delay of 40.5 seconds in 2018 for the AM peak hour with and without the Proposed Project. Operation of the Proposed Project would not worsen the delay at this intersection for the AM peak hour, and therefore would only negligibly increase the CO emissions at this intersection. Therefore, significant impacts due to CO emissions would not occur as a result of the Proposed Project.

### Local Air Quality Impacts from On-Site Operations

The local air quality impacts from the operation of the Proposed Project would occur from emissions generated onsite. Sources of onsite operational emissions include architectural coatings off-gassing and emissions from landscaping equipment, hearths, natural gas appliances, and operation of vehicles. Because of the residential nature of the Proposed Project, the majority of the Proposed Project's operational emissions are from vehicles traveling on roadways away from the project site. These emissions are then spread over a vast area traversed by various mobile sources and do not result in localized air quality impacts in proximity to the project site. As such, localized operational modeling for project operations are not typically prepared for residential developments. Therefore, the on-going operations of the Proposed Project would create a less than significant operations-related impact to local air quality due to onsite emissions.

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<sup>1</sup> The four intersections analyzed by the SCAQMD were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning and LOS F in the evening peak hour.

<sup>2</sup> Transportation Project-Level Carbon Monoxide Protocol, prepared by University of California, Davis, December 1997.

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#### Operations-Related Toxic Air Contaminant Impacts

Particulate matter (PM) from diesel exhaust is the predominant toxic air contaminant in most areas and according to *The California Almanac of Emissions and Air Quality 2013 Edition*, prepared by CARB, about 80 percent of the outdoor toxic air contaminant cancer risk is from diesel exhaust. Some chemicals in diesel exhaust, such as benzene and formaldehyde have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. Due to the nominal number of diesel truck trips generated by the proposed residential project, a less than significant toxic air contaminant impact would occur during the on-going operations of the Proposed Project and no mitigation is required.

#### **Summary**

Construction of the Proposed Project would not result in significant regional or local air quality impacts. In addition, the on-going operation of the Proposed Project would not result in regional or local air quality impacts due to criteria air pollutant emissions and toxic air contaminants generated on-site. Impacts are less than significant during both construction and operation of the Proposed Project. No mitigation measures are required.

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

**Less Than Significant Impact.** Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel throughout the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. Accordingly, the cumulative analysis for the Proposed Project's air quality must be generic by nature. In accordance with CEQA Guidelines Section 15130(b), this analysis of cumulative impacts incorporates a three-tiered approach to assess cumulative air quality impacts.

- Consistency with the SCAQMD project specific thresholds for construction and operations;
- Project consistency with existing air quality plans; and
- Assessment of the cumulative health effects of the pollutants.

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**Consistency with Project Specific Thresholds**

***Construction-Related Impacts***

The Basin is currently designated by the EPA as a non-attainment area for ozone and PM<sub>2.5</sub>. Regional ozone and PM<sub>2.5</sub> emissions associated with the Proposed Project were calculated and discussed above under Section 3.3.b). The above analysis found that development of the Proposed Project would result in less than significant regional emissions of the precursors to ozone and PM<sub>2.5</sub> during construction of the Proposed Project. Therefore, a less than significant cumulative impact would occur from construction of the Proposed Project.

***Operational-Related Impacts***

The greatest cumulative operational impact on the air quality to the Basin would be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development. In accordance with SCAQMD methodology, projects that do not exceed SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The data provided in the discussion for Section 3.3.b) above shows that for the on-going operations activities, VOC, NO<sub>x</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would not exceed SCAQMD thresholds of significance. With respect to long-term emissions, the Proposed Project would create a less than significant cumulative impact and no mitigation is required.

***Consistency with Air Quality Plans***

As previously discussed under Section 3.3.a) above, the project site is currently designated as School in the City's General Plan and zoned R-1-7500 Residential Zone (Single-Family). The Proposed Project would require a General Plan Amendment that would re-designate the project site to Medium Density Residential and a zone change to RD (Multiple-Family) with a Planned Community Development (PCD) Overlay. Although the Proposed Project is currently inconsistent with the General Plan land use designation and zoning for the project site, the Proposed Project would be consistent with the adjacent residential land uses and would be in substantial compliance with the Land Use Element goals and policies as discussed in detail in Section 3.10.b) below. Therefore, the Proposed Project would be consistent with the AQMP for the Basin.

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*Cumulative Health Impacts*

The Basin is designated as nonattainment for ozone and PM<sub>2.5</sub> by the EPA, which means that the background levels of those pollutants are at times higher than the ambient air quality standards. The air quality standards were set to protect public health, including the health of sensitive individuals (elderly, children, and the sick). Therefore, when the concentrations of those pollutants exceed the standard, it is likely that some sensitive individuals in the population would experience health effects. The regional analysis detailed above under Section 3.3.b) found that the Proposed Project would not exceed the SCAQMD regional significance thresholds for VOC and NO<sub>x</sub> (ozone precursors), and PM<sub>2.5</sub>. Therefore, the Proposed Project would result in a less than significant cumulative health impact.

**Summary**

The Proposed Project would not exceed the SCAQMD thresholds for construction and operations emissions, would be consistent with the AQMP for the Basin, and would result in a less than significant cumulative health impact. Therefore, cumulative impacts would be considered less than significant during both construction and operation of the Proposed Project. No mitigation is required.

**d) *Would the project expose sensitive receptors to substantial pollutant concentrations?***

**Less Than Significant Impact.** The local concentrations of emissions produced in the nearby vicinity of the Proposed Project, which may expose sensitive receptors to substantial concentrations, have been calculated and discussed above under Section 3.3.b) for both construction and operations.

**Construction-Related Sensitive Receptor Impacts**

The nearest offsite sensitive receptor to the Proposed Project are single-family homes as near as 80 feet east, south, and west of the project site. In addition, Charter Oak High School has sports fields as near as 90 feet north of the project site. Since construction of the homes would be done in phases and some homes would be occupied while the remaining homes are being constructed, the occupied residences on the project site would also be considered sensitive receptors. The analysis in Section 3.3.b) above found that none of the analyzed criteria pollutants would exceed the local emissions thresholds for any phase of construction. Therefore, construction of the Proposed Project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations. No mitigation is required.

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**Operations-Related Sensitive Receptor Impacts**

The on-going operations of the Proposed Project may expose sensitive receptors to substantial criteria pollutant concentrations in the immediate vicinity of the project site from on-site operations, or near intersections where the Proposed Project would substantially increase the vehicular traffic and resultant CO concentrations.

The local air quality impacts from the operation of the Proposed Project would result in criteria pollutant emissions from on-site sources such as architectural coatings, landscaping equipment, hearths, natural gas appliances, and the operation of vehicles. Because of the residential nature of the Proposed Project, the majority of the Proposed Project's operational criteria pollutant emissions are from vehicles traveling on roadways away from the project site. These criteria pollutant emissions are then spread over a vast area traversed by various mobile sources and do not result in localized air quality impacts in proximity to the project site. As such, localized operational modeling for project operations are not typically prepared for residential developments. Therefore, the on-going operations of the Proposed Project would not exceed local emissions thresholds at the nearest sensitive receptors to the project site from operational activities.

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential impacts to sensitive receptors. The analysis provided above under Section 3.3.b) shows no local CO hotspots are anticipated to be created at any nearby intersections from the vehicle traffic generated by the Proposed Project. Therefore, the exposure of sensitive receptors to substantial pollutant concentrations would be less than significant during operational activities. No mitigation is required.

*e) Would the project create objectionable odors affecting a substantial number of people?*

**Less Than Significant Impact.** Construction of the Proposed Project would result in the emission of diesel fumes and other odors typically associated with construction activities. Odors would be generated from vehicles and/or equipment exhaust emissions during demolition activities and construction of the Proposed Project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and to architectural coatings. Such odors are temporary and generally occur at magnitudes that would not affect substantial numbers of people. Construction of the Proposed Project would use typical construction techniques in compliance with SCAQMD rules, including SCAQMD rules that restrict the VOC content (the source of odor-causing compounds) in paints.

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Any odors associated with construction activities would be temporary and would cease upon project completion; therefore, impacts associated with odors during construction would be considered less than significant and no mitigation is required.

Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Proposed Project would consist of an infill residential development and the operation of the Proposed Project. Food-related odors may be generated from household cooking at the residences; however, these odors are not considered to create a significant nuisance and it is not likely that these odors would because a significant impact to surrounding receptors. Therefore, a less than significant odor impact would occur from operation of the Proposed Project and no mitigation is required.

### 3.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**No Impact.** According to the Covina General Plan Natural Resources and Open Space Element Section II.B.3, the City is unlikely to have any species considered sensitive or listed as endangered on any Federal or State register. Although earlier studies conducted in the City have reported one sensitive species of bird (the Least Bell’s vireo) and one sensitive species of reptile (the San Diego horned lizard) as potentially existing within the City limits, their occurrence probability is considered low because current land use conditions are incompatible with these species’ habitats. The Least Bell’s vireo and the San Diego horned lizard were not identified by biologists during the preparation of the technical report supporting the Covina General Plan. The General Plan also notes that the largest number and greatest diversity of bird, reptile, and animal species occur in the above noted riparian woodland and coast live oak woodland communities of the southeastern Covina Hills area. The project site is not located within or adjacent to the riparian woodland and coast live oak woodland communities identified in the General Plan.

A California Natural Diversity Database (CNDDDB) search was conducted for the Baldwin Park and San Dimas quads, which are the two quads closest to the project site and has been included in this document as Appendix B. The CNDDDB search identified the following federally and/or State-listed Endangered or Threatened species within the quads: bank swallow (*Riparia riparia*), coastal California gnatcatcher (*Polioptila californica californica*), least Bell’s vireo (*Vireo bellii pusillus*), and western yellow-billed cuckoo (*Coccyzus americanus occidentalis*). The Proposed Project is located in an urbanized area in the northeastern portion of the City and is adjacent to existing residential communities. The project site has been disturbed and developed, and does not contain any suitable habitats for any of the identified species. Candidate, sensitive, or special

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status species are not expected to be discovered on the project site. Therefore, implementation of the Proposed Project would not result in any impacts.

- b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

**No Impact.** The City's General Plan Natural Resources and Open Space Element Section III.B.1.a identifies riparian woodland and coast live oak woodland communities in the southeastern Covina Hills area. In addition, the unimproved segments of two flood control channels support riparian woodland communities. The first segment is a stretch of the Charter Oak Wash running through the southern area of Kahler Russell Park (previously known as Wingate Park). The second segment is the northerly portion of Walnut Creek (between Puente Street and an area near the terminus of Chaparro Road).

As stated previously, the project site has been developed as a school site and is located in an urbanized area in the northeastern portion of the City adjacent to existing residential communities. There are no riparian habitats or sensitive natural communities on the project site. The project site is not located in or near any of the riparian woodland and coast live oak woodland communities identified in the General Plan. The project site is located more than a quarter-mile east of the unimproved flood control segment running through Kahler Russell Park and approximately 0.8 miles north of the unimproved segment of Walnut Creek. Furthermore, according to the U.S. Fish and Wildlife Service National Wetlands Inventory, the project site does not contain any riparian habitat. Implementation of the Proposed Project would not have a substantial adverse effect on any riparian habitat or sensitive natural communities identified in the General Plan. No impacts would occur.

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

**Less Than Significant Impact.** The project site was developed as a school site in 1964 and is located in an area surrounded by urban development. As discussed previously, the project site does not contain any riparian areas. Furthermore, there are no federally protected wetlands located on the project site. However, the project site is located approximately 200 feet north of Charter Oak Creek Wash. Although the Proposed Project would not involve activities that would remove, fill, or interrupt any portion of Charter Oak Creek Wash, it has the potential to impact

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water quality. The Proposed Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) Program, which regulates Municipal Separate Storm Sewer System (MS4) discharges to Waters of the United States (WoUS) as mandated by the Clean Water Act. A stormwater low impact development plan was prepared for the Proposed Project, as required by the MS4 Permit. The stormwater low impact development plan contains BMPs that would minimize stormwater runoff from the Proposed Project and protect water quality (IDS 2015). Implementation of the BMPs listed in the stormwater low impact development plan would ensure that water quality impacts to Charter Oak Creek would be less than significant. No mitigation is required.

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

**Less Than Significant Impact with Mitigation Incorporated.** As discussed above, the project site is located in an urban area and has been developed as a school site since the late 1950s/early 1960s. The project site does not contain any native habitats, wetlands, or riparian areas, and is not part of a wildlife corridor. Migratory fish would not be found on site and native resident or migratory wildlife species are not anticipated. The project site does contain mature trees that could be utilized by migratory or nesting birds. The Migratory Bird Treaty Act (MBTA) would protect migratory and nesting birds from significant impacts resulting from the Proposed Project. Implementation of mitigation measure **MM-BR-1**, which would require pre-construction surveys for nesting birds would ensure compliance with MBTA. Thus, impacts to migratory wildlife would be considered less than significant with the implementation of **MM-BR-1**.

**Mitigation Measure:**

**MM-BR-1:** In order to avoid impacts on nesting birds, vegetation removal shall not be scheduled during the breeding season (i.e., January 15–September 15) to the extent feasible. If vegetation clearing for construction must be conducted during the breeding season, a pre-construction survey shall be conducted a minimum of seven days prior to any ground or vegetation disturbance by a qualified Biologist for nesting birds prior to disturbance to confirm the absence of active nests. If no active nests are found, vegetation removal can proceed. If the Biologist finds an active nest within or adjacent to the construction area and determines that the nest may be impacted, the Biologist shall identify an appropriate buffer zone around the nest depending on the sensitivity of the species and the nature of the construction activity. The active site shall be protected until nesting activity has ended to ensure compliance with the MBTA and the California Fish and Game Code. To protect any nest site, the following restrictions to

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construction activities shall be required until nests are no longer active, as determined by a qualified Biologist: (1) clearing limits shall be established within a buffer around any occupied nest (the buffer shall be 500 feet for raptors), unless otherwise determined by a qualified Biologist and (2) access and surveying shall be restricted within the buffer of any occupied nest, unless otherwise determined by a qualified Biologist. Construction and/or encroachment into the buffer area around a known nest shall only be allowed if the Biologist determines that the proposed activity would not disturb the nest occupants.

*e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

**Less Than Significant Impact.** The City's Tree Preservation Ordinance, codified in Chapter 17.83 of the Covina Municipal Code, prohibits the damaging of heritage trees within the City. Heritage trees are defined in Section 17.83.020 of the ordinance as all species of oak and any individual tree or groups of trees that have been specifically designated as heritage trees by the City. According to the tree survey (Appendix C) conducted for the Proposed Project, the existing trees on the project site consist of maple, ash, pepper, sycamore, carrotwood, juniper, jacaranda, and one pine tree. According to Section 17.83.150 of the Covina Municipal Code, the City Council, Planning Commission or any property owner or concerned citizen of the City may nominate a tree or cluster of trees for heritage status that are not otherwise defined as heritage trees. None of the on-site existing trees are oak trees or trees that have been nominated or designated for heritage status. Therefore, the Proposed Project would not conflict with the City's Tree Preservation Ordinance. Impacts would be less than significant. No mitigation is required.

*f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

**No Impact.** The Proposed Project is located in an urbanized area and is adjacent to existing residential uses. The project site is not subject to any habitat conservation plan or natural community conservation plan. Furthermore, as previously stated, the project site has been disturbed and developed, and does not contain any native habitats. No impacts would occur.

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**3.5 Cultural Resources**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?***

**Less Than Significant Impact.** A records search covering the project site and a one-mile radius around the project was conducted at the South Central Coastal Information Center on March 19, 2015 by Megan Wilson of Cogstone. The results of the records search are included as Appendix D1 of this document. The California Historical Resources Information System search included a review of the National Register of Historic Places, the California Register of Historical Resources, the list of California Points of Historical Interest, the list of California Historical Landmarks, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list.

The records search found that fifteen prior studies were conducted within the search radius. No studies were located within the boundaries of the project site. One study was located within a quarter-mile radius and one was located within a half-mile radius. The remaining 13 studies were located within a one-mile radius of the project site.

According to the records search four previously recorded cultural resources are located within a one-mile radius of the project site. Of the four resources, none are located within the project site. Two prehistoric sites and one California Registered Historical Landmark (CRHL No. 693 – The Mojave Road) are located within a half-mile radius of the project site. One historic church is located within a one-mile radius of the project site.

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In addition, a Historic Resources Assessment (Appendix D2) was completed in April 2015 by Architectural Historian Teri Vaughn and Preservation Consultant Cynthia Ward, for CWHPC, in an effort to document the institutional resources related to the project site.

Ms. Vaughn conducted a field inspection of the project site for condition, setting, and context, and captured a photographic record of the site to determine current conditions and integrity. Historic research conducted by CWHPC was combined with previous efforts to document and record conditions of the site for compliance with CEQA requirements. Together these resource materials and first person study and documentation offer an assessment of the potential historical significance of the on-site structures. Evaluation of the school site has been based on the criteria set by the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Date stamped As-Built drawings provided by Charter Oak Unified School District confirm 1963 as the date of construction. The As-Built drawings indicate a design of the Banna Avenue School by Daniel, Mann, Johnson, and Mendenhall (DMJM), known to midcentury enthusiasts as 'dimjim.' If the school site had been designed as a custom commission of note, the connection to DMJM would offer potential to qualify the site as significant in its relationship to a designer of note. However, this school was the result of mass produced construction based on a generic plan designed by DMJM, not intended to be site specific. The same formulaic plans can be found throughout Southern California, from just south of Santa Barbara to San Diego County. The cumulative effect of such a broad range of geographic prevalence indicates loss of individual resources lacking notable design and are not considered negative impacts to the inventory of resources worthy of consideration for preservation. This is a position shared by the Los Angeles Unified School District in the school site inventory of similar designs, also offered by DMJM. A similar approach to the selective preservation of midcentury architectural resources has been taken by the State of California in their review of residential construction of the same period.

The school site appears "Not eligible" as a resource of historic or architectural significance; its design is very typical of the period, but not an outstanding example of educational institutional design ideals of the era. The school appears to be drawn from one of the standardized plans for schools during this period. Research does not indicate the site has been associated with any significant event or representative of a significant pattern of development. Furthermore, this particular design does not appear to be an outstanding example of architectural design or the representative work of a master architect.

In addition, a cursory review of the surrounding residential neighborhood does not indicate the likelihood of future listing as a "historic district" of any kind, despite its period of construction easily meeting or approaching the 45-50 year age of significance as defined by National Register

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of Historic Places and California Register of Historical Resources standards. Thus the context and setting of the school site does not offer increased significance as part of a whole. Nor does development of the school site appear to impact a residential neighborhood of historic significance as defined by CEQA.

Based on the results of the records search and Historic Resources Assessment, on-site structures are not considered a significant historic resource. Therefore, implementation of the Proposed Project would not substantially impact the significance of a historic resource. Impacts would be less than significant. No mitigation is required.

***b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?***

**Less Than Significant Impact with Mitigation Incorporated.** The project site is located in an urban area surrounded by residential development. The project site has been disturbed during the construction of the existing school buildings on the project site. The records search for the Proposed Project found four previously recorded cultural resources located within a one-mile radius of the project site. However, no cultural resources have been recorded on the project site itself. The results of the records search are included in Appendix D1. Additionally, on April 6, 2015, the City received a letter from the California Native American Heritage Commission (NAHC) with the official Senate Bill (SB) 18 consultation list. This letter is included in Appendix D1. On April 23, 2015, the City mailed SB 18 notification letters to all groups identified by the NAHC. The City reports that no groups have requested consultation to date. On September 10, 2015, the NAHC was contacted to conduct a search of the Sacred Lands Files. The NAHC responded on October 5, 2015, and stated that the search was completed for the project area with negative results. The NAHC request and response are provided in Appendix D1. Although no cultural resources have been identified on the project site, there still remains the possibility that undiscovered, buried archaeological resources might be encountered during project construction. In the event that these resources are inadvertently discovered during ground-disturbing activities, mitigation measure **MM-CR-1** would require work to be halted within 100 feet of the discovery until it can be evaluated by a qualified archaeologist. Construction activities may continue in other areas. If the discovery proves to be significant, additional work, such as data recovery excavation or resource recovery, may be warranted and would be discussed in consultation with the appropriate regulatory agency. Implementation of **MM-CR-1** would ensure that impacts to archaeological resources remain less than significant.

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**Mitigation Measure**

**MM-CR-1:** In the event that archaeological resources are unearthed during ground-disturbing activities associated with the Proposed Project, the contractor shall cease all earth-disturbing activities within 100 feet of the discovery and shall retain a qualified archaeologist meeting the Secretary of the Interior’s Professional Qualification Standards. The archaeologist shall evaluate the significance of the find and determine whether or not additional study is warranted. Construction activities may continue in other areas. If the discovery proves to be significant, additional work, such as data recovery excavation or resource recovery, may be warranted and would be discussed in consultation with the appropriate regulatory agency.

- c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**Less Than Significant Impact with Mitigation Incorporated.** Due to the development of the project site and previous disturbances associated with the construction and operation of the existing school, the potential for encountering paleontological resources is considered low. However, there remains the possibility that undiscovered, buried paleontological resources might be encountered during project construction. Appendix D1 includes a letter from the Natural History Museum of Los Angeles County identifying that while no vertebrate fossil localities have been recorded on the project site, there is a vertebrate fossil locality relatively near the project site from sedimentary deposits somewhat similar to those that occur in the Proposed Project area. While surface excavations are not anticipated to encounter any significant vertebrate fossil remains, deeper excavations may have the potential to uncover significant vertebrate fossil remains (Appendix D1). As such, prior to the start of construction, mitigation measure **MM-CR-2** would be implemented, which would require the Applicant to contract with a qualified paleontologist who will determine any areas on the project site with undisturbed sediments that could have moderate or high paleontological sensitivity and monitor all ground-disturbing activities in these areas. Implementation of **MM-CR-2** would ensure that impacts to paleontological resources remain less than significant.

**Mitigation Measure**

**MM-CR-2:** Prior to the initiation of any site preparation or start of construction, the Applicant shall contract with a qualified professional paleontologist or a California Registered Professional Geologist with appropriate paleontological expertise, as defined by the Society of Vertebrate Paleontology’s Conformable Impact Mitigation Guidelines Committee (SVP 2010 Guidelines) that shall be responsible for preparing and implementing a Paleontological Resources Monitoring

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and Mitigation Program. The qualified paleontologist shall be available “on-call” to the City and the Applicant throughout the duration of ground-disturbing activities. The paleontological resource monitoring and mitigation program should include preconstruction coordination; construction monitoring; emergency discovery procedures; sampling and data recovery, if needed; preparation, identification, and analysis of the significance of fossil specimens salvaged, if any; museum storage of any specimens and data recovered; and reporting. Earth-moving construction activities should be monitored wherever these activities will disturb previously undisturbed sediment with a moderate or high paleontological sensitivity. These locations will be determined by the qualified professional paleontologist prior to initiation of construction activities. Monitoring will not need to be conducted in areas where sediments have been previously disturbed or in areas where exposed sediments will be buried, but not otherwise disturbed. In such cases, spot-checking of the excavation site is sufficient.

***d) Would the project disturb any human remains, including those interred outside of formal cemeteries?***

**Less Than Significant Impact.** Due to the level of past disturbance in the project area, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during earth removal or disturbance activities. However, in the unexpected event that human remains are found, those remains would require proper treatment, in accordance with applicable laws. Procedures of conduct following the discovery of human remains on non-federal lands have been mandated by California Health and Safety Code §7050.5, PRC §5097.98 and the California Code of Regulations (CCR) §15064.5(e). According to the provisions in CEQA, should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The Los Angeles County Coroner will be immediately notified. The Coroner must then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner has 24 hours to notify the NAHC, who will, in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions will be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD’s recommendations, the owner or the descendent may request mediation by the NAHC. Impacts are less than significant. No mitigation is required.

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**3.6 Geology and Soils**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

**Less Than Significant Impact.** According to the preliminary geotechnical investigation that was conducted for the Proposed Project (Appendix E) by Albus-

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Keefe & Associates, Inc., the project site is not located within a designated Alquist-Priolo Earthquake Fault Zone. The closest active fault to the project site is the San Jose fault, located 2.62 miles from the project site. The potential for rupture of a known earthquake fault on the project site is considered very low. However, the Proposed Project is located in an active seismic region that has historically been impacted by moderate to occasionally high levels of ground shaking. The project site is relatively close to several active faults. Potential ground shaking caused by earthquakes must be taken into account in the design and construction of any structures on the project site. Adherence to the current California Building Code seismic design parameters would ensure that impacts due to rupture of an earthquake fault would be less than significant. No mitigation is required.

*ii) Strong seismic ground shaking?*

**Less Than Significant Impact.** As stated previously, the Proposed Project is located in an active seismic region and is relatively close to several active faults. It is likely that the Proposed Project would experience moderate to occasionally high ground shaking from these fault zones, as well as some background shaking from other seismically active areas of the Southern California region. Implementation of the recommendations contained in the preliminary geotechnical investigation (Appendix E), which include consultation of a geotechnical consultant during site grading and foundation construction, the removal and recompaction of the upper five feet of existing soils on the project site, and adherence to the current California Building Code seismic design parameters during the design and construction of the Proposed Project, would ensure that impacts due to strong seismic ground shaking would be less than significant. No mitigation is required.

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

**Less Than Significant Impact.** As stated in the Covina General Plan Safety Element Section II.C.5.b, liquefaction typically occurs in areas where the groundwater is less than 30 feet from the surface and where the soils are composed of predominantly poorly consolidated fine sand. According to the preliminary geotechnical investigation conducted for the project site, groundwater was not encountered during the subsurface exploration to a maximum depth of 31.5 feet below the existing ground surface. A review of the California Division of Mines and Geology Seismic Hazard Zone Report 032 indicated that historical

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high groundwater levels for the general area around the project site is approximately 175 feet below the existing ground surface. Thus, the preliminary geotechnical investigation concluded that groundwater is anticipated to be greater than 150 feet below the ground surface of the project site, and the potential for liquefaction at the project site is very low (Appendix E). Furthermore, according to the geotechnical investigation (Appendix E), the project site is not located within an area identified by the California Geologic Survey (CGS) as having potential for seismic slope instability. Therefore, impacts resulting from liquefaction would be less than significant. No mitigation is required.

*iv) Landslides?*

**No Impact.** According to the preliminary geotechnical investigation conducted for the project site, landslides are not anticipated at the project site (Appendix E). Furthermore, the project site is not located within an area identified by the CGS as having potential for seismic slope instability (Appendix E). No impacts would occur.

*b) Would the project result in substantial soil erosion or the loss of topsoil?*

**Less Than Significant Impact.** The Proposed Project would disturb one or more acres of soil, and would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ, as amended). Construction activities subject to the Construction General Permit include clearing, grading, and disturbances to ground such as stockpiling or excavation. The Construction General Permit requires implementation of a Storm Water Pollution Prevention Plan (SWPPP), which includes BMPs designed to protect against erosion. A project must demonstrate compliance with the NPDES Construction General Permit prior to being issued grading and/or building permits. Thus, compliance with the Construction General Permit and implementation of the SWPPP would reduce impacts from soil erosion to less than significant. No mitigation is required.

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

**Less Than Significant Impact.** As previously stated, the potential for liquefaction at the project site is very low and the project is not located within an area with potential for seismic slope instability. Lateral spreading and landslides would not be anticipated. Subsidence generally

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occurs in areas of loose and soft soil materials when ground water is withdrawn to the extent that surface deformation takes place. According to the preliminary geotechnical investigation, groundwater is anticipated to be greater than 150 feet below the surface of the project site (Appendix E). Furthermore, General Plan Safety Element Section II.C.5.d states that subsidence is not a problem in the City because of the decreasing amounts of water extracted from below the surface. However, the preliminary geotechnical investigation conducted for the Proposed Project indicated that the upper soils within the project site are compressible and prone to significant hydrocollapse (consolidation upon wetting). Foundations supported by these soils would be subject to excessive settlement from future wetting due primarily to irrigation. However, based on the recommendations of the preliminary geotechnical investigation, the Proposed Project would be designed so that within structural building pads and beneath future retaining walls, the upper five feet of existing soils would be excavated and replaced as compacted engineered fill. This would ensure that impacts would be less than significant. No mitigation is required.

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

**Less Than Significant Impact.** As part of the preliminary geotechnical investigation for the Proposed Project, selected samples representative of earth materials on the project site were tested to determine the expansion index. The results of the test indicated that the project site contains soils with very low expansion potential. Therefore, the Proposed Project would not be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994) and would not create substantial risks to life or property. Impacts would be less than significant. No mitigation is required.

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

**No Impact.** The project site is served by a public sewer system. The Proposed Project would not include the use of septic tanks or alternative waste water disposal systems. No impacts would occur.

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**3.7 Greenhouse Gas Emissions**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

**Less Than Significant Impact.** A greenhouse gas analysis was conducted to determine impacts associated with the development of the Proposed Project. The results of the analysis are included as Appendix A of this document.

Constituent gases of the Earth’s atmosphere, called atmospheric greenhouse gases (GHGs), play a critical role in the Earth’s radiation amount by trapping infrared radiation from the Earth’s surface, which otherwise would have escaped to space. Prominent GHGs contributing to this process include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone (O<sub>3</sub>), water vapor, nitrous oxide (N<sub>2</sub>O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these GHGs in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth’s natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/ manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State’s GHG emissions, followed by electricity generation. Emissions of CO<sub>2</sub> and N<sub>2</sub>O are byproducts of fossil fuel combustion. Methane, a potent GHG, results from off-gassing associated with agricultural practices and landfills. Sinks of CO<sub>2</sub>, where CO<sub>2</sub> is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

The Proposed Project is located within the jurisdiction of the SCAQMD. In order to identify significance criteria under CEQA for development projects, SCAQMD initiated a Working Group,

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which provided detailed methodology for evaluating significance under CEQA. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 3,500 (million metric tons of carbon dioxide equivalent) MTCO<sub>2</sub>e for residential projects. Although the SCAQMD provided substantial evidence supporting the use of the above threshold, the threshold has not been formally adopted because the SCAQMD is awaiting the outcome of the pending appeal of the California Building Industry Association v. Bay Area Air Quality Management District, is resolved. Therefore, the Proposed Project would be considered to create a significant cumulative GHG impact if the Proposed Project would exceed the annual threshold of 3,500 MTCO<sub>2</sub>e.

## Construction Emissions

Construction of the Proposed Project would result in GHG emissions that are primarily associated with the use of off-road construction equipment and on-road construction and worker vehicles. CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Section 3.3 b).

On-site sources of GHG emissions include off-road equipment; off-site sources include vendor (delivery) trucks and worker vehicles. Table 3-7 presents unmitigated construction emissions for the Proposed Project from Year 2016 and Year 2017 from emission sources, as well as the amortized annual construction emissions over a 30-year “project life,” as was recommended in the SCAQMD GHG Working Group on November 19, 2009. The construction equipment assumptions utilized in the CalEEMod model are summarized in Table 32 and are based on the default number of workdays and equipment assumptions.

**Table 3-7  
Proposed Project Estimated Annual Construction GHG Emissions**

	MT CO <sub>2</sub>	MT CH <sub>4</sub>	MT N <sub>2</sub> O	MT CO <sub>2</sub> E
Year 2016	349.97	0.08	0.00	351.63
Year 2017	331.44	0.07	0.00	332.85
<b>Total</b>	<b>681.41</b>	<b>0.15</b>	<b>0.00</b>	<b>684.48</b>
<b>Amortized Annual Construction Emissions</b>	<b>22.71</b>	<b>0.01</b>	<b>0.00</b>	<b>22.82</b>

**Notes:** See Appendix A for detailed results.

MT = metric tons; CO<sub>2</sub> = carbon dioxide; CH<sub>4</sub> = methane; N<sub>2</sub>O = nitrous oxide; CO<sub>2</sub>E = carbon dioxide equivalent

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As shown in Table 3-7, the estimated total GHG emissions during Proposed Project construction would be approximately 685 MTCO<sub>2</sub>E. Additional details regarding these calculations are found in Appendix A.

As with project-generated construction air quality pollutant emissions, GHG emissions generated during construction of the Proposed Project would be short-term in nature, lasting only for the duration of the construction period, and they would not represent a long-term source of GHG emissions. Because there is no separate GHG threshold for construction, the evaluation of significance is discussed in the operational emissions analysis below.

### Proposed Project Operational GHG Emissions Summary

Using CalEEMod, the Proposed Project operational GHG emissions from area sources, electricity usage, motor vehicles, solid waste generation, water consumption, and wastewater treatment associated with the project were estimated as shown in Table 3-8. Additional details regarding these calculations are found in Appendix A.

**Table 3-8  
Proposed Project Estimated Operational GHG Emissions**

	MT CO <sub>2</sub> /year	MT CH <sub>4</sub> /year	MT N <sub>2</sub> O/year	MT CO <sub>2</sub> E/year
Area sources <sup>1</sup>	20.41	0.02	0.00	20.93
Energy (natural gas and electricity) <sup>2</sup>	231.70	0.01	0.00	232.83
Mobile sources <sup>3</sup>	883.42	0.03	0.00	884.15
Solid waste <sup>4</sup>	15.93	0.94	0.00	35.70
Water/wastewater <sup>5</sup>	32.40	0.14	0.00	36.31
Construction <sup>6</sup>	22.71	0.01	0.00	22.82
<b>Total Emissions</b>	1,206.57	1.15	0.00	1,232.74
<b>SCAQMD Draft Residential Threshold of Significance</b>				3,500.00

**Source:** Appendix A.

**Notes:**

- <sup>1</sup> Area sources consist of GHG emissions from hearths and landscaping equipment.
- <sup>2</sup> Energy usage consist of GHG emissions from electricity and natural gas usage.
- <sup>3</sup> Mobile sources consist of GHG emissions from vehicles. Since the Traffic Impact Analysis did not provide trip generation rates for Saturdays and Sundays, it was assumed that the trip generation rate of 9.52 during the weekday would also be applied for Saturday and Sunday trips per home.
- <sup>4</sup> Waste includes the CO<sub>2</sub> and CH<sub>4</sub> emissions created from the solid waste placed in landfills.
- <sup>5</sup> Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
- <sup>6</sup> Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.

Table 3-8 shows that the Proposed Project would create approximately 1,233 MTCO<sub>2</sub>e of GHG emissions per year as a result of Proposed Project operations. According to the SCAQMD draft threshold of significance, a cumulative global climate change impact would occur if the GHG

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emissions created from the on-going operations of the proposed residential development would exceed 3,500 MTCO<sub>2</sub>e per year. Therefore, a less than significant generation of greenhouse gas emissions would occur from construction and operation of the Proposed Project. No mitigation is required during construction or operation of the Proposed Project.

***b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

**Less Than Significant Impact.** In December 2012, the City of Covina adopted an Energy Action Plan (EAP). The EAP was created in partnership with the San Gabriel Valley Council of Governments and Southern California Edison, and was prepared to follow the guidance of California's Long Term Energy Efficiency Strategic Plan. The EAP identifies a comprehensive set of electricity-related energy efficiency targets, goals, policies, and actions to help the community and the City become more energy-efficient, and provides policies and actions to assist with the implementation of an energy efficiency strategy, and summarizes the policies, benefits, implementation time frame, and responsible departments for implementing the components of the energy efficiency strategy. The EAP contains a comprehensive GHG emissions inventory and forecast, and provides recommendations for community-wide strategies and municipal programs to achieve cost savings through energy reductions and more efficient maintenance and operational practices; however, the EAP's analysis was limited to energy and gas consumption (City facilities and community-wide). The EAP serves as the equivalent of an electricity efficiency chapter of a climate action plan and is designed to integrate into a comprehensive climate action plan when the City's resources support the preparation of a climate action plan to address the reduction of GHG emissions from electricity, natural gas, waste, transportation, and other sectors (City of Covina 2012). The EAP's energy reduction targets will set the groundwork for any GHG reduction targets found in a future climate action plan; however, the City has not yet adopted a qualified GHG reduction plan under CEQA that would be applicable to the Proposed Project.

Since the City of Covina does not yet have a Climate Action Plan or Greenhouse Gas Reduction Plan, the City relies on the expertise of the SCAQMD and utilizes the SCAQMD as guidance for the environmental review of plans and development proposals within its jurisdiction. Therefore, the SCAQMD's GHG emission threshold is applicable to the Proposed Project.

In order to identify significance criteria under CEQA for development projects, SCAQMD initiated a Working Group, which provided detailed methodology for evaluating significance under CEQA. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered

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approach that provides a quantitative annual threshold of 3,500 MTCO<sub>2</sub>e for residential land use type projects. Although the SCAQMD provided substantial evidence supporting the use of the above threshold, they have not been formally adopted because the SCAQMD is awaiting the outcome of the pending appeal of the California Building Industry Association v. Bay Area Air Quality Management District, is resolved.

According to the project GHG emissions calculations above, implementation of the Proposed Project would result in the generation of approximately 1,233 MTCO<sub>2</sub>e per year as a result of Proposed Project operations. The Proposed Project would be below the SCAQMD’s proposed threshold of 3,500 MTCO<sub>2</sub>e for residential projects. Therefore, the Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. Impacts would be less than significant. No mitigation is required during construction or operation of the Proposed Project.

**3.8 Hazards and Hazardous Materials**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

**Less Than Significant Impact with Mitigation Incorporated.** The Proposed Project would include the development of 63 new detached single-family residential homes on the project site. During construction of the Proposed Project, fuels, oils, mechanical fluids, and other chemicals may be used. The transport of hazardous materials associated with construction activities, as well as construction waste for disposal, could result in accidental release of hazardous materials. The Proposed Project would be required to comply with all applicable federal, state, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste to reduce the likelihood and severity of accidents during transit. Operation of the Proposed Project would not involve the transport, use, or disposal of large quantities of hazardous materials. The use of hazardous materials on the project site post-construction would consist of those commonly used in a residential setting and in a park for routine maintenance, landscaping, and cleaning. Proper handling of the use and disposal of hazardous materials would reduce the potential for exposure.

A Phase I Environmental Site Assessment (ESA) was conducted by Partner Engineering and Science, Inc. (Partner) for the project site, which has been included as Appendix F. During the site visit, small quantities of hazardous materials including cleaning products and other general commercial-grade maintenance products were observed on-site. However, based on the good housekeeping practices observed, and lack of stains or spills, the hazardous materials are not expected to represent a significant environmental concern. The site

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reconnaissance did not find any evidence of aboveground storage tanks or underground storage tanks. No other indications of hazardous waste generation or storage on-site was observed during the site reconnaissance.

The Phase I ESA included a review of the regulatory database report obtained from Environmental Data Resources, Inc. (EDR). According to the EDR report, the project site is listed in the HAZNET database for generating state-regulated wastes including “asbestos-containing wastes” that was manifested for off-site disposal in 2008. Based on the regulatory status and lack of listings in other databases indicating violations and/or a release, the project site is not considered to be an environmental concern.

Partner also reviewed historical information associated with the project site. According to the review, the project site contained agricultural uses (citrus groves) from at least 1928 until the construction of the existing school buildings and grounds in the in the late 1950s/early 1960s. Common agricultural practices can result in residual concentrations of fertilizers, pesticides, or herbicides in near-surface soil, though not generally at concentrations that pose a significant health risk. Since the project site has been redeveloped, remaining pesticide or herbicide residues, if any, are likely to have been dispersed during construction activities and therefore are unlikely to impact human health or the environment. However, based on the proposed residential development, limited sampling for herbicides or pesticides may be warranted.

In addition, due to the age of the buildings on the project site, there is a potential that asbestos-containing material (ACM) and/or lead-based paint (LBP) are present. Implementation of the Proposed Project would require demolition of the existing buildings, which could result in the transport and disposal of ACM and LBP.

The Proposed Project would be required to implement mitigation measure **MM-HM-1**, which requires the Applicant to conduct a Phase 2 ESA to evaluate the project site for the presence of herbicides or pesticides, and **MM-HM-2**, which requires ACM and LBP testing. Implementation of **MM-HM-1** and **MM-HM-2** would ensure that impacts to the public or the environment through the transport and disposal of hazardous materials are less than significant during both construction and operation of the Proposed Project.

## **Mitigation Measures**

**MM-HM-1:** Prior to the issuance of a grading permit, the Applicant shall conduct a Phase 2 ESA to obtain representative soil samplings from the project site in order to test for the presence of herbicides or pesticides. A copy of the Phase 2 ESA shall be submitted to the City for review.

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If the Phase 2 ESA identifies the presence of herbicides or pesticides at levels that present a health hazard, the Applicant shall comply with all recommendations contained in the Phase 2 ESA for the remediation of the affected areas.

**MM-HM-2:** Prior to demolition and/or construction activities, the project site shall be tested for ACM and LBP by a licensed contractor. The asbestos report shall be submitted to SCAQMD for review and approval. In addition, copies of the asbestos and lead report shall be provided to the City prior to the issuance of demolition permits. Removal or disturbance of material with any detectable amount of ACM or LBP must be handled in accordance with Occupational Safety and Health Administration (OSHA) regulations. All hazardous materials will be removed by trained and authorized personnel and disposed of at a licensed facility (generally a Class III landfill), in compliance with local, state, and federal regulations and guidelines. All applicable local, state, and federal codes and regulations related to the treatment, handling, and disposal of asbestos and lead shall be observed if the Proposed Project requires asbestos and/or lead abatement.

*b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

**Less Than Significant Impact with Mitigation Incorporated.** As previously discussed, the Proposed Project would be required to comply with all applicable federal, state, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste during the construction phase to reduce the likelihood and severity of accidents during transit. Proper handling of the use and disposal of hazardous materials associated with residential uses would reduce the potential for exposure. The project site was used for agriculture between 1928 and the late 1950s/early 1960s. Agricultural uses can result in residual concentrations of fertilizers, pesticides, or herbicides in near-surface soils on the project site. In addition, due to the age of the buildings on the project site, there is potential for the presence of ACM and/or LBP in the existing buildings. The Proposed Project would be required to implement mitigation measures **MM-HM-1** and **MM-HM-2** which would ensure that the Proposed Project does not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Impacts would be less than significant with mitigation incorporated.

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- c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

**Less Than Significant Impact with Mitigation Incorporated.** Charter Oak High School is located on the north side of Cypress Street, directly north of the project site. There are no other schools located within one-quarter mile of the project site. As previously discussed, the Proposed Project would be required to comply with all applicable federal, state, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste during the construction phase to reduce the likelihood and severity of accidents during transit. Proper handling of the use and disposal of hazardous materials associated with residential uses would reduce the potential for exposure of the school to hazardous materials. The project site contained agricultural uses between 1928 and the late 1950s/early 1960s and may contain residual traces of pesticide or herbicide. In addition, there is potential for the presence of ACM and/or LBP. Implementation of mitigation measures **MM-HM-1** and **MM-HM-2** would ensure that the Proposed Project would not expose Charter Oak High to hazardous materials during the demolition of the existing buildings. Impacts would be less than significant with mitigation incorporated.

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

**Less Than Significant Impact.** As previously discussed under item 3.8(a), the project site is listed in the HAZNET database for generating state-regulated wastes including “asbestos-containing wastes” that was manifested for off-site disposal in 2008. Based on the regulatory status and lack of listings in other databases indicating violations and/or a release, the project site is not considered to be an environmental concern. Impacts would be considered less than significant. No mitigation is required.

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

**No Impact.** The Proposed Project is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest public use airport is the Brackett Field Airport, located approximately 4.5 miles east of the project site. The Proposed Project would not

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result in a safety hazard for people residing or working in the project area. Therefore, no impacts associated with public use airports would occur.

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

**No Impact.** There are no private airstrips within the vicinity of the project site. The Proposed Project would not result in a safety hazard for people residing or working in the project area. Therefore, no impacts associated with private airstrips would occur.

*g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

**Less Than Significant Impact.** As stated in General Plan Safety Element Section VII.B, the City adopted the Covina Emergency Plan to comprehensively manage major emergencies within the City. General Plan Safety Element Section VII.C also identifies all major public streets as major evacuation routes. The Proposed Project would not require closure of any major evacuation routes during construction or operation, and would not obstruct emergency response plans. Furthermore, the Proposed Project would be reviewed by the Los Angeles County Fire Department (LACFD), the Covina Police Department (CPD), and other applicable City departments to ensure that the site design provides adequate emergency vehicle access and complies with the requirements of the City's Municipal Code. Therefore, the Proposed Project would not interfere with the Covina Emergency Plan and impacts would be considered less than significant. No mitigation is required.

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

**No Impact.** Wildland fires are defined in Covina General Plan Safety Element Section IV.B as fires that typically occur in very low density, hillside areas with large quantities of uncultivated, combustible plants (such as chaparral and riparian communities), brush, and grasslands. The project site is located within an urbanized area adjacent to existing residential communities. The Proposed Project is not located in a very low density, hillside area. Wildland fires would not occur on or near the project site. Therefore, the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

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**3.9 Hydrology and Water Quality**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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**a) *Would the project violate any water quality standards or waste discharge requirements?***

**Less Than Significant Impact.** The project site is in proximity to Walnut Creek and the San Gabriel River. Construction of the Proposed Project would include grading, excavation, and other earthmoving activities that have the potential to cause erosion that would subsequently degrade water quality and/or violate water quality standards. Post-construction, stormwater runoff from the project site would have the potential to contribute oil and grease, suspended solids, metals, trash, gasoline, pesticides, and pathogens to the San Gabriel River. These are considered pollutants of concern by the EPA (Report No. EPA-840-B-92-002) and have a significant impact on water quality. San Gabriel River was included on the 1998, 2002, 2006, and 2010 California Clean Water Act section 303(d) lists as an impaired waterbody for copper, zinc, lead, and selenium.<sup>3</sup> The Clean Water Act regulates and promotes the reduction of pollutants in the San Gabriel River through the implementation of the NPDES program.

Since the Proposed Project would disturb one or more acres of soil, the Proposed Project would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ, as amended). Construction activities subject to the Construction General Permit include clearing, grading, and disturbances to ground such as stockpiling or excavation. The Construction General Permit requires implementation of a SWPPP. The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, stormwater collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways. The SWPPP must also include an Erosion and Sediment Control Plan with BMPs designed to protect against erosion and stormwater runoff; a visual monitoring program; a chemical monitoring program for “non-visible” pollutants, should the BMPs fail; and a sediment monitoring plan, should the site discharge directly into a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in the SWPPP. Incorporation of these policies and the requirements contained within will reduce impacts to water quality to less than significant. A project must demonstrate compliance with the NPDES Construction General Permit prior to being issued grading and/or building permits. Groundwater dewatering discharges during construction are not anticipated because foundation and utility trench excavations would not intercept the static groundwater level reported in the geotechnical report (Appendix E).

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<sup>3</sup> [http://www.waterboards.ca.gov/losangeles/board\\_decisions/basin\\_plan\\_amendments/technical\\_documents/99\\_New/SGR%20implementation%20plan%20and%20schedule%20BPA\\_JN%20rap\\_Deb\(JF\).pdf](http://www.waterboards.ca.gov/losangeles/board_decisions/basin_plan_amendments/technical_documents/99_New/SGR%20implementation%20plan%20and%20schedule%20BPA_JN%20rap_Deb(JF).pdf) (accessed April 2015).

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The City is listed as a permittee under Order No. R4-2012-0175, NPDES Permit No. CAS004001, as amended, issued by the Los Angeles Regional Water Quality Control Board, which regulates MS4 discharges. In compliance with this permit, a stormwater low impact development plan was prepared for the Proposed Project, which contains BMPs that would minimize stormwater runoff from the Proposed Project and protect water quality. Structural BMPs used to minimize stormwater runoff from the project site would include the use of drywells to promote infiltration, implementation of methods to reduce excessive irrigation runoff, such as rain shutoff devices, and the display of language to discourage illegal dumping into storm drain inlets. Non-structural BMPs include activity restrictions, common area landscape management, common area catch basin inspection, and street sweeping of private streets and parking lots (IDS 2015).

Compliance with terms and conditions of the NPDES permit is required by state law. Implementation of the BMPs contained in the SWPPP and low impact development plan would reduce impacts to water quality to less than significant levels. No mitigation is required.

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

**Less Than Significant Impact.** According to the City's General Plan Natural Resources and Open Space Element Section II.B.1, 93 percent of the City's water is water purchased from the Metropolitan Water District. The Proposed Project is within the service boundaries of and would be served by the Golden State Water Company. The Proposed Project would not deplete local groundwater supplies. In addition, the Proposed Project includes the construction of drywells on the project site, which would promote infiltration and groundwater recharge. The Proposed Project would not result in the lowering of the local groundwater table. Impacts would be less than significant. No mitigation is required.

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

**Less Than Significant Impact.** Currently, drainage sheet flows across the paved surfaces towards stormwater drains located throughout the project site and in the public right of way.

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Stormwater from roofs, landscaped areas, and paved areas is directed to on-site concrete swales, which drain to on-site stormwater drains and to the public right of way.

The Proposed Project would be divided into six areas for collecting runoff. Each area would drain to one of six drywells. Water would be collected through gutters or area drains and then directed to the drywells. The proposed drywells would temporarily store and subsequently infiltrate stormwater runoff and would also prevent pollutants from being discharged off-site. The 85<sup>th</sup> percentile 24-hour storm event runoff volume would be fully captured and infiltrated by the drywell system. The only areas of the project site that would not be treated are the entrances at Banna Avenue and Kidder Avenue, which constitute 0.2 percent of the project area. Stormwater from these two areas would sheet flow to the street. For larger storm events, overflow from the drywells would be discharged to Banna Avenue or Colver Place via culverts, storm drain pipes, curb outlets, and/or sheet flow. Drainage would be collected at an existing flood control channel (IDS 2015).

The project site is currently 37 percent impervious. Post-development, the project site would be a maximum of 55 percent impervious (IDS 2015). According to the low impact development plan, the Proposed Project would increase the infiltration capacity of the project site due to the proposed addition of an infiltration system (i.e., the six drywells) to the site. Currently, the project site does not contain any infiltration system (IDS 2015).

The Proposed Project would not substantially alter the existing drainage of the project site or area. Furthermore, the BMPs described above would ensure that the Proposed Project would not result in substantial erosion. Therefore, impacts would be less than significant. No mitigation is required.

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

**Less Than Significant Impact.** According to the low impact development plan, the Proposed Project would increase the infiltration capacity of the project site due to the proposed addition of an infiltration system (i.e., the six drywells) to the site. The calculated peak stormwater runoff would be reduced by the proposed drywells. The project site would also be designed to accommodate overland flow. The Proposed Project would be divided into six areas for collecting runoff. Each area would drain to one of six drywells. Water would be collected through gutters or area drains and then directed to the drywells. The proposed drywells would temporarily store and subsequently infiltrate stormwater runoff and would also prevent pollutants from being

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discharged offsite. The 85<sup>th</sup> percentile 24-hour storm event runoff volume would be fully captured and infiltrated by the drywell system. The only areas of the project site that would not be treated are the entrances at Banna Avenue and Kidder Avenue, which constitute 0.2 percent of the project area. Stormwater from these two areas would sheet flow to the street. For larger storm events, overflow from the drywells would be discharged to Banna Avenue or Colver Place via culverts, storm drain pipes, curb outlets, and/or sheet flow. Drainage would be collected at an existing flood control channel (IDS 2015).

Overflows to Colver Place and Banna Avenue would only occur in exceptional events, would be shallow and temporary, and would not be considered a public safety issue.

Thus, the Proposed Project would not increase the rate or amount of runoff from the project site in a manner which would result in flooding, and impacts would be less than significant. No mitigation is required.

*e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

**No Impact.** As previously discussed, stormwater infiltration on the project site would increase upon implementation of the Proposed Project. The proposed drywells would reduce peak stormwater runoff. Therefore, the Proposed Project would not create or contribute runoff water which would exceed the existing capacity of the drainage systems. No impacts would occur.

*f) Would the project otherwise substantially degrade water quality?*

**Less Than Significant Impact.** As previously discussed, the Proposed Project would be required to demonstrate compliance with the NPDES MS4 Permit and the Construction General Permit. Implementation of the BMPs contained in the SWPPP and the low impact development plan would reduce project impacts to water quality. Therefore, the Proposed Project would not degrade water quality and impacts would be less than significant. No mitigation is required.

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

**No Impact.** Partner performed a review of the Flood Insurance Rate Map published by the Federal Emergency Management Agency (FEMA) as part of the Phase I ESA (Appendix F) conducted for the project site. According to Community Panel Number 06037C1725F, dated

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September 26, 2008, the project site is located in Zone X, an area located outside of the 100-year and 500-year flood plains. Therefore, the Proposed Project would not place housing within a 100-year flood hazard area. No impacts are anticipated.

*h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

**No Impact.** Since the project site is located outside of the 100-year and 500-year floodplains, the Proposed Project would not place within a 100-year flood hazard area structures which would impede or redirect flood flows. The Proposed Project would have no impact on a 100-year flood hazard area.

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

**Less Than Significant Impact.** The Puddingstone Reservoir and Dam is located east of the City and approximately three miles from the project site. As stated in the General Plan Safety Element Section III.C.3, because the City is located in a seismically active region, the City could potentially be impacted by flooding as a result of dam failure during a major earthquake. In the event of dam failure, impacts would primarily be to properties located near the Walnut Creek within the Covina Hills area (City of Covina, 2000f). The Proposed Project is located more than a mile northwest of this area; therefore, impacts would be less than significant. No mitigation is required.

*j) Would the project result in inundation by seiche, tsunami, or mudflow?*

**Less Than Significant Impact.** According to the findings of the preliminary geotechnical investigation conducted for the Proposed Project (Appendix E), the project site is approximately 680 feet above sea level and is located a substantial distance from a significant body of water within an enclosed basin. Tsunamis generally affect low-lying coastal areas. The City is located inland, approximately 40 miles east of the Pacific Ocean. Therefore, the potential for tsunami is considered very low. However, the Puddingstone Reservoir and Dam is located east of the City and approximately three miles from the project site. As stated in the General Plan Safety Element Section III.C.4, because the City is located in a seismically active region, the City could potentially be impacted by seiches resulting from dam failure during a major earthquake. In the event of dam failure, impacts would primarily be to properties located near the Walnut Creek within the Covina Hills area (City of Covina, 2000f). The Proposed Project is located more than a mile northwest of this area. Mudflow would also be unlikely to occur since the project site is

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relatively flat and not located adjacent to any significant water bodies. Therefore, impacts would be less than significant. No mitigation is required.

**3.10 Land Use and Planning**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) *Would the project physically divide an established community?***

**No Impact.** The project site is located in a residential area of the City. The Proposed Project would include the development of 63 new detached single-family homes adjacent to existing single-family dwellings. The project site is surrounded by residential uses to the east, west, and south, and an existing high school to the north. The proposed residential use for the project site is compatible with the existing residential communities and school adjacent to the project site. Therefore, the Proposed Project would not physically divide an established community and no impacts would occur.

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

**Less Than Significant Impact.** The Proposed Project would include the development of 63 detached single-family homes on an approximately 8.15-acre project site. According to the Phase I ESA, prepared for the project site, the project site was originally developed as an elementary school in the late 1950s/early 1960s. The project site has not been used as a school for approximately 15 years.

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The project site is currently designated as School in the Covina General Plan Land Use Element and zoned R-1-7500 Residential Zone (Single Family). The existing land use designation and zoning are currently incompatible with each other. A General Plan Amendment would be required to re-designate the project site to Medium Density Residential, which allows for a density range of 6.1 to 14.0 dwelling units per acre. The Proposed Project would result in an overall density of 7.7 units per acre, which is within the density range of the requested designation. The City established the objective of facilitating a “climate where moderate residential, commercial, and industrial development and redevelopment are accommodated” (General Plan Land Use Element – Goals, Objectives, and Policies – Objective 1). The Proposed Project would support the following policies under Objective 1:

## General Land Use

- Policy 6 - Facilitate, through Zoning provisions and applicable procedures, infill development, development of now-underutilized or vacant parcels, and, where necessary, redevelopment of deteriorating properties, particularly for housing creation and rehabilitation and economic development purposes.
- Policy 10 - Preserve the predominantly low-rise, low- to medium-intensity character of Covina’s residential neighborhoods and commercial and industrial districts.
- Policy 11 - Regard the preservation of and protection of single-family detached areas as a high priority.

## Residential

- Policy 4 – Preserve the predominantly low-rise, low- to medium-density character of Covina’s neighborhoods.
- Policy 5 – Protect, to the greatest extent possible, single-family detached neighborhoods from incompatible encroachments.
- Policy 8 – Encourage the construction of owner-occupied housing.

Implementation of the Proposed Project would require re-designation of the project site from school uses to residential uses. However, the Sunrise Christian Charter School is no longer located on the project site. The project site is currently leased for church uses and is considered an under-utilized site (General Land Use Policy 6). Although the Proposed Project would redevelop an existing school site, which may conflict with policies designed to ensure that school sites and educational facilities are adequate in number, it is important to note that the Sunrise Christian Charter School has not been in operation on the project site for at least 15 years and has

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relocated to another area of the City. Thus, the Proposed Project would not result in the decrease in the number of existing school facilities in operation within the City. Furthermore, the Proposed Project would support the City's remaining unmet need for 991 housing units according to the City's Draft Housing Element Update, dated December 7, 2010.

The Proposed Project would construct single-family detached homes within the medium density range adjacent to existing single-family detached neighborhoods (General Land Use Policies 10 & 11, Residential Policies 4 & 5). The intention of the Proposed Project is to construct owner-occupied single-family detached homes (Residential Policy 8). Furthermore, according to the City's 2010 Housing Element Update, SCAG's Regional Housing Needs Assessment (RHNA) estimated the seven-year future housing construction need for Covina at 1,337 units. The Proposed Project would construct housing in support of the City's Housing Element and RHNA estimate.

The Proposed Project would also require a zone change from R-1-7500 Residential Zone (Single Family) to RD Residential Zone (Multiple-Family) with a PCD Overlay, which allows for more flexibility and would not require a minimum lot size. The Proposed Project would comply with all design requirements specified under the RD Zone, including building height, setbacks, and parking. The building heights would not exceed the maximum allowable building height of 35 feet under the RD Zone.

The proposed residential use for the project site is consistent with the adjacent residential land uses and with the development pattern of the area surrounding the project site. Furthermore, as described above, the Proposed Project would be in compliance with the General Plan Land Use Element goals and policies for the surrounding area. Upon approval of the requested General Plan Amendment and Zone Change, the Proposed Project would be consistent with applicable land use plans. Impacts would be less than significant. No mitigation is required.

***c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?***

**No Impact.** The Proposed Project is located in an urbanized area and is adjacent to existing residential uses. The project site is not subject to any habitat conservation plan or natural community conservation plan. Furthermore, the project site has been disturbed and developed, and does not contain any native habitats. No impact would occur.

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**3.11 Mineral Resources**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**No Impact.** According to the Covina General Plan Natural Resources and Open Space Element Section II.B.6, the City does not have any areas that contain mineral resources that would be significant to the region or the State. In addition, the State Division of Oil and Gas has indicated that there are no significant oil, gas, or geothermal fields in the City (City of Covina, 2000d). Therefore, implementation of the Proposed Project would not result in the loss of availability of any know mineral resource that would be of value to the region or the residents of the State. No impact would occur.

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

**No Impact.** As stated previously, the City does not have any areas that contain valuable mineral resources. There are no locally-important mineral resource recovery sites delineated in the Covina General Plan. Therefore, the Proposed Project would not result in the loss of availability of a locally-important mineral resource recovery site. No impact would occur.

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**3.12 Noise**

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

**Less Than Significant Impact with Mitigation Incorporated.** The Proposed Project would not expose persons to or generate noise levels in excess of standards established in the General Plan or Noise Ordinance or applicable standards of other agencies. The construction activities for the Proposed Project would include demolition of the existing school, site preparation and grading of the 8.15 acre project site, building construction of the 63 single-family homes, paving of the onsite roads, and application of architectural coatings. Noise impacts from construction activities associated with the Proposed Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptors to the project site are single-family

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homes as near as 80 feet east, south, and west of the project site. In addition, Charter Oak High School has sports fields as near as 90 feet north of the project site. Section 9.40.110 of the City's Municipal Code exempts construction noise that occurs between 7:00 a.m. and 8:00 p.m. Monday through Saturday, excluding holidays from the stationary noise standards at the nearby residential and school property lines. Through adherence to the limitation of allowable construction times provided in Section 9.40.110, the construction-related noise levels would not exceed any standards. Impacts would be less than significant.

The Proposed Project would consist of the development of 63 single-family homes. The northern two acres of the project site will be purchased by the City and the City plans on utilizing this land for a public park or open space<sup>4</sup> (no specific layout or activities for the proposed public park have yet been determined, although some basic assumptions were made for the purposes of the noise analysis). The proposed development would be adjacent to Cypress Street and the rail line to the north, which may create noise levels in excess of City standards at the proposed residential uses. Each of the proposed 63 single-family homes would have a private outdoor backyard area. Some of the proposed homes would have balconies; however all of the proposed homes with balconies would be insulated by at least one row of homes between these homes and the nearby off-site streets, which would reduce the noise impacts to the homes with balconies. Therefore, the proposed balconies are not anticipated to experience noise levels in excess of applicable exterior noise standards.

Policy Area C (1)(1) of the General Plan Noise Element requires that proposed residential uses that are located within the 60 A-weighted decibel (dBA) day-night average sound level ( $L_{dn}$ ) noise contour examine the noise impacts to ensure compatibility with the State noise standards. Policy Area C (1) (2) of the General Plan Noise Element requires that proposed residential uses located within the 65 dBA  $L_{dn}$  noise contours attempt to mitigate the noise levels to within the State noise standards that recommend the exterior of single-family residential homes is Normally Acceptable at 60 dBA  $L_{dn}$  or below and Conditionally Acceptable between 55 and 70 dBA  $L_{dn}$ . Conditionally Acceptable allows for new construction on the condition that a detailed noise analysis is prepared and noise reduction features are included in the design. In order to quantify the rail, traffic, and proposed park noise impacts to the private backyards of the proposed single-family homes, receivers were placed in the SoundPlan model 10 feet in from the rear property line or equidistance between house and wall where the backyard is 10 feet or less and 5 feet

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<sup>4</sup> No specific layout or activities for the proposed public park have yet been determined, although some basic assumptions were made for the purposes of the noise analysis. Please refer to the Noise Impact Analysis report for further details.

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above ground level on representative backyards that are located on the perimeter of the project site. The placement of the receivers were based on professional experience of where the greatest noise impacts typically occur in backyards. The calculated exterior noise levels at the representative private backyards are shown in Table 3-9.

Table 3-9 shows that the exterior noise levels of the private backyards for Lots 1, 3, 5, 7, and 9, would exceed the State of California Normally Acceptable exterior noise standard of 60 dBA  $L_{dn}$  for single-family homes. Table Table 3-9 also shows that the exterior noise levels of the private backyards would not exceed the State of California Conditionally Acceptable exterior noise standard of 70 dBA  $L_{dn}$  for single-family homes at any of the modeled lots. The State of California Conditionally Acceptable noise standard is the appropriate standard for the Proposed Project, since all feasible mitigation has been utilized for the backyard noise levels. Impacts would be less than significant.

**Table 3-9  
Exterior Private Backyard Noise Levels Prior to Mitigation**

Lot	Location	Wall Height (Feet)	Exterior Backyard Noise Level (dBA $L_{dn}$ )
1	Northwest Corner	6	66
3	North Side	6	66
5	North Side	6	67
7	North Side	6	66
9	Northeast Corner	6	64
<b>State of California Normally Acceptable Noise Standard</b>			<b>60</b>
<b>State of California Conditionally Acceptable Noise Standard</b>			<b>70</b>

**Notes:** Exceedance of City 70 dBA  $L_{dn}$  noise standard shown in **bold**.

**Source:** SoundPlan Version 7.3.

Policy Area C (1)(1) of the General Plan Noise Element requires that proposed residential uses that are located within the 60 dBA  $L_{dn}$  noise contour examine the noise impacts to ensure compatibility with the State noise standards. The State requires that noise levels in all habitable rooms is limited to 45 dBA  $L_{dn}$ . To assess the interior noise levels related to compliance with the City's 45 dBA  $L_{dn}$  interior criteria, the architectural plans were utilized to calculate the exterior to interior attenuation rates of each unit type that is anticipated to be located where the exterior noise level would exceed 70 dBA  $L_{dn}$ . This condition would occur at rooms on the rear second floor of several proposed home layouts. For each room the floor area covered by carpet or linoleum was calculated along with the total square footage of the ceilings and walls, in order to determine the sound absorption rate of the room. The area of exterior walls, windows, and

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exterior doors were also calculated in order to determine the exterior transmission levels and the corner units were analyzed in order to provide for the worst-case conditions.

The standard attenuation rate was calculated based on standard dual pane windows that have a 26 Sound Transmission Class (STC) Rating and standard stucco walls that have a 46 STC Rating. Dual pane windows and doors are required due to California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations Title 24, Part 6). The exterior to interior noise reduction was then determined by combining the calculated room absorption rate to the exterior to interior transmission calculations.

Table 3-10 below shows the calculated exterior to interior noise reduction rates for both standard and upgraded dual pane windows.

**Table 3-10  
Exterior to Interior Noise Reduction Rates Prior to Mitigation**

Floor Plan	Room	Standard Windows <sup>1</sup> (STC 26)
2	Master Bedroom	34
2	Bedroom 5	30
3	Master Bedroom	32
4	Master Bedroom	31
<b>Minimum Exterior to Interior Noise Reduction</b>		30

**Notes:**

<sup>1</sup> Based on standard dual pane windows with a 26 STC rating, which are required per Title 24 energy saving requirements.

**Source:** Kinsler, 2000; Harris, 1994.

Table 3-10 above shows that the minimum exterior to interior attenuation rate with standard dual pane windows would be 30 dBA. Receivers were placed in the SoundPlan model at the façade of each floor of representative homes that are anticipated to experience the highest noise levels in order to calculate the anticipated interior noise levels. The exterior noise level at the façade of the first and second floors of the representative homes are shown below in Table 3-11.

**Table 3-11  
Proposed Residential Interior Noise Levels**

Lot	Floor	Exterior Noise Level at Façade (dBA L <sub>dn</sub> )	Windows Open <sup>1</sup>	Windows Closed <sup>2</sup>
1	1	67	55	37
	2	68	56	38

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**Table 3-11  
Proposed Residential Interior Noise Levels**

Lot	Floor	Exterior Noise Level at Façade (dBA L <sub>dn</sub> )	Windows Open <sup>1</sup>	Windows Closed <sup>2</sup>
3	1	67	<b>55</b>	37
	2	68	<b>56</b>	38
5	1	67	<b>55</b>	37
	2	68	<b>56</b>	38
7	1	66	<b>54</b>	36
	2	68	<b>56</b>	38
9	1	66	<b>54</b>	36
	2	67	<b>55</b>	37

**Notes:**

- <sup>1</sup> A minimum 15 dBA noise reduction is assumed with windows open condition.
  - <sup>2</sup> A minimum 30 dBA noise reduction is assumed with a windows closed condition.
  - <sup>3</sup> A minimum 33 dBA noise reduction is assumed for the upgraded windows condition.
- Exceedance of City 45 dBA L<sub>dn</sub> noise standard showed in **bold**.

**Source:** SoundPlan Model Version 7.3.

Table 3-11 shows that the single-family homes on all lots except Lot 25 would exceed the City’s 45 dBA community noise equivalent level (CNEL) interior noise standard for the windows open condition. This would be considered a significant impact.

Mitigation measure **MM-NO-1** would require the Proposed Project to be designed for a “windows closed” condition. A “windows closed” condition requires a means of mechanical ventilation per Chapter 12, Section 1205 of the Uniform Building Code. This shall be achieved with a standard forced air conditioning and heating system for each residential unit. Table 3-11 shows that with implementation of this condition, the interior areas of the proposed homes would meet the 45 dBA L<sub>dn</sub> standard.

**Summary**

The Proposed Project would experience operationally-related interior noise impacts from the nearby rail line and associated commuter and freight trains, as well as traffic from the adjacent roadways and the proposed park. With implementation of mitigation measure **MM-NO-1**, interior noise levels would meet the required noise thresholds. Impacts would be reduced to less than significant levels with the incorporation of mitigation measure **MM-NO-1**.

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**Mitigation Measure**

**MM-NO-1:** The project applicant shall provide a “windows closed” condition for each proposed residential unit project. A “windows closed” condition requires a means of mechanical ventilation per Chapter 12, Section 1205 of the Uniform Building Code. This shall be achieved with a standard forced air conditioning and heating system with a filtered outside air intake vent for each residential unit.

*b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

**Less Than Significant Impact.** The Proposed Project would not expose persons to or generation of excessive groundborne vibration or groundborne noise levels. The construction activities for the Proposed Project are anticipated to include demolition of the existing school, site preparation and grading of the 8.15 acre project site, building construction of the 63 single-family homes, paving of the onsite roads, and application of architectural coatings. Noise impacts from construction activities associated with the Proposed Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptors to the project site are single-family homes as near as 80 feet east, south, and west of the project site. In addition, Charter Oak High School has sports fields as near as 90 feet north of the project site.

Chapter 9.40.120 (J) of the City’s Municipal Code limits vibration levels created on the project site from being felt at or beyond the property boundary line. Chapter 9.40.020 (30) of the City’s Municipal Code defines the vibration perception threshold as motion velocity of 0.01 inches per second over the range of one to 100 Hertz.

The primary source of vibration during construction would be from the operation of a bulldozer. A large bulldozer would create a vibration level of 0.089 inch per second peak particle velocity at 25 feet or 0.052 inch per second root mean squared (RMS) at 25 feet. Based on typical propagation rates, the vibration level at the nearest offsite receptor would be 0.01 inch per second RMS. This vibration level is within the 0.01 inch per second RMS threshold as detailed in Chapters 9.40.120 (J) and 9.40.020 (30) of the City’s Municipal Code. Therefore, a less than significant construction-related vibration impact would occur.

The on-going operation of the Proposed Project would not include the operation of any known vibration sources. Therefore, a less than significant vibration impact is anticipated from operation of the Proposed Project. No mitigation is required.

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- c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Less Than Significant Impact.** The ongoing operation of the Proposed Project may result in a potential substantial permanent increase in ambient noise levels in the project vicinity above existing levels without the Proposed Project. Potential noise impacts associated with the operations of the Proposed Project would be from project-generated vehicular traffic on the project vicinity roadways.

Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The Proposed Project does not propose any uses that would require a substantial number of truck trips and the Proposed Project would not alter the speed limit on any existing roadway so the Proposed Project's potential offsite noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the Proposed Project.

Policy Area C (1) (14) of the General Plan Noise Element, requires new developments to minimize the noise impacts from trips that they generate on residential neighborhoods. However neither the General Plan nor the CEQA Guidelines define what constitutes a "substantial permanent increase to ambient noise levels", as such, this impact analysis has utilized guidance from the Federal Transit Administration for a moderate impact.

The potential offsite traffic noise impacts created by the on-going operations of the Proposed Project have been analyzed through utilization of the Federal Highway Administration (FHWA) model. The Proposed Project's offsite traffic noise impacts have been analyzed for the existing and opening year 2018 conditions and are discussed below.

The Proposed Project's potential off-site noise impacts have been calculated through a comparison of the Existing scenario to the Existing With Project scenario. The results of this comparison are shown in Table 3-12.

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**Table 3-12  
Existing Project Traffic Noise Contributions**

Roadway	Segment	dBA L <sub>dn</sub> at Nearest Receptor <sup>1</sup>			
		Existing	Existing Plus Project	Project Contribution	Increase Threshold <sup>2</sup>
Cypress Street	Banna Avenue to Kidder Avenue	62	62	0	+2 dBA
Banna Avenue	Cypress Street to Colver Place	49	50	1	+7 dBA
Colver Place	Banna Avenue to Kidder Avenue	44	45	1	+7 dBA
Kidder Avenue	Cypress Street to Colver Place	44	46	2	+7 dBA

**Notes:**

<sup>1</sup> Distance to nearest residential or school use does not take into account existing noise barriers.

<sup>2</sup> Increase threshold based on the significance thresholds defined in *Transit Noise and Vibration Impact Assessment*, prepared by Federal Transit Administration, 2006, for a moderate impact.

**Source:** FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

Table 3-12 shows that for the Existing conditions, the Proposed Project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the increase thresholds detailed above. Therefore, the Proposed Project would not result in a substantial permanent increase in ambient noise levels for the existing conditions. Impacts would be less than significant.

The Proposed Project's potential off-site noise impacts have been calculated through a comparison of the year 2018 without project scenario to the year 2018 with project scenario. The results of this comparison are shown in Table 3-13.

**Table 3-13  
Opening Year 2018 Project Traffic Noise Contributions**

Roadway	Segment	dBA L <sub>dn</sub> at Nearest Receptor <sup>1</sup>			
		2018 No Project	2018 Plus Project	Project Contribution	Increase Threshold <sup>2</sup>
Cypress Street	Banna Avenue to Kidder Avenue	63	63	0	+2 dBA
Banna Avenue	Cypress Street to Colver Place	49	50	1	+7 dBA
Colver Place	Banna Avenue to Kidder Avenue	44	45	1	+7 dBA
Kidder Avenue	Cypress Street to Colver Place	44	46	2	+7 dBA

**Notes:**

<sup>1</sup> Distance to nearest residential or school use does not take into account existing noise barriers.

<sup>2</sup> Increase threshold based on the significance thresholds defined in *Transit Noise and Vibration Impact Assessment*, prepared by Federal Transit Administration, 2006, for a moderate impact.

**Source:** FHWA Traffic Noise Prediction Model- FHWA-RD-77-108.

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Table 3-13 shows that for the opening year 2018 conditions, the Proposed Project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the increase thresholds detailed above. Therefore, the Proposed Project would not result in a substantial permanent increase in ambient noise levels for the opening year 2018 conditions. Impacts would be less than significant. No mitigation is required.

**d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?***

**Less Than Significant Impact.** The Proposed Project may create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above noise levels existing without the Proposed Project. The construction activities for the Proposed Project are anticipated to include demolition of the existing school, site preparation and grading of the 8.15 acre project site, building construction of the 63 single-family homes, paving of the onsite roads, and application of architectural coatings. The nearest sensitive receptors to the project site are single-family homes as near as 80 feet east, south, and west of the project site. In addition, Charter Oak High School has sports fields as near as 90 feet north of the project site

Section 9.40.110 of the City's Municipal Code exempts construction noise that occurs between 7:00 a.m. and 8:00 p.m. Monday through Saturday, excluding holidays from the stationary noise standards at the nearby residential and school property lines. The analysis above in Section 7.2 found that the Proposed Project would conform to the City construction noise standards. However, the City construction noise standards do not provide any limits to the noise levels that may be created during construction activities at the nearby sensitive receptors and even with adherence to the City standards, the resultant construction noise levels may result in a significant substantial temporary noise increase at the nearby sensitive receptors.

In order to determine if the proposed construction activities would create a significant substantial temporary noise increase, the OSHA agency limits for noise exposure have been utilized. The use of a significance threshold using an OSHA standard is considered conservative. The OSHA standard limits noise exposure of workers to 90 decibels (dB) or less over eight continuous hours or 105 dB or less over one continuous hour and this standard has been utilized to analyze the construction noise impacts to the sensitive receptors located at the nearby offsite residences. According to the project applicant the demolition and grading activities that would occur near the homes would consist of the use of loaders and scrapers that would make several passes over each portion of the project site, which will limit demolition and grading activities near any particular home to less than one hour intervals. However the demolition, building construction, paving and painting activities would have the potential to occur in the proximity of the same home for 8 continuous hours. Therefore, the one hour standard of 105 dB has been utilized as the threshold for

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site preparation and grading activities and the eight hour standard of 90 dB has been utilized as the threshold for demolition, building construction, paving, and painting activities.

Construction noise impacts to the nearby sensitive receptors have been calculated through use of the Roadway Construction Noise Model and the parameters and assumptions detailed in the Noise Impact Analysis (Appendix G). The results are shown below in Table 3-14.

**Table 3-14  
Worst-Case Construction Noise Levels at Nearest Homes**

Construction Phase	Distance to Nearest Home (feet)	Construction Noise Level (dBA L <sub>eq</sub> )	Threshold <sup>1</sup> (dBA L <sub>eq</sub> )
Demolition	90	79	90
Site Preparation	80	79	105
Grading	80	77	105
Building Construction	100	76	90
Paving	80	72	90
Painting	100	68	90

**Notes:**

<sup>1</sup> Threshold for Site Preparation and grading activities based on OSHA one hour standard of 105 dB and threshold for building construction, paving, and painting activities based on OSHA eight hour standard of 90 dB.  
L<sub>eq</sub> = equivalent sound level

**Source:** RCNM (Roadway Construction Noise Model), Federal Highway Administration, 2006

Table 3-14 shows that greatest noise impacts would occur during the demolition and site preparation phases of construction, with a noise level as high as 79 dBA L<sub>eq</sub> at the nearest offsite residential use. Table 3-14 also shows that none of the construction phases would exceed the OSHA noise standards for each particular use, which is based on the anticipated duration of each impact. Furthermore, the Applicant has stated that all contractors would be required to adhere to noise reduction BMPs that would include the following conditions:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;
- Construction noise reduction methods, such as shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied sensitive receptor areas, and using electric air compressors and similar power tools rather than diesel equipment.
- During construction, stationary construction equipment shall be placed such that noise is directed away from or shielded from sensitive noise receivers.

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- During construction, stockpiling and vehicle staging areas shall be located as far as possible from noise-sensitive receptors;
- Construction activities shall not occur between the hours of 8:00 p.m. on one day until 7:00 a.m. the next day, or at any time on Sundays or public holidays.
- A sign shall be posted at all construction job entrances, which is clearly visible to the nearby residences that details allowable construction hours and workdays as well as the phone number for the job superintendent in order to allow the nearby residents to call if they have a concern or issue with construction activities.

As detailed above the Proposed Project would not exceed the OSHA noise standards and construction noise impacts at the nearby homes would be further reduced through adherence to the best management practices detailed above. Therefore, construction activities would not cause a substantial temporary increase in ambient noise levels. Impacts would be less than significant. No mitigation is required.

*e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

**Less Than Significant Impact.** The Proposed Project would not expose people residing or working in the project area to excessive noise levels from aircraft. The nearest private airport is Brackett Field Airport, located approximately 3.8 miles east of the project site and the nearest public airport is Ontario International Airport, located approximately 13 miles east of the project site. The project site is located outside of the 65 dBA CNEL noise contours of these airports and the site observations during the noise measurements found that although private aircraft noise is occasionally audible at the project site, the noise created by the aircraft is not loud enough to measurably increase the ambient noise levels, which are primarily created by the nearby roads and railroad. Impacts would be less than significant. No mitigation is required.

*f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** There are no private airstrips within the vicinity of the project site. No impacts would occur.

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**3.13 Population and Housing**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Less Than Significant Impact.** According to the California Department of Finance, the City of Covina had an estimated population of 48,619 residents and an average household size of 3.03 persons in 2014. The Proposed Project would include the development of 63 new detached single-family residences on the project site and would directly generate approximately 191 new residents (calculated using an average household size of 3.03 persons). The increase of 191 residents is anticipated as part of the population increase associated with the projected number of new housing units identified in the City’s adopted Housing Element. The Proposed Project would not construct roads or other infrastructure that may indirectly induce population growth. Furthermore, the Proposed Project would not include the development of commercial uses, which would induce job growth and potentially lead to population growth in the area. Therefore, the impact on population growth is considered less than significant. No mitigation is required.

**b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

**No Impact.** The project site does not contain any housing units. The Proposed Project would not displace existing housing or necessitate the construction of replacement housing elsewhere. According to the City’s 2010 Housing Element Update, SCAG’s RHNA estimated the seven-year future housing construction need for Covina at 1,337 units. The Proposed Project would

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include the development of new housing in support of the City’s housing needs. No impacts would occur.

**c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

**No Impact.** As stated above, the project site is not currently occupied by any housing units. The Proposed Project would provide new housing units within the City. Implementation of the Proposed Project would not displace people or necessitate the construction of replacement housing. No impacts would occur.

**3.14 Public Services**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

i) *Fire protection?*

**Less Than Significant Impact.** Fire and emergency response services for the City are provided by LACFD. LACFD operates three fire stations within the City: Station #152, located at 807 West Cypress Avenue; Station #153, located at 1577 East Cypress Avenue; and Station #154, located at 401 North Second Avenue. The closest station to the project site is Station #153, located directly north of the Proposed Project site. LACFD Station #153 runs one 24-hour shift daily and is operated by a four-person firefighter/paramedic staff, including 1 battalion chief. Station #153 has one truck and one reserve engine. The average response time for Station #153 is four to five minutes from the time of call (Williams, 2015).

The Proposed Project would include the development of 63 new detached single-family residential homes on the project site and generate approximately 191 new residents on the project site, which could incrementally increase demands for fire and emergency response services. However, the increased demand for services would be considered minimal and would be met with existing resources. Per Captain Williams, Station #153 would be able to serve the Proposed Project and would not require expansion of fire facilities or additional staffing. Coverage is also available from Station #152 and Station #154 if Station #153 is occupied. If all three are occupied, then coverage would be available from the closest LACFD station outside of the City. In addition, new development on the project site would be required to comply with LACFD requirements and pay the appropriate impact fees assessed by the City. Therefore, development of the project site would not result in the need for new or physically altered fire protection facilities. Impacts to fire services would be less than significant. No mitigation is required.

ii) *Police protection?*

**Less Than Significant Impact.** Police protection services for the City are provided by CPD. The CPD is located at 444 North Citrus Avenue, approximately two miles southwest of the project site. CPD has divided the City into three service areas, with one lieutenant assigned to each area. The project site is located in the East Service Area. CPD runs three shifts per day operated by a minimum of six personnel per shift, including supervisors. The 5:00pm to 9:30pm shift is operated

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by seven personnel including supervisors. The 9:30pm shift is operated by seven officers and two supervisors. Dispatch is open 24 hours per day (Peterson, 2015).

The Proposed Project would include the development of 63 new detached single-family residential homes on the project site and generate approximately 191 new residents on the project site, which could incrementally increase demands for police services. According to Sergeant Peterson, the addition of 63 new detached single-family homes would not result in the need for additional police facilities. However, there may be a need for additional officers and resources. The Proposed Project would be reviewed by CPD to determine if additional resources would be required. In addition, new development on the project site would be required to comply with CPD requirements and pay the appropriate impact fees assessed by the City. Therefore, development of the project site would not result in the need for new or physically altered police protection facilities. Impacts to police services would be less than significant. No mitigation is required.

*iii) Schools?*

**Less Than Significant Impact.** The project site is located within the boundaries of the Charter Oak Unified School District (COUSD). According to COUSD's website, the project site is within the attendance boundaries of Badillo Elementary, Royal Oak Middle School, and Charter Oak High School.

The Proposed Project would include the development of 63 new detached single-family residential homes on the project site and would generate approximately 32 new elementary and middle school students and 13 new high school students. The number of new students was calculated using a student generation factor of 0.5 student per unit for elementary and middle school and 0.205 student per unit for high school, which were provided by Kathy Perkins, the Chief Business Officer at Charter Oak Unified School District. Per an email conversation dated March 27, 2015 between Kathy Perkins and Danielle Jacobs, Director of Operations of Sheldon Development, the increase in the number of students is not expected to significantly impact school services because there is adequate classroom space available at Badillo Elementary School, Royal Oak Middle School, and Charter Oak High School, and payment of school impact fees as required by Senate Bill 50 render any impacts to be less than significant. No mitigation is required.

*iv) Parks?*

**Less Than Significant Impact.** According to the City's General Plan Natural Resources and Open Space Element Section III.B.3, the City has approximately 62 acres of parkland, which includes nine parks and two ballparks. The City owns seven of the nine parks. The other two

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parks are leased from the Covina Valley Unified School District. Parks are located throughout the community and vary in size and facilities from Three Oak Park, a 0.2-acre passive area oriented for employees of an adjacent office park in the southeastern part of the community, to Kahler Russell Park (previously known as Wingate Park), a 17-acre park with ball fields, tennis courts, a roller rink, and picnic areas located at 735 N. Glendora Avenue in the eastern portion of the City. Covina Park, a 10-acre multi-amenity facility located just west of the downtown, is the City's oldest and most heavily used park. At the time of General Plan adoption in 2000, the City had 1.3 acres of open space for every 1,000 residents, which is significantly below the generally accepted, national guideline established by the National Park and Recreation Association (NPRA) of 2.5 to 4.0 acres of parkland for every 1,000 population.

The closest park to the Proposed Project site is Kahler Russell Park, located approximately 0.25 mile east of the project site. The Proposed Project would include the development of 63 new detached single-family residences on the project site and generate approximately 191 new residents. The addition of 191 residents would result in the increased use of Kahler Russell Park, as well as other existing recreational facilities in the City. The Proposed Project would be required to pay park impact fees in order to offset the Proposed Project's contribution to the City's existing park deficiency. Furthermore, the Proposed Project includes dedication of two acres of the project site to the City for use as a park. The addition of two acres of parkland to the City's existing parkland resources would offset the increase in parkland demand that would be generated by the Proposed Project and would incrementally contribute towards decreasing the City's existing park deficiency. Thus, impacts to parks would be considered less than significant. No mitigation is required.

v) *Other public facilities?*

**Less Than Significant Impact.** Implementation of the Proposed Project is not expected to adversely impact other public facilities such as library services and City administrative services. Library services are provided by the Covina Public Library, located at 234 North Second Avenue, approximately 1.7 miles southeast of the project site, as well as the Charter Oak County Library, located at 20540 K Arrow Highway, approximately 2 miles north of the project site. The Proposed Project would include the development of 63 new detached single-family residences on the project site and generate approximately 191 new residents that could require library services. However, the Proposed Project would be required to pay development impact fees that would offset impacts to library services and City administrative services. Thus, impacts would be considered less than significant. No mitigation is required.

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**3.15 Recreation**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Less Than Significant Impact.** As previously stated, the City contains approximately 62 acres of parkland, comprised of nine parks and two ballparks. At the time of General Plan adoption in 2000, the City had 1.3 acres of open space for every 1,000 residents, which is below the national guideline established by NPRA. The addition of 191 residents is not considered a substantial population growth but would result in the increased use of existing parks and recreational facilities in the City. The Proposed Project would be required to pay park impact fees in order to offset the Proposed Project’s contribution to the City’s existing park deficiency. In addition, the Proposed Project includes dedication of two acres of the project site to the City for use as a park. The addition of two acres of parkland to the City’s existing parkland resources would offset the increase in parkland demand that would be generated by the Proposed Project and would incrementally contribute towards decreasing the City’s existing park deficiency. Thus, impacts to existing neighborhood and regional parks would be considered less than significant. No mitigation is required.

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

**No Impact.** The Proposed Project would not require the expansion or construction of off-site recreational facilities. However, as shown on the Figure 4 Conceptual Site Plan, the Proposed

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Project would include a two-acre park, which would provide additional recreational amenities for the residents and help to offset the City’s existing park deficiency. No impacts would occur.

**3.16 Transportation/Traffic**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A traffic impact analysis was conducted for the Proposed Project by Arch Beach Consulting and is included as Appendix H.

**Site Location and Study Area**

Regional access to the project site is provided by the I-210 freeway via its interchanges with Grand Avenue and Sunflower Avenue; the SR-57 freeway via its interchange with Covina Boulevard; and, the I-10 freeway via its interchange with Grand Avenue. Local access is

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provided by Glendora Avenue and Cypress Street. Figure 7 Project Site Location and Study Area, illustrates the project site location and study area intersections. The study area intersections and roadway segments are as follows:

## Intersections

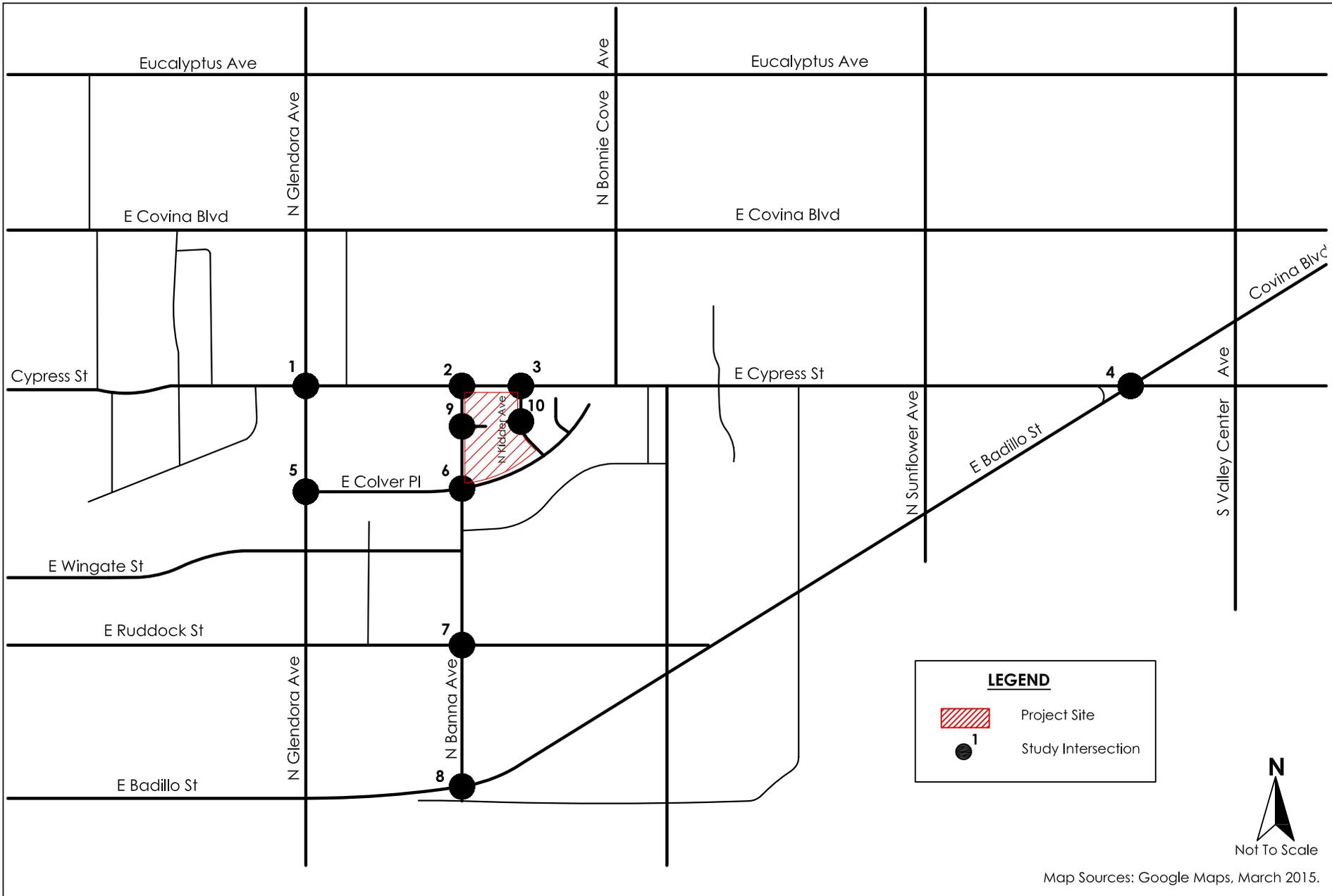
1. Glendora Avenue/Cypress Street
2. Banna Avenue/Cypress Street
3. Kidder Avenue/Cypress Street
4. Badillo Street/Cypress Street
5. Glendora Avenue/Colver Place
6. Banna Avenue/Colver Place
7. Banna Avenue/Ruddock Street
8. Banna Avenue/Badillo Street
9. Project Driveway/Cypress Street

## Roadway Segments

1. Cypress Street, Banna Avenue to Kidder Avenue
2. Banna Avenue, Cypress Street to Colver Place
3. Colver Place, Banna Avenue to Kidder Avenue
4. Kidder Place, Cypress Street to Colver Place

## **Methodology & Significance Criteria**

The signalized study area intersections were analyzed using the Intersection Capacity Utilization (ICU) methodology for weekday peak hour levels of service (LOS). The ICU methodology determines the volume-to-capacity (V/C) ratio on a critical lane basis and determines LOS associated with each critical V/C ratio at the signalized intersection. The unsignalized intersections of San Gabriel Place/Paramount Street and the project driveways were analyzed using the Highway Capacity Manual (HCM) Operations methodology. The HCM methodology determines LOS based on vehicle control delay for each approach movement of the intersection. The degree of congestion at an intersection is described by the level of service, which ranges from LOS A to LOS F, with LOS A representing free-flow conditions with little delay and LOS F representing over-saturated traffic flow throughout the peak hour.



Map Sources: Google Maps, March 2015.

**DUDEK**

SOURCE: ARCH BEACH CONSULTING 2015

**FIGURE 7**  
**Project Site Location and Study Area**

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According to the City of Covina’s General Plan Circulation Element, the minimum satisfactory LOS is LOS D for transportation facilities within the City. Therefore, if a project causes an intersection (signalized and unsignalized) that is currently operating, or is forecast to operate, at LOS D or better, to LOS E or F, a significant project impact would occur. If a signalized intersection is already operating at, or is forecast to operate at, LOS E or F without the project, a significant impact would occur when the project increases traffic demand on a facility by an increase of over 0.020 V/C. For unsignalized intersections, a project would result in a significant impact if one of the following occurs:

- The addition of project-generated trips reduces the peak hour level of service of the study intersection from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F), and the unsignalized intersection satisfies a Caltrans traffic signal warrant; or
- The addition of project-generated trips changes the delay of a baseline (i.e., without project) LOS E or F by  $\geq 2.0$  seconds, and the unsignalized intersection satisfies a Caltrans traffic signal warrant.

The study area roadway segments were analyzed using the V/C method based on the average daily traffic (ADT) roadway capacities shown in Table 3-15.

**Table 3-15  
Daily Roadway Capacity Volumes**

Roadway Type	Daily Service Volumes (vehicles per day)				
	LOS A	LOS B	LOS C	LOS D	LOS E
6 lanes (divided)	33,900	39,400	45,000	50,600	56,300
4 lanes (divided)	22,500	26,300	30,000	33,800	37,500
4 lanes (undivided)	15,000	17,500	20,000	22,500	25,000
2 lanes (divided)	10,000	11,700	13,300	15,000	16,600
2 lanes (undivided)	7,500	8,800	10,000	11,300	12,500
local road	3,000	3,500	4,000	4,500	5,000

To determine whether the addition of project-generated trips at a study roadway segment results in a significant impact, the following thresholds would need to occur:

- A significant project-related impact would occur at a study roadway segment if the addition of project-generated trips reduces the roadway from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E or F); or

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- A significant project-related impact would occur at a study roadway segment already operating at a deficient LOS (LOS D, E, or F) pre-project if the addition of project-generated trips increases the traffic demand at the roadway by two (2.0) percent of capacity ( $V/C \geq 0.02$ ).

**Traffic Scenarios**

The following traffic scenarios were analyzed in the traffic impact analysis:

***Existing Condition***

Existing daily, a.m. and p.m. peak hour peak hour traffic volumes were collected at the study area roadway segments and intersections in mid-February 2015 from 7:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:00 p.m. for a typical weekday. More recent counts were collected in August 2015 after commencement of the adjacent Charter Oak High School 2015–2016 school year. Based on a comparison of the August 2015 counts with the February 2015 counts, the February 2015 counts had higher traffic volumes at all roadway segments and intersections when compared to the August 2015 counts. As such, the February 2015 counts were used to ensure that the analysis would remain conservative. In addition, pedestrian and bicycle counts were collected during the a.m. peak hour and after-school peak hour; and, Metrolink train crossings were observed during the a.m. and p.m. peak commute hours. The existing traffic scenario constitutes the environmental setting in accordance with the CEQA analysis at the time that the hearing body reviews the Proposed Project.

***Existing Plus Project Condition***

The Existing Plus Project Condition traffic was developed by adding the Proposed Project traffic to the Existing Condition. This scenario is the basis for determining project-specific impacts and mitigation measures.

***Short-Term Year 2018 Condition***

The Proposed Project is anticipated to be built and fully occupied by 2018. Therefore, short-term background traffic in this scenario was forecast for 2018 by applying a conservative annual ambient growth rate of one percent per year. Per the CMP, the average annual growth rate for the Proposed Project's Regional Statistical Area 26 – West Covina, is 0.46 percent. Therefore, the total ambient growth adjustment applied over a three-year period (from 2015 to 2018) is 3.0 percent. In addition, traffic from cumulative projects in the project vicinity were added to the existing and ambient traffic growth volumes.

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## *Short-Term Year 2018 Plus Project Condition*

The Short-Term Year 2018 Plus Project Condition traffic was developed by adding the Proposed Project traffic to the Short-Term Year 2018 Condition. This scenario is also the basis for determining project-specific impacts and mitigation measures.

## **Existing Conditions**

The existing roadways and traffic conditions in the project study area are described below. Existing weekday a.m. and p.m. peak hour traffic volumes were collected in mid-February 2015 at the study area intersections and roadway segments. In addition, pedestrian counts at the mid-block crosswalk on Cypress Street, near the railroad tracks, were collected during the a.m. peak hour and the after-school peak hour (of the adjacent Charter Oak High School). Pedestrian and bicycle counts were also collected at all of the study area intersections for the weekday a.m. peak hour and after-school peak hour. Figure 8, Existing Traffic Controls and Lane Geometrics illustrates the existing traffic controls and lane geometrics at the study area intersections.

### Roadways

#### Glendora Avenue

Glendora Avenue in the project vicinity is not specifically classified in the City's Circulation Element, but operates as a Secondary Arterial Street. It runs in a north-south direction throughout the City. Glendora Avenue provides local access to the project site, and is an undivided roadway with two through lanes per direction in the vicinity of the Proposed Project. There are left-turn storage lanes at major signalized intersections. On-street parking is prohibited on both sides of the street and there is a Class II, striped bicycle lane on both sides. Land uses in the project vicinity along Glendora Avenue are retail/commercial and residential (single- and multi-family).

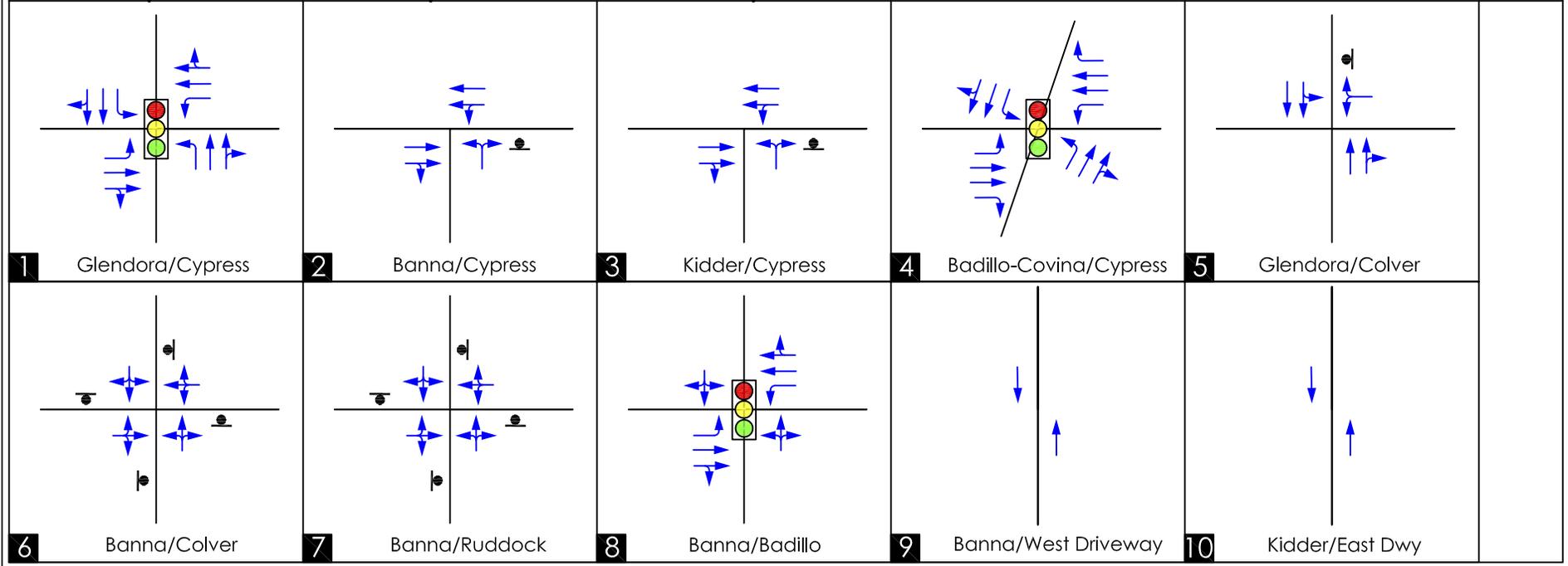
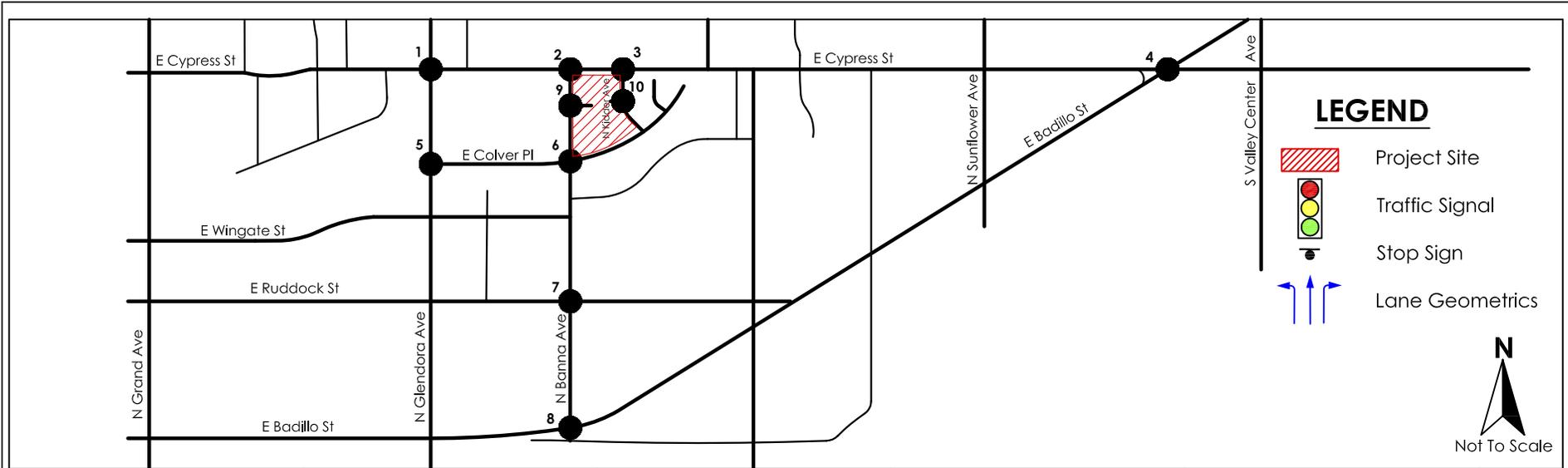
#### Cypress Street

Cypress Street is not specifically classified in the City's Circulation Element, but also operates as a Secondary Arterial Street. It runs in an east-west direction throughout the City. Cypress Street provides local and direct access to project site, has two through lanes in each direction, and is an undivided roadway. On-street vehicle parking is prohibited on both sides of the street. Land uses along Cypress Street in the project vicinity are primarily single-family residential and Charter Oak High School on the north side of the street, across from the project site. There is no posted speed limit, except for 25 miles per hour in front of the school, when children are present. At the intersection of Banna Avenue, there is a Metrolink railroad crossing with a mid-block crosswalk primarily serving students of the adjacent high school, located west of the railroad crossing.

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## Banna Avenue

Banna Avenue is a discontinuous residential street that runs in a north-south direction. In the project vicinity, Banna Avenue is continuous from Cypress Street to Badillo Street, and primarily serves single-family residences. Banna Avenue is a two-lane undivided residential roadway with driveways and sidewalks on both sides of the street. On-street parking is permitted on both sides of the street. At its intersection with Cypress Street, there is a Metrolink railroad crossing that runs through the center of the intersection in a diagonal fashion (southwest to northeast, and vice-versa).

## Transit Service

Transit services in the project vicinity are provided by Foothill Transit and Metrolink. Foothill Transit Bus Line 284, West Covina–Covina–San Dimas–Glendora, provides service to destinations such as South Hills High School, Aurora Charter Oak Hospital, Charter Oak High School, San Dimas Hospital, San Dimas High School, Kaiser Permanente, Glendora High School, Foothill Presbyterian Hospital, Glendora Public Library, Whitcomb Continuation High School, East Valley Hospital Medical Center, and Eastland Center. Weekday service starts at 6:00 a.m. and ends at 7:22 p.m. Weekend and holiday service starts at 6:25 a.m. and ends at 7:36 p.m.

Metrolink provides regional and local rail service to the project area via the Covina Metrolink Station, located approximately 2.0 miles west of the project site at 600 N. Citrus Avenue. This station serves the Metrolink San Bernardino Line which originates at Los Angeles Union Station and ends at the San Bernardino Metrolink Station. In the project vicinity, there is a Metrolink track crossing at the intersection of Banna Avenue and Cypress Street. The following are train crossing data was collected in mid-February 2015 at the crossing:

- There were four Metrolink trains (only) that ran in the westbound direction during the a.m. peak hour with approximately 10-15 minute headways.
- There were four Metrolink trains (only) that ran in the eastbound direction during the p.m. peak hour with approximately 20 minute headways.
- The gate arms at the crossing were down for approximately 6 to 8 seconds during each train passing.
- Train crossings during the after-school peak hour are less than frequent with two train crossings (one eastbound and one westbound train).

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## Pedestrian and Bicycle Facilities

Currently, there are continuous sidewalks that exist along both sides of Cypress Street, Banna Avenue, Kidder Avenue, and Colver Place surrounding the project site. There are three basic categories of bike trails within the City, as defined by Caltrans. Class I bike paths involve designs which are completely separated from traffic lanes. Class II paths are on-street paths that are located along the edge of a street with a striped lane denoting this bike path. Class III paths also are located along a street edge, but are not striped. These paths are identified by street signs only. Within the study area, Glendora Avenue provides a Class II, striped bicycle lane on both sides of the street.

There are sidewalks on both sides of the street on all adjacent roadway segments (Cypress Street, Banna Avenue, Kidder Place, and Colver Avenue). In addition, there are crosswalks at the adjacent intersections to the project site located across the stopped approach of the intersection. There is also a mid-block crosswalk on Cypress Street, west of Banna Avenue, which primarily serves to connect pedestrians to Charter Oak High School from the residential areas south of Cypress Street. The following are pedestrian crossing data based on pedestrian and bicycle counts collected in mid-February and August (peak volumes noted) at the crossing:

- 19 pedestrians (19 northbound and zero southbound) and four (two northbound and two southbound) bikes crossing in the crosswalk during the a.m. peak hour.
- One eastbound bike and three westbound bikes traveling on the street in the a.m. peak hour (zero bikes used the crosswalk).
- 11 pedestrians (zero northbound and 11 southbound) and zero bikes crossing in the crosswalk during the after-school peak hour.
- One eastbound bike and two westbound bikes traveling on the street in the after-school peak hour (zero bikes used the crosswalk).

## Level of Service Analysis

Figure 9 Existing Weekday Daily AM and PM Peak Hour Volumes illustrates the existing weekday a.m. and p.m. peak hour traffic volumes at the study intersections. Table 3-16 presents the existing intersection V/C ratios and LOS values for the weekday a.m. and p.m. peak hours for intersections within the project study area. Based on the existing weekday a.m. and p.m. peak hour LOS analysis shown in Table 3-16, all of the study area intersections are currently operating with satisfactory LOS at LOS D or better in the a.m. and p.m. peak hours.

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**Table 3-16  
Existing Peak Hour Intersection Level of Service Summary**

Intersection	Control	AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
1. Glendora Avenue/Cypress Street	signal	0.657	B	0.507	A
2. Banna Avenue/Cypress Street	1-way stop	15.2 sec	C	13.6 sec	B
3. Kidder Avenue/Cypress Street	1-way stop	11.3 sec	B	13.9 sec	B
4. Badillo Street/Cypress Street	signal	0.614	B	0.530	A
5. Glendora Avenue/Colver Place	2-way stop	34.9 sec	D	22.5 sec	C
6. Banna Avenue/Colver Place	all-way stop	8.2 sec	A	7.4 sec	A
7. Banna Avenue/Ruddock Street	all-way stop	9.8 sec	A	7.6 sec	A
8. Banna Avenue/Badillo Street	signal	0.784	C	0.503	A
9. Kidder Avenue/Primary Driveway	<i>does not exist</i>	<i>does not exist</i>		<i>does not exist</i>	
10. Banna Avenue/Secondary Driveway	<i>does not exist</i>	<i>does not exist</i>		<i>does not exist</i>	

**Notes:** LOS determined using ICU method for signalized intersections; HCM for unsignalized.  
**BOLD** value indicates unsatisfactory LOS.

Table 3-17 shows the roadway segment daily traffic volumes and levels of service. According to Table 3-17, all study area roadway segments are currently operating within their acceptable capacity limits at LOS A.

**Table 3-17  
Existing Roadway Segment Daily Level of Service Summary**

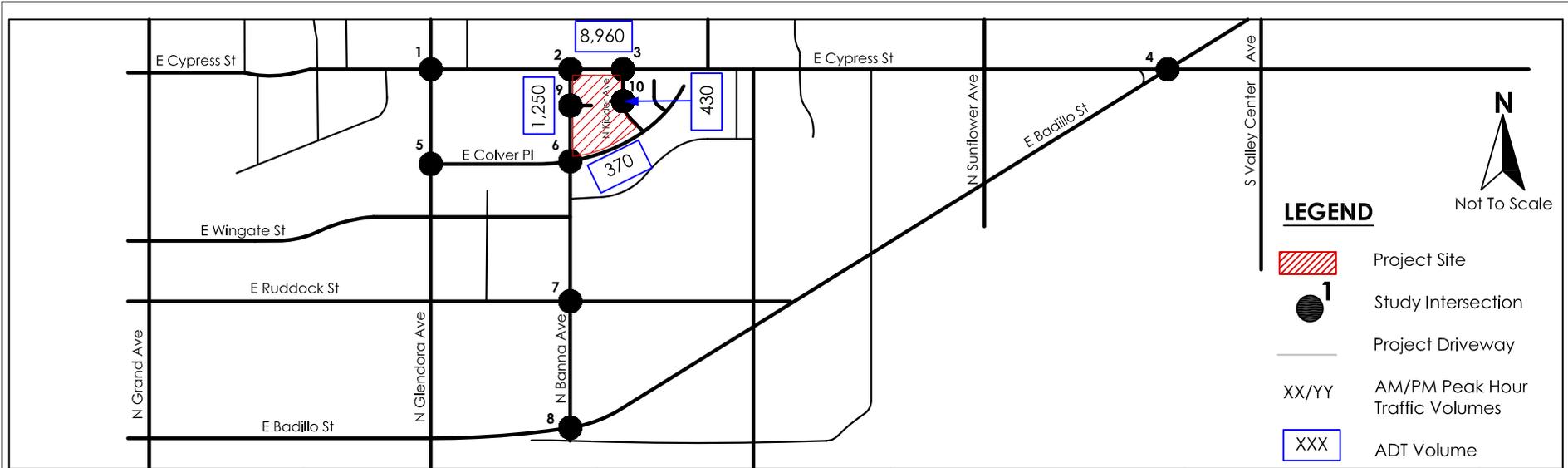
Roadway Segment	LOS E Capacity	Existing Condition		
		ADT	V/C Ratio	LOS
1. Cypress Street Banna Avenue to Kidder Avenue	25,000	8,960	0.358	A
2. Banna Avenue Cypress Street to Colver Place	5,000	1,250	0.250	A
3. Colver Place Banna Avenue to Kidder Avenue	5,000	370	0.074	A
4. Kidder Avenue Cypress Street to Colver Place	5,000	430	0.086	A

**Notes:** **XX** Roadway LOS calculated to be below City's standard of LOS D.

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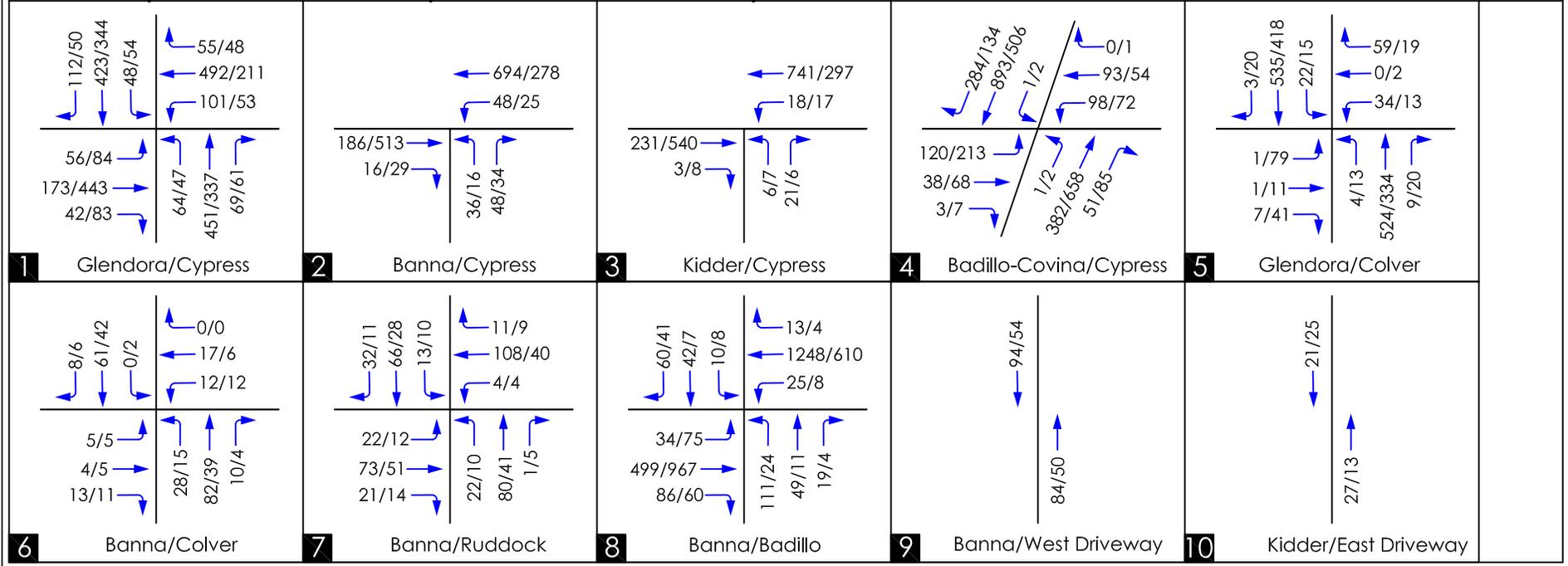
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**LEGEND**

-  Project Site
-  Study Intersection
-  Project Driveway
-  AM/PM Peak Hour Traffic Volumes
-  ADT Volume



**FIGURE 9**  
Existing Weekday Daily AM and PM Peak Hour Volumes

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- a) *Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

**Less Than Significant Impact.** The Proposed Project would not conflict with an applicable plan, ordinance, or policy based on the analysis presented below:

**Project Construction**

Based on the construction modeling parameters and assumptions detailed in the air impact analysis prepared for the Proposed Project (Section 3.3 and Appendix A), the peak construction activity in terms of traffic generation would be building construction. The building construction phase would generate 13 a.m. peak hour inbound construction worker trips and 13 p.m. peak hour outbound construction worker trips. In addition, 4 vendor trucks would arrive in the middle of the day, in between peak hours. Operation of the Proposed Project would generate approximately 600 daily trips, including 47 a.m. peak hour trips and 63 p.m. peak hour trips. Traffic generated by the building construction would be 72% less than that generated during operation of the Proposed Project in the a.m. peak hour and 79% less in the p.m. peak hour. As described in detail below, operation of the Proposed Project would not have any significant impacts at the study area intersections during a.m and p.m. peak hours. Therefore, the traffic generated by construction activity would not be significant as it would be less than traffic generated during operation.

Per the City of Covina’s General Plan Circulation Element, truck travel in the City of Covina is facilitated through designated truck routes, typically on primary and secondary arterials, such as Cypress Street and Glendora Avenue. The truck traffic related to construction activities would be required to access the project site via these streets. In addition, the Applicant would comply with the City of Covina’s Municipal Code Section 10.44 (Truck Routes). While truck traffic related to construction activities would access the project site as noted above, Section 10.44.030 of the City’s Municipal Code states that “nothing in this section shall prohibit the operator of any vehicle exceeding a maximum gross weight of three tons coming from a truck traffic route having ingress and egress by direct route to and from restricted streets when necessary for the purpose of making pickups or deliveries of goods, wares and merchandise from or to any building or structure located on such restricted streets or for the purpose of delivering materials to be used in the actual and bona fide repair, alteration, remodeling or construction of any

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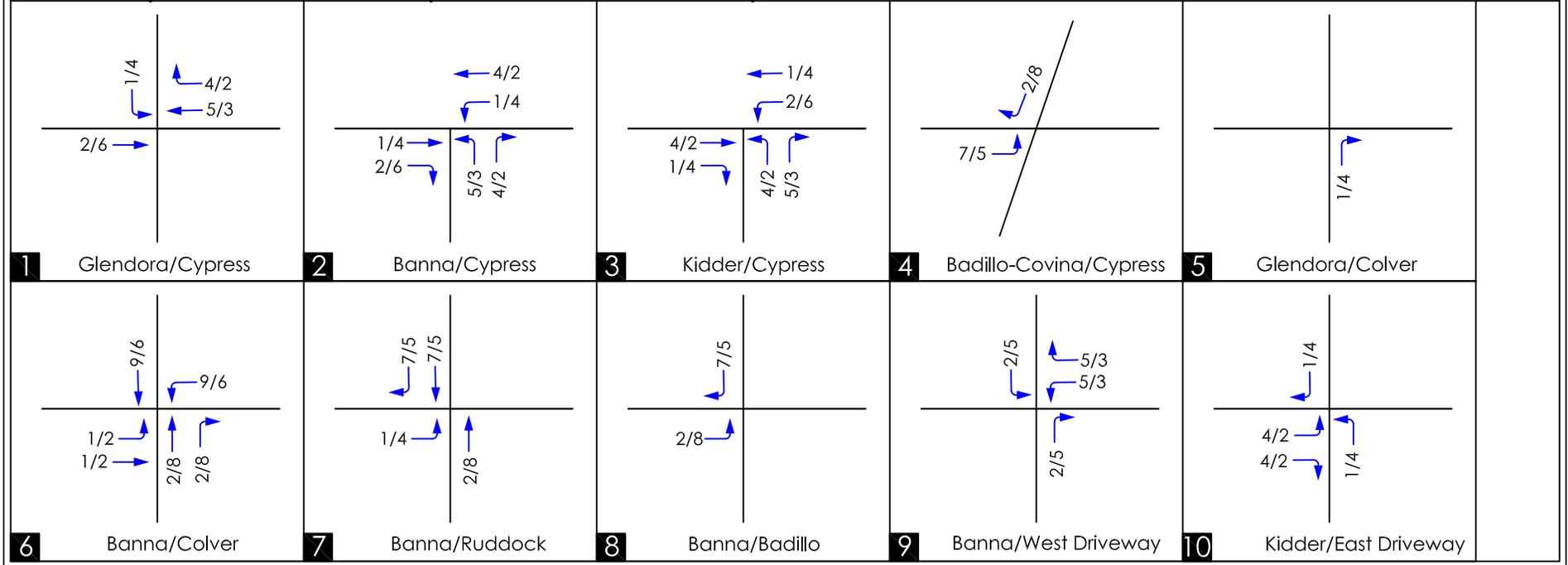
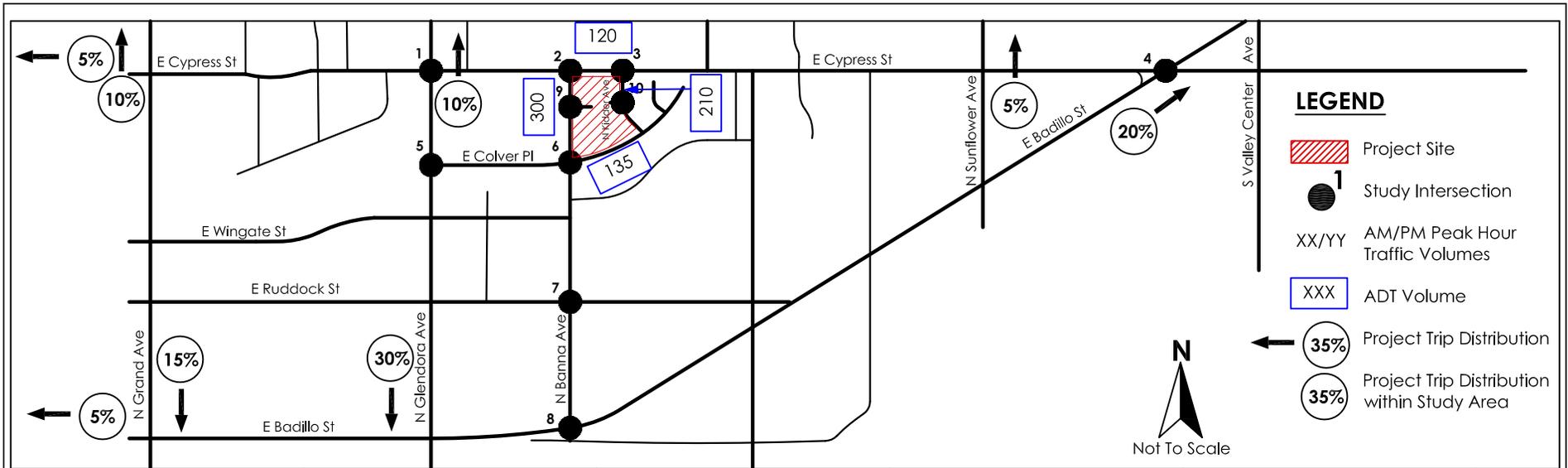
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building or structure upon such restricted streets for which a building permit has previously been obtained therefor.”

## **Existing Plus Project**

Figure 10 Project Trip Distribution and Assignment illustrates the Proposed Projects trip distribution and assignment. The Proposed Project would generate approximately 600 daily trips, 47 a.m. peak hour trips (12 inbound and 35 outbound), and 63 p.m. peak hour trips (40 inbound and 23 outbound). Traffic generated by the Proposed Project was added to the Existing Conditions of the project study area to determine project-specific impacts and mitigation measures, if required. Figure 11 Existing Plus Project Weekday Daily AM and PM Peak Hour Volumes, illustrates the Existing Plus Project weekday daily, a.m. and p.m. peak hour traffic volumes at the study intersections.

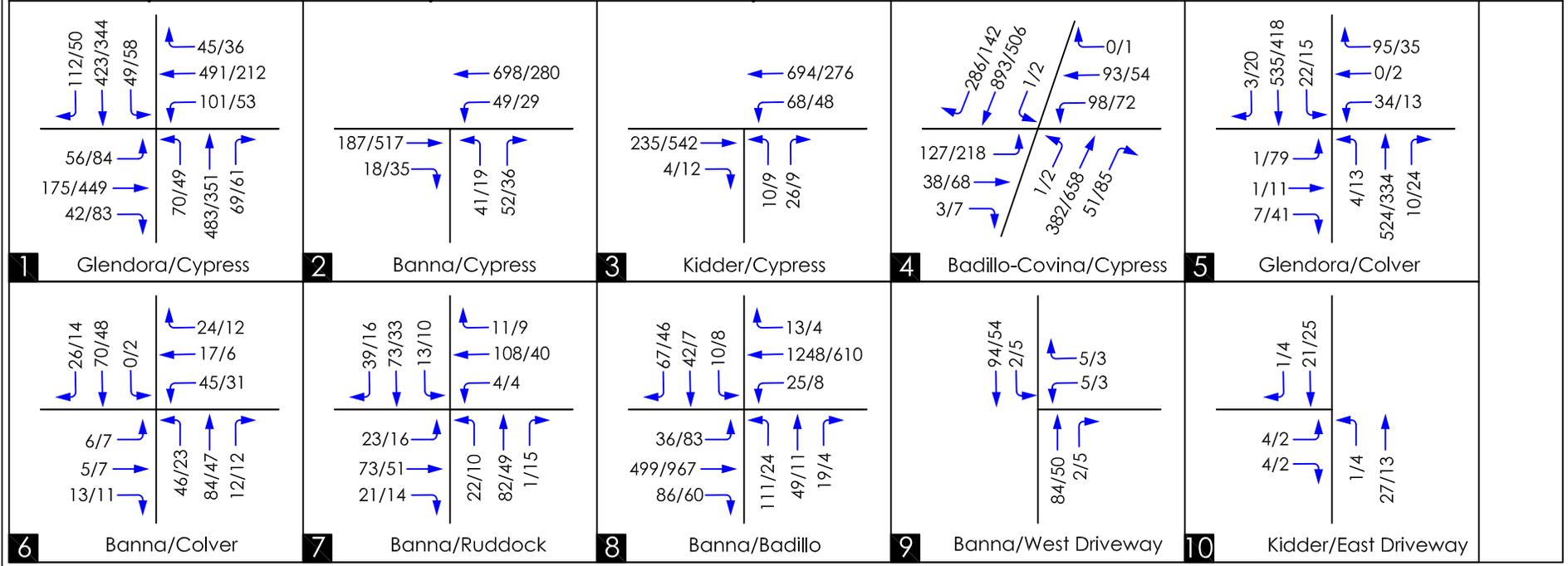
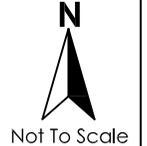
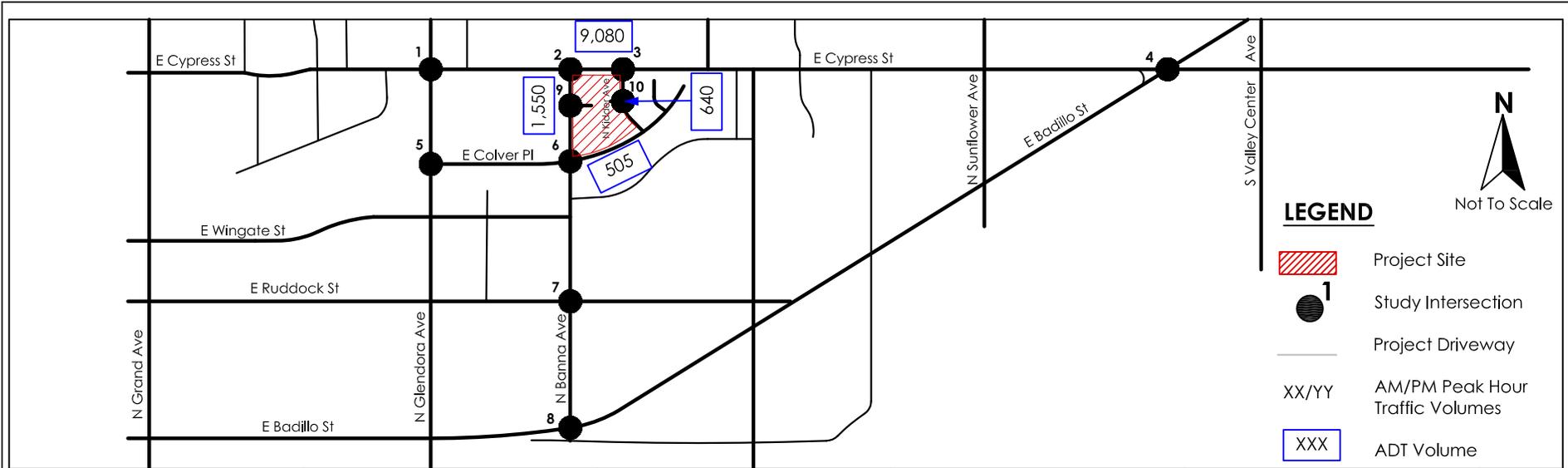
Table 3-18 presents the results of the Existing Plus Project intersection LOS analysis. Based on the Existing Plus Project LOS analysis, and the significance criteria of the City, the Proposed Project would not create any significant impacts to the study area intersections. Intersection geometrics at most of the study intersections would remain unchanged with the exception of the project-conditioned striping improvement at Glendora Avenue/Colver Place, as characterized in Section 2.3 of this document. This improvement would restripe the east leg of the Glendora Avenue/Colver Place intersection to provide two westbound approach lanes and one eastbound return lane. The westbound approach would be striped to have a shared left plus through lane and a dedicated right turn lane. A conceptual striping plan of this improvement is shown in Figure 12 Conceptual Striping Plan at Colver Place and Glendora Avenue. This improvement was included in the Existing Plus Project LOS analysis, as shown in Table 3-18. With the project-conditioned improvement at Glendora Avenue/Colver Place, the intersection would improve from LOS D in the a.m. peak hour (existing condition), to LOS C (Existing Plus Project condition). In the p.m. peak hour, the LOS would remain at LOS C.



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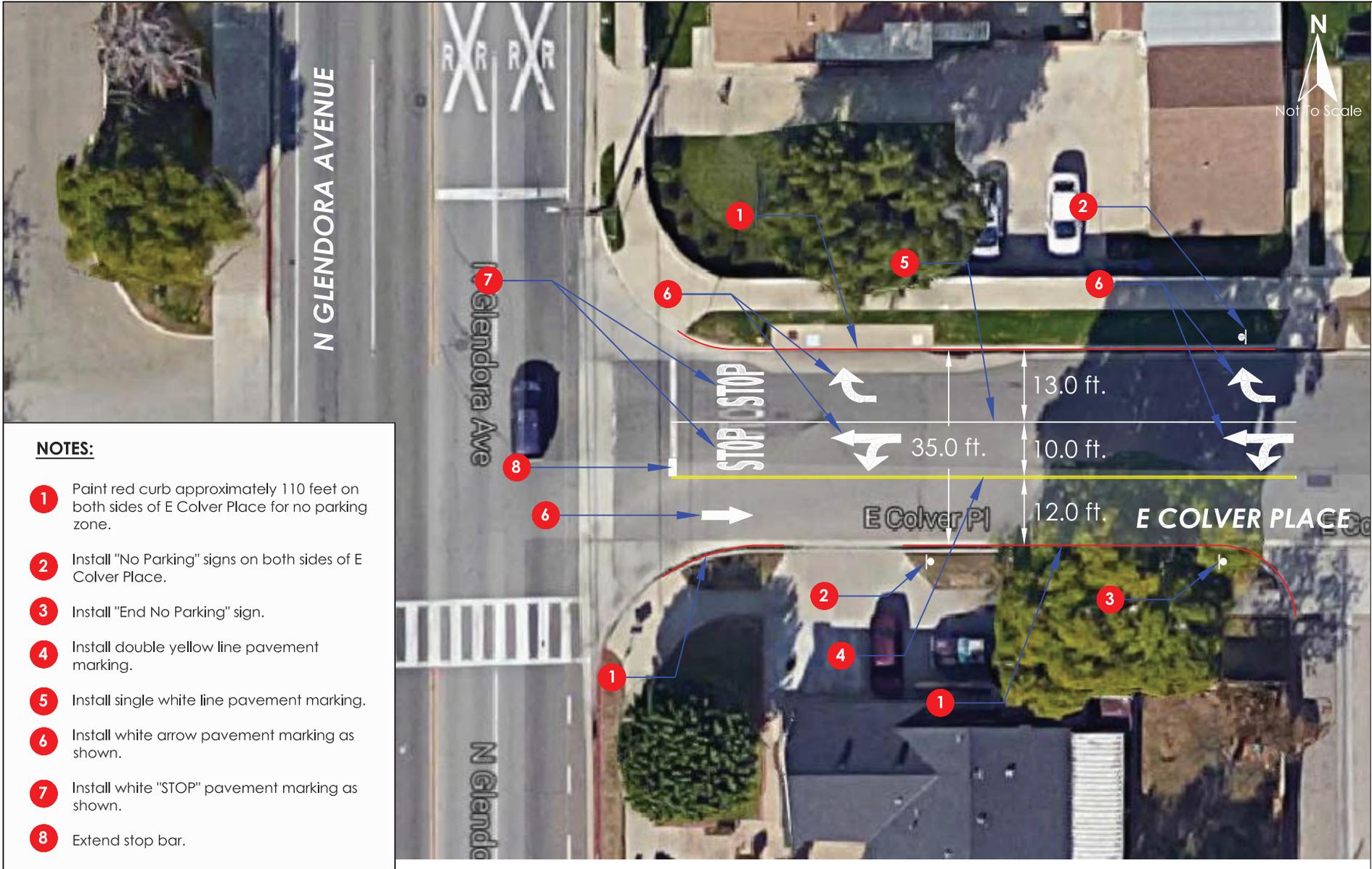
**FIGURE 11**  
**Existing Plus Project Weekday Daily AM and PM Peak Hour Volumes**

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**NOTES:**

- 1 Paint red curb approximately 110 feet on both sides of E Colver Place for no parking zone.
- 2 Install "No Parking" signs on both sides of E Colver Place.
- 3 Install "End No Parking" sign.
- 4 Install double yellow line pavement marking.
- 5 Install single white line pavement marking.
- 6 Install white arrow pavement marking as shown.
- 7 Install white "STOP" pavement marking as shown.
- 8 Extend stop bar.

Aerial Source: Google Maps, September 2015

**DUDEK**

SOURCE: ARCH BEACH CONSULTING 2015

**FIGURE 12**  
**Conceptual Striping Plan at Colver Place and Glendora Avenue**

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**Table 3-18  
Existing Plus Project Intersection Level of Service Summary**

Intersection	Control	Existing Plus Project			
		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
1. Glendora Avenue/Cypress Street	signal	0.661	B	0.509	A
2. Banna Avenue/Cypress Street	1-way stop	16.0 sec	C	14.2 sec	B
3. Kidder Avenue/Cypress Street	1-way stop	12.9 sec	B	14.6 sec	B
4. Badillo Street/Cypress Street	signal	0.619	B	0.534	A
5. Glendora Avenue/Colver Place	2-way stop	22.3 sec	C	23.2 sec	C
6. Banna Avenue/Colver Place	all-way stop	8.9 sec	A	7.8 sec	A
7. Banna Avenue/Ruddock Street	all-way stop	10.0 sec	A	7.7 sec	A
8. Banna Avenue/Badillo Street	signal	0.793	C	0.507	A
9. Kidder Avenue/Primary Driveway	<i>does not exist</i>	8.7 sec	A	8.6 sec	A
10. Banna Avenue/Secondary Driveway	<i>does not exist</i>	9.6 sec	A	9.0 sec	A

**Notes:** LOS determined using ICU method for signalized intersections, and HCM method for unsignalized intersections and freeway ramps.  
**BOLD** value indicates unsatisfactory LOS.  
**BOLD** value indicates significant project impact (LOS E or F from LOS D in baseline; or, greater than 0.020 V/C increase at LOS E or F in baseline; or, ≥ 2.0 seconds of delay at unsignalized intersection at LOS E or F in baseline)

Existing Plus Project daily roadway segment volumes for the study roadway segments are shown in Table 3-19. According to Table 3-19, all study area roadway segments are forecast to continue to operate within their acceptable capacity limits, with the addition of project traffic, at LOS A.

**Table 3-19  
Existing Plus Project Roadway Segment Daily Level of Service Summary**

Roadway Segment	LOS E Capacity	Existing Plus Project		
		ADT	V/C Ratio	LOS
1. Cypress Street Banna Avenue to Kidder Avenue	25,000	9,080	0.363	A
2. Banna Avenue Cypress Street to Colver Place	5,000	1,550	0.310	A
3. Colver Place Banna Avenue to Kidder Avenue	5,000	505	0.101	A
4. Kidder Avenue Cypress Street to Colver Place	5,000	640	0.128	A

**Notes:** **XX** Roadway LOS calculated to be below City's standard of LOS D.  
**XX** Roadway significantly impacted by project per City's Significance Criteria.

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## Short-Term Year 2018

The Proposed Project is anticipated to be built and fully occupied by 2018. Short-term background traffic was forecast for 2018 by applying a conservative annual ambient growth rate of one percent per year. In addition, traffic from cumulative projects in the project vicinity were added to the existing and ambient traffic growth volumes. Cumulative projects would generate a total of approximately 2,315 daily trips, 123 a.m. peak hour trips (36 inbound and 87 outbound), and 206 p.m. peak hour trips (120 inbound and 86 outbound). There are no improvements planned for the study area roadways and intersection through the 2018 short-term horizon year. Therefore, the existing intersection traffic controls and geometrics were assumed for those intersections and roadway segments in the 2018 level of service analysis.

Figure 13 Short-Term Year 2018 Weekday Daily AM and PM Peak Hour Volumes illustrates the Short-Term Year 2018 daily, a.m. and p.m. peak hour volumes.

Table 3-20 presents the results of the Short-Term Year 2018 intersection LOS analysis. Based on the Short-Term Year 2018 weekday a.m. and p.m. peak hour LOS analysis shown in Table 3-20, most of the study area intersections are forecast to continue to operate with satisfactory LOS at LOS D or better in the a.m. and p.m. peak hours, except for the intersection of Glendora Avenue/Colver Place which is forecast to operate at LOS E in the a.m. peak hour (without the Proposed Project).

**Table 3-20  
Short-Term Year 2018 Peak Hour Intersection Level of Service Summary**

Intersection	Control	AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
1. Glendora Avenue/Cypress Street	signal	0.676	B	0.523	A
2. Banna Avenue/Cypress Street	1-way stop	16.1 sec	C	14.1 sec	B
3. Kidder Avenue/Cypress Street	1-way stop	11.5 sec	B	14.4 sec	B
4. Badillo Street/Cypress Street	signal	0.639	B	0.553	A
5. Glendora Avenue/Colver Place	2-way stop	<b>40.5 sec</b>	<b>E</b>	24.2 sec	C
6. Banna Avenue/Colver Place	all-way stop	8.2 sec	A	7.5 sec	A
7. Banna Avenue/Ruddock Street	all-way stop	9.9 sec	A	7.7 sec	A
8. Banna Avenue/Badillo Street	signal	0.804	D	0.518	A
9. Kidder Avenue/Primary Driveway	<i>does not exist</i>	<i>does not exist</i>		<i>does not exist</i>	
10. Banna Avenue/Secondary Driveway	<i>does not exist</i>	<i>does not exist</i>		<i>does not exist</i>	

**Notes:** LOS determined using ICU method for signalized intersections; HCM for unsignalized.  
**BOLD** value indicates unsatisfactory LOS.

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Short-Term 2018 daily roadway volumes were forecasted for the study area roadway segments. Table 3-21 shows the roadway segment daily traffic volumes and levels of service. According to Table 3-21, all study area roadway segments are forecast to continue to operate within their acceptable capacity limits at LOS A.

**Table 3-21  
Short-Term 2018 Roadway Segment Daily Level of Service Summary**

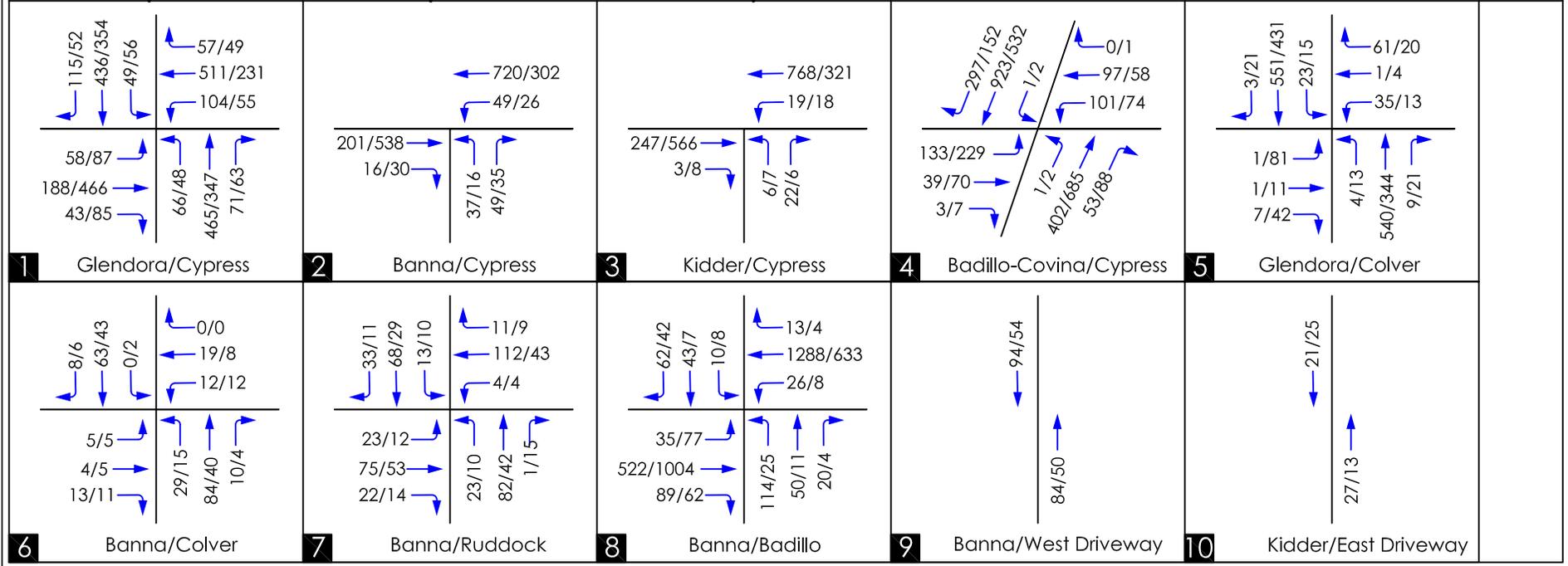
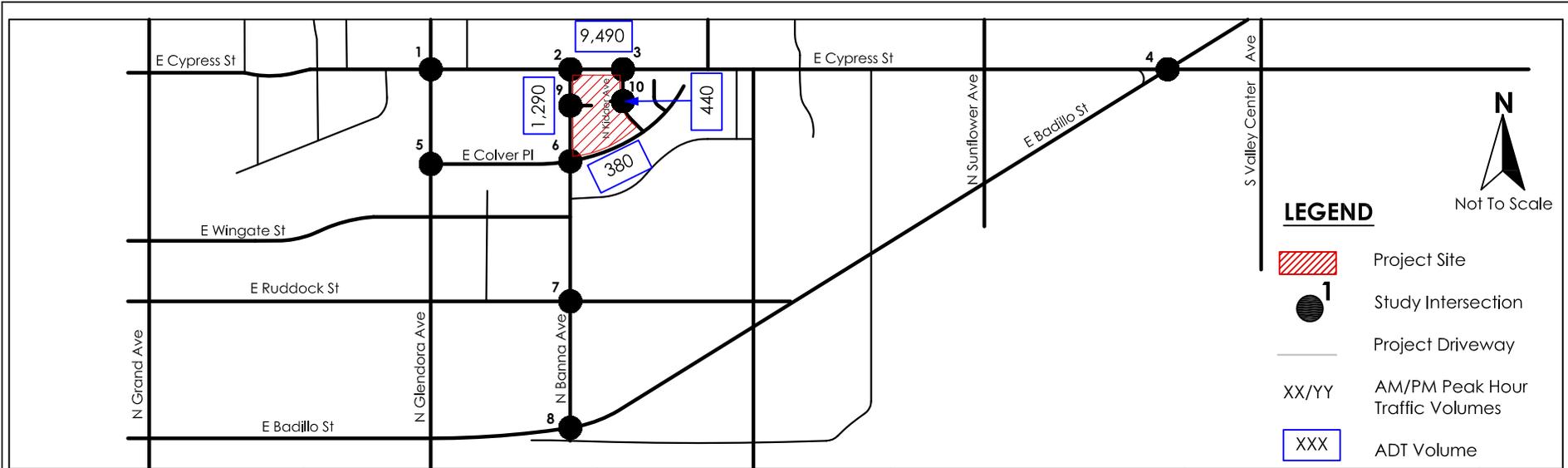
Roadway Segment	LOS E Capacity	Existing Condition		
		ADT	V/C Ratio	LOS
1. Cypress Street Banna Avenue to Kidder Avenue	25,000	9,490	0.380	A
2. Banna Avenue Cypress Street to Colver Place	5,000	1,290	0.258	A
3. Colver Place Banna Avenue to Kidder Avenue	5,000	380	0.076	A
4. Kidder Avenue Cypress Street to Colver Place	5,000	440	0.088	A

**Notes:** XX Roadway LOS calculated to be below City's standard of LOS D.

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**FIGURE 13**  
**Short-Term Year 2018 Weekday Daily AM and PM Peak Hour Volumes**

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## Short-Term Year 2018 Plus Project

Traffic generated by the Proposed Project was added to the Short-Term Year 2018 to determine project-specific impacts and mitigation measures, if required. Figure 12 Short-Term Year 2018 Plus Project Weekday Daily AM and PM Peak Hour Volumes illustrates the Short-Term Year 2018 plus Project weekday a.m. and p.m. peak hour traffic volumes.

Table 3-22 presents the results of the Short-Term Year 2018 Plus Project intersection LOS analysis. Intersection geometrics at most of the study intersections will remain unchanged with exception of a project-conditioned striping improvement at Glendora Avenue/Colver Place. This improvement would restripe the east leg of the Glendora Avenue/Colver Place intersection to provide two westbound approach lanes and one eastbound return lane. The westbound approach would be striped to have a shared left plus through lane, and a dedicated right turn lane. This improvement is shown in Figure 12 Conceptual Striping Plan at Colver Place and Glendora Avenue. This improvement was included in the Existing Plus Project LOS analysis, as shown in Table 3-22.

Based on the Short-Term 2018 plus Project LOS analysis, and the significance criteria of the City, the Proposed Project would not create any significant impacts to the study area intersections. All study intersections would remain at LOS D or better in both peak hours. With the project-conditioned improvement at Glendora Avenue/Colver Place, the intersection would improve from LOS E a.m. peak hour (Short-Term Baseline condition), to LOS D (Short-Term Plus Project condition). In the p.m. peak hour, the LOS would remain at LOS C.

**Table 3-22  
Short-Term Year 2018 Plus Project Intersection Level of Service Summary**

Intersection	Control	Short-Term Year 2018 Plus Project			
		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
1. Glendora Avenue/Cypress Street	signal	0.680	B	0.525	A
2. Banna Avenue/Cypress Street	1-way stop	17.0 sec	C	14.9 sec	B
3. Kidder Avenue/Cypress Street	1-way stop	13.2 sec	B	15.2 sec	C
4. Badillo Street/Cypress Street	signal	0.644	B	0.557	A
5. Glendora Avenue/Colver Place	2-way stop	<b>25.3 sec</b>	<b>D</b>	24.9 sec	C
6. Banna Avenue/Colver Place	all-way stop	9.0 sec	A	7.9 sec	A
7. Banna Avenue/Ruddock Street	all-way stop	10.2 sec	B	7.8 sec	A
8. Banna Avenue/Badillo Street	signal	0.813	D	0.522	A

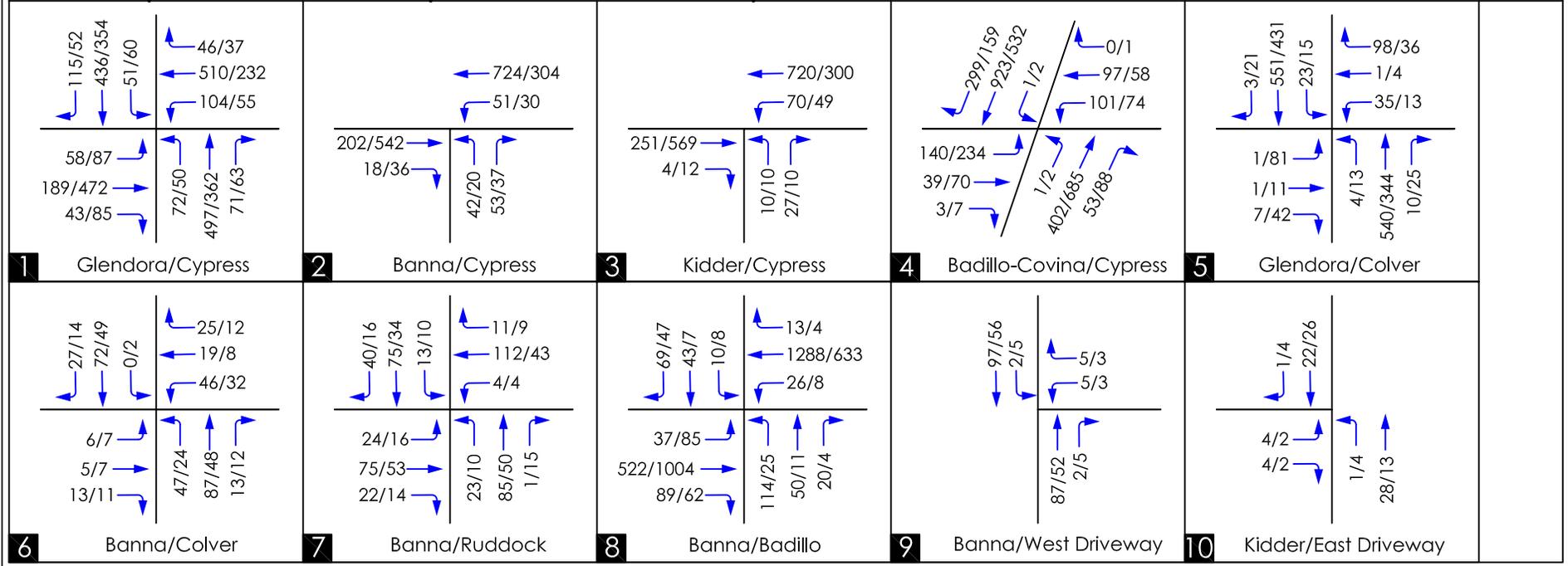
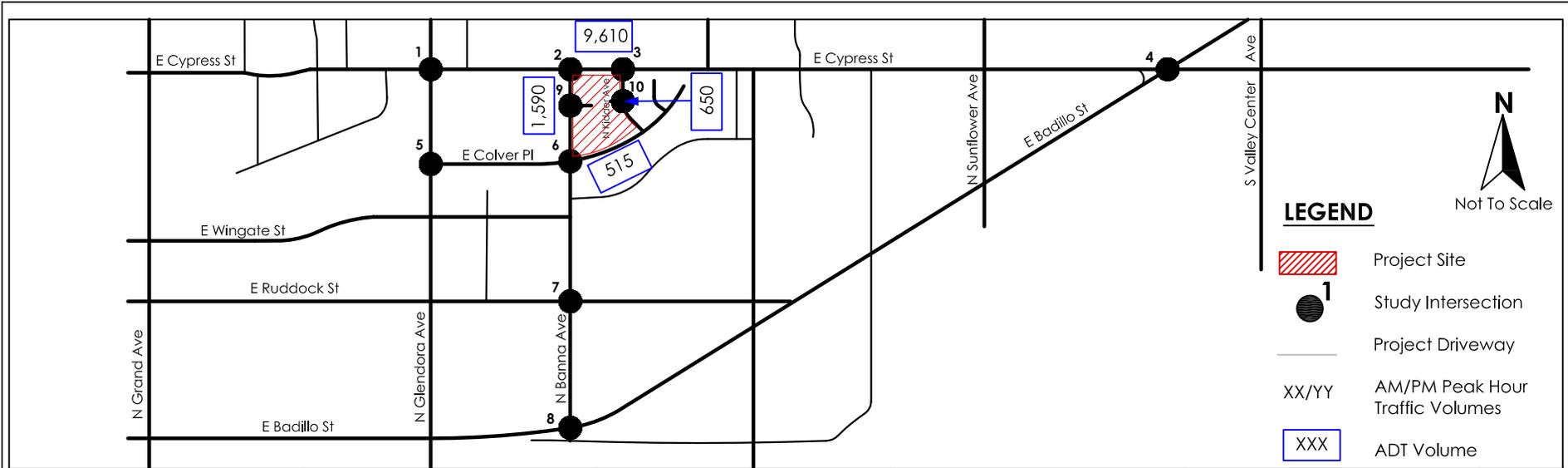
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**Table 3-22  
Short-Term Year 2018 Plus Project Intersection Level of Service Summary**

Intersection	Control	Short-Term Year 2018 Plus Project			
		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
9. Kidder Avenue/Primary Driveway	1-way stop	8.7 sec	A	8.6 sec	A
10. Banna Avenue/Secondary Driveway	1-way stop	9.6 sec	A	9.0 sec	A

**Notes:** LOS determined using ICU method for signalized intersections, and HCM method for unsignalized intersections and freeway ramps.  
**BOLD** value indicates unsatisfactory LOS.  
**BOLD** value indicates significant project impact (LOS E or F from LOS D in baseline; or, greater than 0.020 V/C increase at LOS E or F in baseline; or, ≥ 2.0 seconds of delay at unsignalized intersection at LOS E or F in baseline)



**FIGURE 14**  
**Short-Term Year 2018 Plus Project Weekday Daily AM and PM Peak Hour Volumes**

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Short-Term 2018 Plus Project daily roadway segment volumes for the study roadway segments surrounding the project site are shown in Table 3-23. According to Table 3-23, all study area roadway segments are forecast to continue to operate within their acceptable capacity limits, with the addition of project traffic, at LOS A.

**Table 3-23  
Short-Term 2018 Plus Project Roadway Segment Daily Level of Service Summary**

Roadway Segment	LOS E Capacity	Existing Plus Project		
		ADT	V/C Ratio	LOS
1. Cypress Street Banna Avenue to Kidder Avenue	25,000	9,490	0.380	A
2. Banna Avenue Cypress Street to Colver Place	5,000	1,290	0.258	A
3. Colver Place Banna Avenue to Kidder Avenue	5,000	380	0.076	A
4. Kidder Avenue Cypress Street to Colver Place	5,000	440	0.088	A

**Notes:** XX Roadway LOS calculated to be below City's standard of LOS D.  
 XX Roadway significantly impacted by project per City's Significance Criteria.

**Summary**

Based on the Existing Plus Project LOS analysis and the Short-Term 2018 Plus Project LOS analysis, the Proposed Project would not result in significant impacts to any study area roadway segments or intersections. Impacts would be less than significant and no mitigation is required.

**b) *Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?***

**Less Than Significant Impact.** According to the 2010 LA County Congestion Management Program (CMP), the nearest CMP monitoring stations in the project vicinity are the intersection of Azusa Avenue (SR-39)/Foothill Boulevard, and the freeway segment of I-210 at San Dimas Avenue. Per review of Appendix B of the CMP, *Guidelines for CMP Transportation Impact Analysis*, a regional CMP-level traffic analysis is not required for the Proposed Project since it would not add 50 or more weekday peak hour trips to the nearest monitored CMP intersection (Azusa Avenue [SR 39]/Foothill Boulevard), or 150 or more peak hour trips to a monitored

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freeway mainline segment (I-210 at San Dimas Avenue). Therefore, impacts would be considered less than significant. No mitigation is required.

- c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

**No Impact.** The Proposed Project is a single-family residential project located approximately 4.5 miles west of Brackett Field Airport, the closest public use airport. The project site is not located within an airport planning area or any protected zones around the airport. The Proposed Project has no potential to change air traffic patterns, including an increase in traffic levels or exposure to substantial safety risks. No impact would occur.

- d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

**Less Than Significant Impact.** The primary access to the project site would be provided on Kidder Avenue, approximately midway between Cypress Street and Colver Place. Secondary access would be provided on Banna Avenue between Cypress Street and Colver Place. Both access locations are proposed to be unsignalized with full-access, and with no gate control. There would also be clear lines of sight along Banna Avenue and Kidder Avenue at both new intersections. As shown in Table 3-18 and 3-22, the access intersections at Kidder Avenue/Primary Driveway and at Banna Avenue/Secondary Driveway are forecast to operate with satisfactory LOS at LOS A during both peak hours, for both the Existing Plus Project and Short-Term 2018 Plus Project scenarios. Also, based on the forecast, satisfactory intersection levels of service (LOS A - C) at the surrounding intersections (Banna Avenue at Cypress Street and Colver Place; Kidder Avenue at Cypress Street and Colver Place [Table 3-18 and 3-22]) and the surrounding roadway segment LOS for both the Existing Plus Project and Short-Term 2018 Plus Project scenarios, the Proposed Project's access on Banna Avenue and Kidder Avenue would not have a significant impact to the surrounding street network.

On-site vehicular circulation is proposed to be consistent with the adjacent residential neighborhood. Driveway access for 29 of the 63 homes would occur on the existing segments of Banna Avenue, Kidder Avenue, and Colver Place; and, the remaining 34 homes would be located internally within the project site and would use a new loop street to gain access to/from Banna Avenue and Kidder Avenue. The loop street would generally be 26 feet to 32 feet wide from curb-to-curb. The loop street is proposed to also be consistent with the adjacent neighborhood and would generally be double-loaded (i.e., home driveways on both sides of the street). On-site pedestrian and bicycle circulation would occur on the existing sidewalks along

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Banna Avenue, Kidder Avenue, and Colver Place. The new internal loop street would be designed as a private residential street with no through traffic (resident traffic only) and the loop street would be shared between residents' vehicles and pedestrians (no sidewalks are proposed along the loop street) The Proposed Project would be required to comply with the City's Municipal Code and Design Standards for the design of its internal circulation. Therefore, the Proposed Project would not substantially increase hazards due to its design. Impacts would be less than significant. No mitigation is required.

*e) Would the project result in inadequate emergency access?*

**Less Than Significant Impact.** Project access and internal circulation would be designed to adequately accommodate emergency vehicles. As stated previously, the Proposed Project's internal circulation would be required to comply with the City's Municipal Code and Design Standards, as well as the LACFD's requirements for adequate emergency vehicle access. Also, the traffic analysis for the Proposed Project concluded that the access locations for the project site are adequate and would not have a significant impact on the surrounding street network. Therefore, impacts would be less than significant. No mitigation is required.

*f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

**Less Than Significant Impact.** Transit services in the project vicinity are provided by Foothill Transit and Metrolink. Foothill Transit Bus Line 284, West Covina–Covina–San Dimas–Glendora, provides service to destinations such as South Hills High School, Aurora Charter Oak Hospital, Charter Oak High School, San Dimas Hospital, San Dimas High School, Kaiser Permanente, Glendora High School, Foothill Presbyterian Hospital, Glendora Public Library, Whitcomb Continuation High School, East Valley Hospital Medical Center, and Eastland Center. Weekday service starts at 6:00 a.m. and ends at 7:22 p.m. Weekend and holiday service starts at 6:25 a.m. and ends at 7:36 p.m.

Metrolink provides regional and local rail service to the area via the Covina Metrolink Station, located approximately 2.0 miles west of the project site at 600 N. Citrus Avenue. This station serves the Metrolink San Bernardino Line which originates at Los Angeles Union Station and ends at the San Bernardino Metrolink Station. In the project vicinity, there is a Metrolink track crossing at the intersection of Banna Avenue/Cypress Street.

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Currently, there are continuous sidewalks that exist along both sides of Cypress Street, Banna Avenue, Kidder Avenue, and Colver Place surrounding the project site. There are three basic categories of bike trails within the City, as defined by Caltrans. Class I bike paths involve designs which are completely separated from traffic lanes. Class II paths are on-street paths that are located along the edge of a street with a striped lane denoting this bike path. Class III paths also are located along a street edge, but are not striped. Street signs identify these paths only. Within the project study area, Glendora Avenue provides a Class II, striped bicycle lane on both sides of the street.

To improve pedestrian site distances on the east side of the existing Metrolink train crossing, the Proposed Project would include installation of a crosswalk with appropriate signage and warning beacons (if warranted) across Cypress Street on the west leg of the intersection of Kidder Avenue and Cypress Street. The existing crosswalk on the west side of the tracks would remain to serve pedestrians and bicyclists on the west side of the tracks.

The installation of a new crosswalk across Cypress Street would further improve the safety of pedestrian and bicycle facilities in the project area. Impacts to public transit, bicycle, or pedestrian facilities would be less than significant as a result of implementing the Proposed Project. No mitigation is required.

### 3.17 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

**Less Than Significant Impact.** Wastewater generated by the Proposed Project would enter the City's sewer system and the larger sewer trunk lines operated by the Sanitation Districts of Los Angeles County (SDLAC). The SDLAC's Will Serve Program provides information on available sewer capacities for proposed development projects within its service area. Prior to connection to the sewer trunk lines, the Proposed Project would be required to obtain a will serve letter from the SDLAC. According to the SDLAC website, the project site is located with SDLAC District No. 22. Wastewater from District No. 22 would be treated by SDLAC's Joint Outfall System (JOS), which includes the main Joint Water Pollution Control Plant in Carson and six satellite water reclamation plants (WRPs), built near rivers to allow for the disposal of the treated water that is not reused.

The closest WRPs to the project site are the Pomona WRP, the San Jose Creek WRP, and the Whittier Narrows WRP. The Pomona WRP is located at 295 Humane Way, approximately 4.7 miles southeast of the project site in the City of Pomona. The Pomona WRP has the capacity to provide primary, secondary and tertiary treatment for 15 million gallons of wastewater per day (mgd) and serves a population of approximately 130,000 people. The Pomona WRP currently processes an average flow of 8 mgd, resulting in a remaining capacity of approximately 7 mgd. The San Jose Creek WRP is located at 1965 Workman Mill Road, in unincorporated Los Angeles County, next to the City of Whittier, approximately 10 miles southwest of the project site. The San Jose Creek WRP has the capacity to provide primary, secondary and tertiary treatment for 100 mgd and serves a large residential population of approximately one million

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people. The San Jose Creek WRP currently processes an average flow of 63 mgd, resulting in a remaining capacity of approximately 37 mgd. The Whittier Narrows WRP is located at 301 N. Rosemead Boulevard in the City of El Monte, approximately 12.5 miles southwest of the project site. The Whittier Narrows WRP has the capacity to provide primary, secondary and tertiary treatment for 15 million mgd and serves a population of approximately 150,000 people. The Whittier Narrows WRP currently processes an average flow of 8.6 mgd, resulting in a remaining capacity of approximately 6.4 mgd.

The residential portion of the Proposed Project would generate approximately 14,490 gallons of wastewater per day, which is nominal compared to the existing capacities of the three closest WRPs to the project site. The park is not anticipated to have any public restrooms as part of their operations. It is anticipated that the JOS would have sufficient capacity to treat wastewater generated by the Proposed Project. SDLAC is required to comply with the NPDES permits for each WRP. This would ensure that the Proposed Project would not exceed the treatment requirements of the Los Angeles Regional Water Quality Control Board. In addition, the Project would be required to obtain a will serve letter from SDLAC to verify sufficient treatment capacity. Impacts would be considered less than significant. No mitigation is required.

**b) *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

**Less Than Significant Impact.** The Proposed Project would include the development of 63 new detached single-family residences on the project site and generate approximately 191 new residents. The Proposed Project would also include a two-acre park. CalEEMod default water usage rates were used to estimate the anticipated water demand of the Proposed Project.<sup>5</sup> Appendix D, Table 9.1 in CalEEMod (CAPCOA 2013) provides conservative estimates for indoor and outdoor water use for a variety of land uses. Based on these generation rates, the residential component of the Proposed Project would require approximately 18,335 gallons of water per day<sup>6</sup> and the park component of the Proposed Project would require approximately

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<sup>5</sup> For single-family housing, estimated indoor water use is 65,154 gallons per dwelling unit per year and estimated outdoor water use is 41,075 gallons per dwelling unit per year. For city parks, estimated water usage is 1,191,481 gallons per acre per year.

<sup>6</sup> 65,154 gallons × 63 units = 4,104,702 gallons per year of indoor water use (due to internal model calculations, CalEEMod annual output reports approximately 4,104,704 gallons per year for indoor water use)  
41,075 gallons × 63 units = 2,587,725 gallons per year of outdoor water use (due to internal model calculations, CalEEMod annual output reports approximately 2,587,748 gallons per year for outdoor water use)

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6,529 gallons per day.<sup>7</sup> Therefore, total water use per day would be approximately 24,864 gallons per day.

Using a wastewater generation factor of 230 gallons per unit per day, the Proposed Project would generate approximately 14,490 gallons of wastewater per day.<sup>8</sup>

The project site is within the service boundaries of the Golden State Water Company (GSWC), a subsidiary of American States Water Company. GSWC serves residents in portions of Charter Oaks, Covina, Glendora, La Verne, San Dimas and Walnut. According to the 2010 Urban Water Management Plan (UWMP) prepared by GSWC, the projected water supply for Year 2015 and Year 2020 is 14,829 acre-feet per year (ac-ft/yr) and 15,809 ac-ft/yr, respectively. The projected demand for Year 2015 and Year 2020 is 13,750 ac-ft/yr and 13,153 ac-ft/yr, respectively. As estimated above, the Project would consume approximately 24,864 gallons of water per day, which equals to approximately 9 million gallons of water per year, or 27.6 ac-ft/yr. The estimated water consumption for the Proposed Project is less than one percent of GSWC's projected water supply for 2015 and 2020 and would not significantly impact existing water service. Furthermore, according to the UWMP, GSWC's supply is expected to be 100 percent reliable through 2035.

The State Water Resources Control Board approved an emergency regulation on July 15, 2014, to ensure water agencies, their customers, and state residents increase water conservation in urban settings or face possible fines or other enforcement. The new conservation regulation is intended to reduce outdoor urban water use.<sup>9</sup> On April 1, 2015, Governor Brown issued Executive Order B-29-15 that imposes mandatory cuts in cities and towns across the State to reduce water usage by 25 percent.<sup>10</sup> In response to the State's water conservation requirements, the Proposed Project would include drip or microspray irrigation systems in the project design to reduce project water usage.

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2,587,725 gallons + 4,104,702 gallons = 6,692,427 gallons per year (due to internal model calculations, CalEEMod annual output reports approximately 4,104,704 gallons + approximately 2,587,748 gallons = 6,692,452 gallons per year)

6,692,427 gallons per year ÷ 365 = 18,335 gallons per day (based on the internal model calculations, CalEEMod annual output reports approximately 6,692,452 gallons per year ÷ 365 = approximately 18,335 gallons per day)

<sup>7</sup> 1,191,481 gallons per acre per year × 2 acres = 2,382,962 gallons per year (due to internal model calculations, CalEEMod annual output reports approximately 2,382,963 gallons per year for outdoor water use)

2,382,962 gallons per year ÷ 365 days = 6,529 gallons per day (due to internal model calculations, CalEEMod annual output reports approximately 2,382,963 ÷ 365 days = 6,529 gallons per day)

<sup>8</sup> Generation rate was taken from the Initial Study and Mitigated Negative Declaration for 777 Edna Place & 731 Grand Avenue Project provided by the City of Covina

<sup>9</sup> <http://ca.gov/drought/news/story-58.html>

<sup>10</sup> [http://gov.ca.gov/docs/4.1.15\\_Executive\\_Order.pdf](http://gov.ca.gov/docs/4.1.15_Executive_Order.pdf)

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The Proposed Project would connect to the existing water and sewer systems within the City. The Proposed Project would be required to obtain will serve letters prior to connecting to the systems. Per a discussion between the Applicant and the Interim Public Works Director at the City, Alex Gonzalez, it is anticipated that the water and sewer systems would have sufficient capacity to serve the Proposed Project. In addition, the Proposed Project would be required to pay development impact fees to offset any project impacts. These fees would be used to fund any necessary improvements to the systems in order to continue supplying service. Therefore, the Proposed Project would not require or result in the construction or expansion of water or wastewater facilities. Impacts would be less than significant. No mitigation is required.

*c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

**No Impact.** As previously discussed, the 100-year post-development peak stormwater runoff rate would be less than the pre-development condition. The proposed underground storm chamber system would reduce peak stormwater runoff. Post-development, the amount of stormwater discharging into the City's storm drain system would be less than the existing amount discharging from the project site. Thus, the Proposed Project would not require or result in the expansion or construction new stormwater drainage facilities. No impacts would occur since post-development flows would be less than pre-development flows.

*d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

**Less Than Significant Impact.** Water service for the Proposed Project would be provided by the GSWC. As previously discussed, the Proposed Project is anticipated to require approximately 24,864 gallons of water per day. The Proposed Project would be required to obtain a will serve letter from GSWC prior to connection to verify that the City has sufficient supply to service the project site. The Proposed Project would also be required to pay development impact fees to offset any project impacts to existing infrastructure and fund future expansion. In addition, the Proposed Project would include drip or microspray irrigation systems in the project design to reduce project water usage. Thus, impacts would be considered less than significant. No mitigation is required.

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- e) *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

**Less Than Significant Impact.** As previously stated, the Proposed Project would generate approximately 14,490 gallons per day of wastewater. Wastewater from the project site would be treated at one of the water treatment facilities SDLAC District No. 22. The closest WRPs to the project site are the Pomona WRP, the San Jose Creek WRP, and the Whittier Narrows WRP. The Pomona WRP has the capacity to provide primary, secondary and tertiary treatment for 15 mgd and serves a population of approximately 130,000 people. The San Jose Creek WRP has the capacity to provide primary, secondary and tertiary treatment for 100 mgd and serves a large residential population of approximately one million people. The Whittier Narrows WRP has the capacity to provide primary, secondary and tertiary treatment for 15 mgd and serves a population of approximately 150,000 people. Based on the capacities of the WRPs, the wastewater generated by Proposed Project would be nominal and would not exceed current capacities of the JOS system. Furthermore, the Proposed Project would be required to obtain a will serve letter to confirm that capacity exists to serve the Proposed Project prior to connection to the sewer trunk system. Therefore, impacts would be considered to be less than significant. No mitigation is required.

- f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

**Less Than Significant Impact.** Solid waste disposal services for the project site would be provided by Athens Services (Athens). Athens offers waste and recycling collection, green waste recycling programs, organics waste composting, special waste transportation, and transfer and materials recovery services to the City as well as many other areas in Southern California.

The Proposed Project would include the development of 63 new detached single-family residences on the project site and generate approximately 191 new residents. Based on the default CalEEMod solid waste generation rate of 0.41 ton per year per single-family resident, the 63 single-family homes are estimated to generate 78 tons of solid waste per year.<sup>11</sup> The

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<sup>11</sup> CalEEMod, Appendix D, Table 10.1 – Solid Waste Disposal Rates (CAPCOA 2013) provides information about the amount of solid waste that is generated. For single-family residential land uses in Los Angeles County, approximately 0.41 tons of solid waste is generated per resident per year. The Proposed Project would result in approximately 191 residents. As such, estimated solid waste generation is 78 tons per year (191 residents × 0.41 tons = 78.31 tons per year).

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proposed two acre park is estimated to generate approximately 0.18 ton per year of solid waste based on the default CalEEMod solid waste generation rate for park land uses of approximately 0.09 ton per year per acre per year.<sup>12</sup> The Proposed Project would generate approximately 430 pounds of solid waste per day.<sup>13</sup> Solid waste generated by the Proposed Project would be collected by Athens and disposed of at San Bernardino County Solid Waste Disposal sites including Mid-Valley. The County of San Bernardino Public Works Department estimates the approximate life span of the Mid Valley landfill at 45 years (Countywide Integrated Waste Plan Third-Five Year Review Report for the County of San Bernardino, 2012). It is anticipated that there will be sufficient capacity to meet the disposal needs of the Proposed Project. In addition, for construction and demolition projects, the Environmental Services Division of the City requires that at least 75 percent of all building and demolition materials (wood, metal, electrical, piping, glass, drywall, asphalt, concrete) be recycled for purposes of compliance with the California Integrated Waste Management Act of 1989. Solid waste impacts resulting from the implementation of the Proposed Project would be considered less than significant. No mitigation is required.

***g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?***

**Less Than Significant Impact.** The Proposed Project and its inhabitants would be required to comply with all federal, state, and local statutes and regulations related to solid waste, recycling, waste diversion and household hazardous material disposal. Athens would provide trash bins to each residential unit that would be collected on a weekly basis. Trash bins would be placed in front of each home adjacent to the driveways to be collected weekly on Fridays. As stated on their website, Athens is compliant with California Assembly Bill 341, which set a statewide waste recycling goal of 75 percent. In addition the Proposed Project would be required by the Environmental Services Division of the City to recycle at least 75 percent of all building construction and demolition materials. Impacts would be considered less than significant. No mitigation is required.

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<sup>12</sup> Based on CalEEMod, Appendix D, Table 10.1 – Solid Waste Disposal Rates (CAPCOA 2013), the statewide default for city park land uses is approximately 0.09 tons of solid waste generated per acre per year. As such, the proposed 2 acre park is estimated to generate is 0.18 tons per year (2 acres × 0.09 tons). Due to internal model calculations, the CalEEMod annual output reports the annual solid waste generation by the proposed park to be 0.17 tons per year; however, 0.18 tons per year was assumed for the 3.17 Utilities and Service Systems solid waste generation assessment.

<sup>13</sup> 78.31 tons per year + 0.18 tons per year / 365 days per year = 0.215 tons per day  
1 ton = 2000 pounds  
0.215 tons = 430 pounds

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**3.18 Mandatory Findings of Significance**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant with Mitigation Incorporated.** The Proposed Project is located in an urbanized area in the northeastern portion of the City and is adjacent to existing residential communities. The project site has been developed as a school site since the late 1950s/early 1960s and contains existing school buildings and accessory structures that are currently being used as a church. The project site does not currently support substantial habitat for any wildlife or fish species. As discussed under Section 3.4 above, the City is unlikely to have any species considered sensitive or listed as endangered on any Federal or State register. The largest number and greatest diversity of bird, reptile, and animal species occur in the riparian woodland and coast live oak woodland communities of the southeastern Covina Hills area. The project site does

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contain mature trees that could be utilized by migratory or nesting birds. Implementation of mitigation measure **MM-BR-1**, which would require pre-construction surveys for nesting birds, would ensure compliance with MBTA and protect migratory or nesting birds. Thus, the Proposed Project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

As discussed under Section 3.5 above, there are no historical resources located within the project site. The records search and Historic Resources Assessment (Appendix D2) for the Proposed Project confirmed that no cultural resources (including significant historic resources) have been recorded on the project site. In addition, due to the development of the project site and previous disturbances associated with the construction and operation of the existing site use, the potential for encountering paleontological resources is considered low. However, in the event that cultural resources are inadvertently discovered during ground-disturbing activities, implementation of mitigation measures **MM-CR-1** and **MM-CR-2** would ensure that impacts to cultural and paleontological resources remain less than significant. Therefore, the Proposed Project would not eliminate important examples of the major periods of California history or prehistory.

With the implementation of the above-mentioned mitigation measures, the Proposed Project result in a less than significant impact to plant or animal species and important cultural resources. No additional mitigation measures are required.

*b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

**Less Than Significant with Mitigation Incorporated.** The Proposed Project would result in potentially significant project-specific impacts to biological resources, cultural resources, noise, and could result in hazardous materials impacts to the project site and surrounding area. However, all mitigation measures have been identified that would reduce these impacts to less than significant levels. Furthermore, the Air Quality and Transportation/Traffic analyses presented in Section 3.3 and Section 3.16, respectively, of this document considered cumulative impacts and determined that cumulative air and traffic impacts would less than significant. No additional mitigation measures are required to reduce cumulative impacts to less than significant levels. Although implementation of the Proposed Project would incrementally increase water consumption, required compliance with State water conservation requirements and project

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design features such as a drip or microspray irrigation systems would reduce water usage and ensure that cumulative impacts to water would be less than significant. No additional mitigation measures are required.

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

**Less Than Significant with Mitigation Incorporated.** All potential impacts of the Proposed Project have been identified, and mitigation measures have been provided, where applicable, to reduce all potential impacts to less than significant levels. Upon implementation of mitigation measures, the Proposed Project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly. No additional mitigation measures are required. No additional mitigation measures are required.

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