

- SINGLE FAMILY RESIDENTIAL ZONES**
- R-1 (PCD) Planned Community Development
  - R-1-20,000 20,000 sq. ft. minimum lot size
  - R-1-10,000 10,000 sq. ft. minimum lot size
  - R-1-8500 8,500 sq. ft. minimum lot size
  - R-1-7500 7,500 sq. ft. minimum lot size

- MULTIPLE FAMILY ZONES**
- RD Required lot area per dwelling unit shown as a numerical suffix

- OTHER ZONES**
- R-TP Trailers and Mobile Home Parks
  - R-R Residential Recreation
  - C-R Commercial Recreation

- TOWN CENTER ZONES**
- TC-P Medical and Professional Office
  - TC-C Commercial

- COMMERCIAL ZONES**
- C-P Administrative and Professional Office
  - C-1 Neighborhood Stores
  - C-2 Neighborhood Shopping Center
  - C-3 Central Business
  - C-3A Regional or Community Shopping Center
  - C-4 Highway
  - C-5 Specified Highway

- TOWN CENTER SPECIFIC PLAN**
- TCSP-1 Health Services
  - TCSP-2 Residential
  - TCSP-3 Institutional Uses
  - TCSP-4 Mixed-Use
  - TCSP-5 Retail and Service Core
  - TCSP-6 Parks and Open Space
  - TCSP-5/Park

- INDUSTRIAL ZONES**
- M-1 Light Manufacturing
- OVERLAY ZONES**
- S Outdoor Advertising
  - PCD Planned Community Development
  - Planning Area Boundary
  - City Boundary



NOT TO SCALE

SOURCE: CITY OF COVINA-<http://www.covina.gov/pc/page/zoning-map>

**DUDEK**

Covina Transit-Oriented Mixed-Use Development Project EIR

**FIGURE 3.10-2**  
**Existing Covina Zoning Map**

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## 3.11 MINERAL RESOURCES

This section describes the existing mineral resources; identifies associated regulatory requirements; and evaluates adverse impacts related to mineral resources or locally important mineral resource recovery sites as a result of implementing the proposed Covina Transit-Oriented Mixed-Use Development Project (project or proposed project).

### 3.11.1 Existing Conditions

Minerals refer to aggregate resources, or rock, sand, and gravel, energy-producing fields, including oil, gas, and geothermal substances, and appurtenant mining operations. There are presently no mining activities in the City of Covina (City) (City of Covina 2000). Additionally, the State Division of Oil and Gas has indicated that there are no significant energy-producing minerals—or oil, gas, or geothermal fields—in the City (City of Covina 2000). The project site is composed of a former K-Mart property and an existing private school property, and no mining activities or energy-producing minerals are on the project site.

According to mineral-related State information on file in the City’s Planning Division, two subsurface areas in northern Covina probably contain certain mineral deposits. However, State officials presently have declared the areas insignificant because urbanization and potentially negative incursions preclude any extraction (City of Covina 2000).

### 3.11.2 Regulatory Setting

#### Federal

There are no federal regulations regarding mineral resources applicable to the proposed project.

#### State

#### *Surface Mining and Reclamation Act: California Public Resources Code Sections 2710 et seq.*

The Surface and Mining and Reclamation Act of 1975 (SMARA) is the primary regulator of onshore surface mining in the State. It delegates specific regulatory authority to local jurisdictions. The Act requires the California Geological Survey to identify all mineral deposits within the State and to classify them as: (1) containing little or no mineral deposits; (2) containing significant deposits; or (3) deposits identified, but further evaluation is need. Lands where such deposits are identified are designated Mineral Resource Zone 1, 2, 3, or 4, respectively. Local jurisdictions are required to enact specific procedures to guide mineral conservation and extraction at particular sites and to incorporate mineral resource management policies into their general plans. A particular concern of state legislators in enacting SMARA

was the premature loss of minerals and protection of sites threatened by development practices that might preclude future mineral extraction.

### ***Mineral Resource Classification***

The California Geological Survey Mineral Resources Project provides information about California’s nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the State that contain regionally significant mineral resources as mandated by the Surface Mining and Reclamation Act (SMARA) of 1975. Nonfuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt and dimension stone; and construction aggregate including sand, gravel, and crushed stone. Development generally results in a demand for minerals, especially construction aggregate. Urban preemption of prime deposits and conflicts between mining and other uses throughout California led to passage of the SMARA, which requires all cities and counties to incorporate in their general plans the mapped designations approved by the State Mining and Geology Board.

### **Local**

#### ***City of Covina General Plan***

The City’s General Plan Natural Resources and Open Space Element states that there are presently no mining activities in the City and none are expected in the future because of Covina’s built-out character, land use restriction, and the potentially negative environmental and “quality of life” impacts (e.g., noise, dust, and heavy truck traffic) associated with such operations. Additionally, the City’s Zoning Ordinance prohibits the extraction or production of aggregates (City of Covina 2000). As such, there are no relevant goals and policies related to mineral resources applicable to the proposed project.

### **3.11.3 Thresholds of Significance**

The following significance criteria are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.), and will be used to determine the significance of potential mineral resources impacts. Impacts related to mineral resources would be significant if the proposed project would:

- 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.
- 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.

### 3.11.4 Impacts Analysis

*A. Would the proposed 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?*

According to the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, there are no oil, gas, geothermal, or other known wells located within the project area (DOGGR 2016). As such, the proposed project would not have the potential to interfere with extraction of oil, gas, or geothermal resources.

The project site is located within the San Gabriel Production-Consumption Region for Portland Cement Concrete-grade aggregate resources, as mapped by the Department of Conservation (DOC) (2010a). The DOC has mapped the project site within Mineral Resource Zone 2 for aggregate resources. Mineral Resource Zone 2 is a designation given to areas where geologic data indicate that significant Portland Cement Concrete Grade (PCC-Grade) aggregate resources are present (DOC 2010a). However, according to the San Gabriel Valley P-C Region Showing Designated Sectors and Boundaries of Active Mine Operations figure and the Updated Aggregate Resource Sector Map for Portland Cement Concrete-Grade Aggregate in the San Gabriel Valley Production District figure, the project site is not located in an area containing active aggregate operation or containing regionally significant PCC-Grade aggregate resources (DOC 2010b). The proposed project site is located in an urbanized area and does not support any mineral extraction activities as it is currently developed with a two-story vacant commercial building, a small single-story residential structure on the private school property, surface parking, and associated ornamental landscaping and infrastructure improvements. Since the project site is currently developed and the surrounding area is urbanized, as well as the absence of known, significant mineral resources as mapped by the State, development of the proposed project is not anticipated to result in the loss of availability of a known mineral resource of value to the region and residents of the State. **No impacts** to state or regionally important mineral resources would occur.

*B. Would the proposed 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?*

The General Plan states that there are no mining activities within the City and states that none are expected to occur in the future because of the City's built-out nature, land use restrictions, and the potential for land use conflicts such as noise and dust. Furthermore, the Zoning Ordinance prohibits the extraction or production of aggregates. The General Plan discusses two sites in the northern portion of the City that were identified by the

State as potentially containing mineral deposits. However, the State declared these areas insignificant due to urbanization and potentially negative incursions that would preclude extraction (City of Covina 2000). According to the San Gabriel Valley P-C Region Showing Designated Sectors and Boundaries of Active Mine Operations figure and the Updated Aggregate Resource Sector Map for Portland Cement Concrete-Grade Aggregate in the San Gabriel Valley Production District figure, the project site is not located in an area containing active aggregate operation or containing regionally significant PCC-Grade aggregate resources (DOC 2010b). The proposed project is located in an urbanized area and does not support any mineral extraction activities as it is currently developed with a two-story vacant commercial building, small single-story residential structure on the private school property, surface parking, and associated ornamental landscaping and infrastructure improvements. For these reasons, implementation of the proposed project would not result in the loss of availability of a known locally important mineral resource. As such, **no impact** to the availability of locally important mineral resources would occur.

### 3.11.5 Cumulative Impacts

Projects considered in the cumulative scenario consist of the single-family residential/park project known as the Charter Oak Residential Development Project, located at 800 North Banna Avenue (approximately 1.7 miles southeast of the proposed project site) and the mixed-use (office/retail/residential) project known as the Covina Hassen Development Project, located on three separate sites along North Citrus Avenue, West Orange Street and at the Park Avenue/East San Bernardino Street intersection. All three sites are located approximately 0.6 mile southwest of the project site. For more information about these related projects, please refer to Section 1.2.3 in Chapter 1.0 of this EIR.

The proposed project would not result in impacts related to mineral resources. The project site is currently developed with a two-story vacant commercial building, a small, single-story private school property, surface parking, and ornamental landscaping. The project site and surrounding areas are generally in an urbanized area. The General Plan states that there are no mining activities within the City and states that none are expected to occur in the future because of the City's built out nature, land use restrictions, and the potential for land use conflicts such as noise and dust. Furthermore, the Zoning Ordinance prohibits the extraction or production of aggregates. Therefore, future development in the City would not result in impacts to mining. The land uses in neighboring jurisdictions are also located in an urbanized environment and future development is not likely to impact mineral resources. Because of the developed nature of the area, and because the proposed project would not impact mineral resources, the proposed project would not contribute to a cumulative significant impact related to mineral resources. Thus, no cumulative impact would occur.

### 3.11.6 Mitigation Measures

No significant mineral resources impacts would occur, and therefore, no mitigation measures are required.

### 3.11.7 Significance After Mitigation

The proposed project site does not contain any known important mineral resources and would not result in the loss of availability of a locally important mineral resource recovery site. Therefore, there would be **no impact** to mineral resources at the project site and in the project area.

### 3.11.8 References

City of Covina. 2000. Covina General Plan Natural Resources and Open Space Element.

Accessed July 27, 2016: [http://www.covinaca.gov/sites/default/files/fileattachments/planning\\_commission/page/1073/natural\\_resources\\_and\\_open\\_space.pdf](http://www.covinaca.gov/sites/default/files/fileattachments/planning_commission/page/1073/natural_resources_and_open_space.pdf).

Department of Conservation (DOC). 2010a. California Geological Survey Warehouse: Mineral Land Classification. Accessed July 27, 2016: <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>.

DOC. 2010b. San Gabriel Valley P-C Region Showing Designated Sectors and Boundaries of Active Mine Operations and Updated Aggregate Resources Sector Map for Portland Cement Concrete-Grade Aggregate in the San Gabriel Valley Production District, Los Angeles County, California. Accessed July 27, 2016: [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR\\_209/](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/).

DOGGR (California Department of Conservation, Division of Oil, Gas, and Geothermal Resources). 2016. DOGGR Well Finder. Accessed July 27, 2016. <http://maps.conservation.ca.gov/doggr/index.html#close>.

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## 3.12 NOISE

This section describes the existing noise conditions of the Covina Transit-Oriented Mixed-Use Development Project (project or proposed project) site and surrounding vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project. Noise modeling data and related information are included in Appendix G.

### 3.12.1 Existing Conditions

The project site is located in an urbanized environment and is subject to typical urban noises, such as noise generated by traffic, stationary noise sources and day-to-day outdoor activities. The predominant noise sources at the project site include transportation and stationary sources. “Transportation noise” typically refers to noise from automobile use, trucking, aircraft, and rail operations. “Stationary noise” typically refers to noise from sources such as heating, ventilation, and air conditioning (HVAC) systems, compressors, landscape maintenance equipment, on-site construction activities or machinery associated with local industrial or commercial activities. Site-specific ambient noise measurements are discussed later in this section.

#### Noise Characteristics

Sound may be described in terms of level or amplitude (measured in decibels (dB)), frequency or pitch (measured in hertz (Hz) or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the amplitude of sound is the decibel. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear. Table 3.12-1 provides examples of A-weighted noise levels from common sounds.

**Table 3.12-1  
Typical Sound Levels in the Environment and Industry**

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
—	110	Rock band
Jet flyover at 300 meters (1,000 feet)	100	—
Gas lawn mower at 1 meter (3 feet)	90	—
Diesel truck at 15 meters (50 feet), at 80 kph (50 mph)	80	Food blender at 1 meter (3 feet) Garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)

**Table 3.12-1  
Typical Sound Levels in the Environment and Industry**

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
Commercial area Heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban daytime	50	Large business office Dishwasher, next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural night time	20	Bedroom at night, concert hall (background)
—	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

**Source:** Caltrans 2013.

**Notes:** kph = kilometers per hour; mph = miles per hour

Noise is defined as unwanted sound, and is known to have several adverse effects on people, including hearing loss, speech interference, sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, the State of California, and local agencies have established criteria to protect public health and safety, to prevent disruption of certain human activities, and to minimize annoyance.

Several descriptors of noise (noise metrics) exist to help predict average community reactions to the adverse effects of environmental noise, including traffic-generated noise, on a community. These descriptors include the equivalent noise level over a given period ( $L_{eq}$ ), the statistical sound level ( $L_n$ ), the day–night average noise level ( $L_{dn}$ ), and the community noise equivalent level (CNEL). Each of these descriptors uses units of dBA.

$L_{eq}$  is a sound energy level averaged over a specified time period (typically no less than 15 minutes for environmental studies).  $L_{eq}$  is a single numerical value that represents the amount of variable sound energy received by a receptor during a time interval. For example, a 1-hour  $L_{eq}$  measurement would represent the average amount of energy contained in all the noise that occurred in that 1 hour.  $L_{eq}$  is an effective noise descriptor because of its ability to assess the total time-varying effects of noise on sensitive receptors.  $L_{max}$  is the greatest sound level measured during a designated time interval or event.  $L_n$  is a statistical description of the sound level that is exceeded over some fraction of a given period of time. For example, the  $L_{50}$  noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level.  $L_{90}$  noise level represents the noise level that is exceeded 90 percent of the time and for environmental noise is representative of the background ambient noise level.

Unlike the  $L_{eq}$  and  $L_n$  metrics,  $L_{dn}$  and CNEL metrics always represent 24-hour periods, usually on an annualized basis.  $L_{dn}$  and CNEL also differ from  $L_{eq}$  and  $L_n$  because they apply a time-weighted factor designed to emphasize noise events that occur during the evening and nighttime hours (when speech and sleep disturbance is of more concern). “Time weighted” refers to the fact that  $L_{dn}$  and CNEL penalize noise that occurs during certain sensitive periods. In the case of CNEL, noise occurring during the daytime (7:00 a.m.–7:00 p.m.) receives no penalty. Noise during the evening (7:00 p.m.–10:00 p.m.) is penalized by adding 5 dB, while nighttime (10:00 p.m.–7:00 a.m.) noise is penalized by adding 10 dB.  $L_{dn}$  differs from CNEL in that the daytime period is defined as 7:00 a.m.–10:00 p.m., thus eliminating the evening period.  $L_{dn}$  and CNEL are the predominant criteria used to measure roadway noise affecting residential receptors. These two metrics generally differ from one another by no more than 0.5 to 1 dB.

### **Vibration Characteristics**

Vibration is an oscillatory motion through a solid medium in which the motion’s amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earth-moving equipment.

Several different methods are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square amplitude is most frequently used to describe the effect of vibration on the human body and is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure root mean square. The decibel notation acts to compress the range of numbers required to describe vibration.

High levels of vibration may cause physical personal injury or damage to buildings. However, vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of vibration can damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes). Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

## Sensitive Receptors

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would be considered noise- and vibration-sensitive and may warrant unique measures for protection from intruding noise. Sensitive receptors near the project site include the following:

- Multi-family residential land uses located immediately north of the project site.
- Single-family residential land uses located immediately east of the project site.
- Single-family residential land uses located approximately 90 feet west of the project site, west of North Citrus Avenue.
- Single- and multi-family residences located approximately 90 feet south of the project site, south of East Covina Boulevard.

The above sensitive receptors represent the nearest residential land uses with the potential to be impacted by construction and operation of the proposed project. Additional sensitive receptors are located farther from the project site in the surrounding community and would be less impacted by noise and vibration levels than the above-listed sensitive receptors. In addition to the off-site receptors listed above, the residential uses to be constructed as part of the proposed project are considered sensitive receptors.

## Existing Noise Conditions

Currently, the project site is occupied by vacant commercial structures and a private school, and does not generate substantial levels of noise. The project site and the surrounding area is primarily subject to traffic noise associated with adjacent roadways including North Citrus Avenue to the west and East Covina Boulevard to the south.

Noise measurements were conducted on and near the project site in June 2016 to characterize the existing noise levels. Table 3.12-2 provides the location, date, and time the noise measurements were taken. The noise measurements were taken using a Piccolo Integrating Sound Level Meter (Serial Number 130625008) equipped with a 0.5-inch, pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current American National Standards Institute (ANSI) standard for a Type 2 (General Use) sound level meter. The sound level meter was calibrated before and after the measurements, and the measurements were conducted with the microphone positioned approximately five feet above the ground.

Six noise measurement locations that represent key existing or proposed sensitive receivers were selected, in coordination with the City of Covina, adjacent to or near the project site; these

locations are depicted as Receivers 1–6 (ST1–ST6) on Figure 3.12-1. Location ST1 was on the project site, located just east of North Citrus Avenue. ST2 was north of the project site at the adjacent multi-family residences. ST3 was located just east of the project site in a rear yard of one of the single-family residences. ST4 was south and slightly east of the project site at a single-family residence on the south side of East Covina Boulevard. ST5 was located south of the project site adjacent to multi-family residences on the south side of East Covina Boulevard. ST6 was west of the project site, located at a residence on the northwest corner of North Citrus Avenue and East Covina Boulevard. The measured energy-averaged ( $L_{eq}$ ) and maximum ( $L_{max}$ ) noise levels and measurement locations are provided in Table 3.12-2. The primary noise source at the sites identified in Table 3.12-2 was the traffic along adjacent roadways. As shown in Table 3.12-2, the measured sound levels ranged from approximately 54 dBA  $L_{eq}$  at ST3 to 72 dBA  $L_{eq}$  at ST1.

**Table 3.12-2  
Measured Noise Levels**

Receptors	Location/Address	Date	Time	Description	$L_{eq}$ (dBA)	$L_{max}$ (dBA)
ST1	Project site, northwest side	June 16, 2016	11:40 a.m. – 11:55 a.m.	Approximately 60 feet west of North Citrus Avenue	71.8	84.3
ST2	North of project site, multi-family residential	June 16, 2016	12:05 p.m. – 12:20 p.m.	North of 6 foot high masonry wall	55.5	71.5
ST3	Rear yard, 1163 North Fairvale Avenue, single-family residential	June 16, 2016	12:33 p.m. – 12:48 p.m.	Rear yard adjacent to wall, east of project site	53.6	66.2
ST4	Rear yard, 1083 Eva D Edwards Avenue, single-family residential	June 16, 2016	12:00 p.m. – 12:15 p.m.	Southeast of project site, south side of East Covina Boulevard	65.3	77.5
ST5	Multi-family residential units south of project site	June 16, 2016	11:40 a.m. – 11:55 a.m.	Southeast of project site, south side of East Covina Boulevard	65.7	76.8
ST6	Side yard, 1105 N Citrus Avenue, single-family residential	June 16, 2016	12:20 p.m. – 12:35 p.m.	West of project site, north side of East Covina Boulevard	68.7	88.2

**Source:** Appendix G.

**Notes:**  $L_{eq}$  = equivalent continuous sound level (time-averaged sound level);  $L_{max}$  = maximum sound level during the measurement interval

In addition, separate noise measurements were conducted on July 16, 2016 at a large Transit Center/Park & Ride facility in the City of Industry to gather source noise data for a facility similar to the Transit Center and Park & Ride component of the proposed project. Noise measurements were conducted adjacent to one of the open sides of the parking structure, which was also adjacent to a bus stop at the facility. Two one-hour noise measurements were conducted in the late-afternoon hours (from 4:25 p.m. to 6:25 p.m.) using a Rion NL-32 (Type 1) noise meter, the accuracy of which was verified before and after the measurements were taken using a noise calibrator. The noise measurements captured buses arriving and departing, commuters returning to their cars and driving

through the parking structure and parking lots, and departing. The resultant noise data is summarized in Table 3.12-3. As shown in Table 3.12-3, commuter noise levels from the facility ranged from approximately 60 dBA  $L_{eq}$  to 63 dBA  $L_{eq}$ . For purposes of the impact analysis, the higher average noise level of 63 dBA  $L_{eq}$  will be utilized for the proposed project.

**Table 3.12-3  
Measured Noise Levels**

Receptors	Location/Address	Date	Time	Description	$L_{eq}$ (dBA)	$L_{max}$ (dBA)
Transit Center – Measurement 1	Adjacent to 5-story parking structure / Foothill Transit Center / Park & Ride facility, 500 South Brea Canyon Road, City of Industry	June 16, 2016	4:25 – 5:25 p.m.	Approximately 30 feet north of parking structure, 10 feet east of bus stop, 80 feet from nearest outdoor parking area.	59.6	72.9
Transit Center - Measurement 2	Adjacent to 5-story parking structure / Foothill Transit Center / Park & Ride facility, 500 South Brea Canyon Road, City of Industry	June 16, 2016	5:25 p.m. – 6:25 p.m.	Approximately 30 feet north of parking structure, 10 feet east of bus stop, 80 feet from nearest outdoor parking area.	63.2	71.7

### 3.12.2 Regulatory Setting

#### Federal

There are no federal regulations related to noise that would apply to the proposed project.

#### State

##### *Government Code Section 65302(g)*

California Government Code Section 65302(g) requires the preparation of a Noise Element in a general plan, which shall identify and appraise the noise problems in the community. The Noise Element shall recognize the guidelines adopted by the Office of Noise Control in the State Department of Health Services and shall quantify, to the extent practicable, current and projected noise levels for the following sources:

- Highways and freeways
- Primary arterials and major local streets
- Passenger and freight on-line railroad operations and ground rapid transit systems

- Aviation and airport-related operations
- Local industrial plants
- Other ground stationary noise sources contributing to the community noise environment.

### ***California General Plan Guidelines***

The California General Plan Guidelines, published by the Governor’s Office of Planning and Research (OPR), provides guidance for the acceptability of specific land use types within areas of specific noise exposure. Table 3.12-4, Land Use Compatibility for Community Noise Environments, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community’s sensitivity to noise, and the community’s assessment of the relative importance of noise pollution. OPR guidelines are advisory in nature. Local jurisdictions, including the City of Covina, have the responsibility to set specific noise standards based on local conditions.

**Table 3.12-4  
Land Use Compatibility for Community Noise Environments**

	Community Noise Exposure (CNEL)			
	<i>Normally Acceptable</i> <sup>1</sup>	<i>Conditionally Acceptable</i> <sup>2</sup>	<i>Normally Unacceptable</i> <sup>3</sup>	<i>Clearly Unacceptable</i> <sup>4</sup>
Residential-low density, single-family, duplex, mobile homes	50–60	55–70	70–75	75–85
Residential – multiple-family	50–65	60–70	70–75	70–85
Transit lodging – motel, hotels	50–65	60–70	70–80	80–85
Schools, libraries, churches, hospitals, nursing homes	50–70	60–70	70–80	80–85
Auditoriums, concert halls, amphitheatres	NA	50–70	NA	65–85
Sports arenas, outdoor spectators sports	NA	50–75	NA	70–85
Playgrounds, neighborhood parks	50–70	NA	67.5–77.5	72.5–85
Golf courses, riding stables, water recreation, cemeteries	50–70	NA	70–80	80–85
Office buildings, business commercial and professional	50–70	67.5–77.5	75–85	NA
Industrial, manufacturing, utilities, agriculture	50–75	70–80	75–85	NA

**Source:** OPR 2003

**Notes:** CNEL = community noise equivalent level; NA = not applicable

<sup>1</sup> Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

<sup>2</sup> Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features have been included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

- <sup>3</sup> Normally Unacceptable: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design.
- <sup>4</sup> Clearly Unacceptable: New construction or development should generally not be undertaken.

### ***California Code of Regulations Title 24***

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. State regulations governing noise levels generated by individual motor vehicles and occupational noise control are not applicable to planning efforts, nor are these areas typically subject to CEQA analysis. State noise regulations and policies applicable to the proposed project include Title 24 requirements and noise exposure limits for various land use categories.

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for residential buildings (California Code of Regulations Title 24, Part 2, Chapter 12, Section 1207.11.2). Title 24 establishes standards for interior room noise attributable to outside noise sources at multi-residential land uses. Title 24 also specifies that acoustical studies should be prepared whenever a multi-residential building or structure is proposed to be located in areas with exterior noise levels 60 dB  $L_{dn}$  or greater. The acoustical analysis must show that the building has been designed to limit intruding noise to an interior level not exceeding 45 dB  $L_{dn}$  for any habitable room.

### **Local**

#### ***Covina Noise Ordinance***

The City's Noise Ordinance (Chapter 9.40 of the City's Municipal Code) serves to protect people from non-transportation noise sources such as construction activities, commercial operations, machinery, and nightlife. The City's Noise Ordinance outlines factors to be considered when determining whether a noise, sound or vibration is a prohibited noise source within the City (Section 9.40.080); provides examples of prohibited noises (Section 9.40.030); and discusses noise exemptions (Section 9.40.140).

The City's Noise Control Ordinance includes noise regulations (Section 9.40.110) that regulate noise from construction activities. It is unlawful to operate equipment or perform outside construction or repair work within 500 feet of a residential land use between the hours of 8:00 p.m. of any one day and 7:00 a.m. of the next day, or on Sundays or public holidays such that a reasonable person of normal sensitivity residing in the area is caused discomfort or annoyance, unless a permit has been obtained in advance.

In addition, as part of the City's Noise Control Ordinance's examples of prohibited noises (Section 9.40.030, Loud Party), the City's Noise Control Ordinance states: "It is unlawful for any person or persons to make, continue or cause to be made or continued any unnecessary, loud or unusual noise

which is a threat to the public peace, health, safety or general welfare of others due to a party, gathering or unruly assemblage at a premises.” The noise standards for such activities (as well as other activities found to be disturbing per Section 9.40.080, General Guidelines) is dependent upon the associated land uses, as shown in Table 3.12-5. For low density residential, the allowable noise standard is 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. and 45 dBA between the hours of 10:00 p.m. to 7:00 a.m. For medium density residential, the allowable noise standard is 60 dBA between the hours of 7:00 a.m. to 10:00 p.m. and 50 dBA between the hours of 10:00 p.m. to 7:00 a.m.

**Table 3.12-5  
Exterior Noise Level Limits (Stationary Noise Sources)**

Receiving Land Use Category	Time	Sound Level (A-Weighted Decibels)
Residential estate or agricultural	7:00 a.m. to 10:00 p.m.	50
	10:00 p.m. to 7:00 a.m.	40
Residential low density	7:00 a.m. to 10:00 p.m.	55
	10:00 p.m. to 7:00 a.m.	45
Residential medium and high density	7:00 a.m. to 10:00 p.m.	60
	10:00 p.m. to 7:00 a.m.	50
Commercial	7:00 a.m. to 10:00 p.m.	65
	10:00 p.m. to 7:00 a.m.	55
Industrial	7:00 a.m. to 10:00 p.m.	70
	10:00 p.m. to 7:00 a.m.	60

Subsection J of Section 9.40.120 (Loud and Unusual Noises) prohibits the operation of any device that creates a vibration that is above the vibration perception threshold of an average individual at or beyond the property boundary of the source if on private property or at 150 feet from the source if on a public space or public right-of-way. The threshold of perception is considered by the City to be 0.01 inches per second (Section 9.40.020 (30)).

### ***City of Covina General Plan Noise Element***

The Noise Element of the Covina General Plan (City of Covina 2000) sets forth goals and policies related to noise and land use compatibility. Relevant portions of the goals and policies are listed here:

#### **C. Policy Area 1**

##### ***Transportation Noise Sources***

The City shall:

1. Examine the noise environment of proposed residential or other noise-sensitive uses located within all 60 L<sub>dn</sub> noise contours to ensure compatibility and, pertaining to residential activities, adherence to applicable State noise insulation standards.

2. Attempt to mitigate or eliminate the possible noise problems of proposed residential or other noise-sensitive uses located within all 65  $L_{dn}$  noise contours to ensure compatibility and, pertaining to residential activities, adherence to applicable State noise insulation standards.
3. Consider “noise-sensitive uses” to include, but not be limited to, all residential housing types, public and private primary and secondary schools, libraries, parks/recreation areas, hospitals/medical facilities, nursing homes, and churches.
4. Consider establishing acceptable limits of noise levels for various land uses throughout the community, in accordance with State guidelines, as a means of determining noise-compatible land uses.
5. Ensure the inclusion of noise-mitigation measures and features in the design, orientation, and routing of new and improved streets and circulation and transportation facilities, where necessary and consistent with funding capability.
6. Require noise-reduction techniques and features in site planning, architectural design, project landscaping, building materials, and/or construction, where necessary or required by law.
10. Provide for the continued evaluation of public bus movements and routes, to the greatest extent possible, to attain effective separation from residential or other noise-sensitive land uses, and, where feasible, work with bus service providers in considering route changes.
11. Ensure that any new or expanded major bus depots are located, designed, and oriented to impose minimal noise-related incursions on adjacent activities, particularly noise-sensitive uses, and work with bus providers to resolve any existing or potential problems.
12. Discourage high speed, through traffic in residential neighborhoods by means of proper street design, including, but not limited to, the use of cul-de-sacs, knuckles, and curvilinear roads, speed control, and, if necessary, by incorporating one-way orientations.
13. If necessary and feasible, incorporate traffic calming measures, including, but not limited to, speed bumps or humps, traffic circles, and/or chockers in residential neighborhoods.
14. Require that new or expanded developments minimize the noise impacts of trips that they generate on residential neighborhoods by controlling the location of driveways and parking.
30. Balance the City’s obligation to protect local residents from excessive transportation noise with Covina’s need to accommodate moderate growth and to continue with ongoing communitywide construction, economic development, code enforcement, neighborhood preservation, and affordable housing activities/programs.

## D. Policy Area 2

### *Commercial and Industrial Noise Sources*

The City shall:

1. Consider establishing acceptable limits of noise levels for various land uses throughout the community, in accordance with State guidelines, as a means of determining noise-compatible land uses.
2. Discourage the location of noise-sensitive land uses in noisy environments.
3. Consider “noise-sensitive uses” to include, but not be limited to, all residential housing types, public and private primary and secondary schools, libraries, parks/recreation areas, hospitals/medical facilities, nursing homes, and churches.
4. Require noise-reduction techniques and features in site planning, architectural design, project landscaping, building materials, and/or construction, where necessary or required by law.
5. Require that parking lots and structures and loading areas be designed to minimize on-site noise impacts and off-site incursions by calling for the use of appropriate walls, buffers, and materials and by insisting upon the configuration of on-site or interior spaces that minimize sound amplification and transmission.
6. Require that automobile and truck access to a commercial or industrial property situated adjacent to residential parcels be located at the maximum practical distance from the residential properties.
7. Consider prohibiting truck deliveries to commercial and industrial properties abutting residential uses before 7:00 a.m. and after 11:00 p.m., unless there is no feasible alternative or there are overriding transportation benefits of scheduling deliveries at the other hours.
9. Study and consider the existing and potential noise-generating characteristics of commercial, industrial, and other businesses that wish to expand or modify their scope of operation.
12. Ensure that commercial or industrial buildings are constructed soundly to prevent adverse noise transmission onto adjacent businesses.
13. Ensure that condominium/townhouse and apartment structures are constructed soundly to prevent adverse noise transmission onto adjacent dwelling units.
22. Evaluate and make recommendations on potential noise impacts of permanent developments and uses through environmental or noise-related studies or analyses and, for minor work, by observing project plans as well as the potential noise impacts of temporary activities and special events.

23. Balance the City’s obligation to protect local residents and workers from excessive noise exposure with Covina’s need to accommodate moderate growth and to continue with ongoing communitywide economic development, commercial revitalization, public improvement enhancement, residential construction, neighborhood preservation, code enforcement, and affordable housing activities/programs.
27. Orient mixed use residential units away from major noise sources, to the greatest degree possible.
28. Locate balconies and openable windows of residential units in mixed use projects away from major noise sources, to the greatest degree possible.

### **E. Policy Area 3**

#### ***Miscellaneous Stationary Noise Sources***

The City shall:

1. Continue implementing the Covina Noise Ordinance to regulate the hours of operation for, among other things, lawn equipment, domestic power tools, garbage trucks, and miscellaneous repair or maintenance equipment, when in or within 500 feet of a residential area.
2. Encourage the installation of quiet residential air conditioners and outside appliances and devices, with proper installation procedures.

### **F. Policy Area 4**

#### ***Construction Noise Sources and General Matters***

The City shall:

1. Continue implementing the Covina Noise Ordinance to regulate the hours of operation and excessive noise associated with on-site construction activities, particularly activities occurring in or near residential uses, permitting exceptions only under special circumstances.
2. Where necessary, require the construction of barriers to shield noise-sensitive uses from intrusive, construction-related noise.
3. Require that construction activities incorporate feasible and practical techniques, measures, and procedures that minimize the noise impacts on all adjacent uses.
4. Consider requiring sound attenuation devices on construction equipment to reduce noises associated with building activities.

5. On a citywide basis, continue, where appropriate, accommodating vibrant, quality, and attractive commercial and industrial businesses that strengthen the City's economic base, image, and character, while minimizing adverse noise impacts.
7. Best implement the Noise Element through the Zoning Ordinance and Design Guidelines, Capital Improvement Program, Subdivision Ordinance, Building and Safety and Police provisions, general Code Enforcement, and any related Covina Municipal Code sections, City policies, plans, or proposals or through other matters.
8. Observe the requirements imposed by the California Environmental Quality Act (CEQA) when reviewing any public or private proposals, including, but not limited to, infrastructure alterations or the development, redevelopment, modification, or expansion/remodeling of properties, to address all applicable potential noise impacts.

### 3.12.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. Based on these thresholds, implementation of the proposed project would have a significant adverse impact related to noise if it would result in:

- A. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- B. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
- C. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- D. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.
- F. For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

Quantitative thresholds of significance have been established for the purposes of this analysis based on the local polices and regulations described in Section 3.12.2 and are listed below.

- The City's compatibility threshold for residential uses is 65 dBA  $L_{dn}$ . Noise from traffic on adjacent arterial roadways at proposed residential uses exceeding 65 dBA  $L_{dn}$  would be considered significant noise impacts.

- For operational stationary sources, the exterior noise standard for medium- density residential uses (which include the proposed multi-family residences and the residences north of the project site) is 60 dBA  $L_{eq}$  during daytime hours (8 a.m. to 10 p.m.) and 50 dBA  $L_{eq}$  during nighttime hours (10 p.m. to 8 a.m.). The exterior noise standard for low-density residential uses (including the residences east of the project site) is 55 dBA  $L_{eq}$  during daytime hours (8 a.m. to 10 p.m.) and 45 dBA  $L_{eq}$  during nighttime hours (10 p.m. to 8 a.m.). Exceedance of these standards at sensitive receptors is considered a significant noise impact.
- During construction activities, a project-related temporary increase in ambient noise levels of 10 dBA  $L_{eq}$  or greater is considered a substantial (and thus significant) noise impact.
- Title 24 of the California Building Code requires that interior noise levels attributable to exterior sources shall not exceed 45 dB  $L_{dn}$  in any multi-family residential unit. Exceedance of this standard within the proposed residential units is considered a significant noise impact.
- Off-site noise impacts due to project-generated traffic would be considered significant if the project-generated traffic causes an increase of 5 dB compared to existing noise levels.
- Construction or operation of the proposed project would be considered significant if the project resulted in vibration levels of 0.01 inches/second or greater peak particle velocity at or beyond the property boundary.

## Methodology

Ambient noise measurements were collected to quantify the existing daytime noise environment at six representative locations (see Section 3.12.1). Construction noise levels were estimated by major construction phase using information provided by the project applicant and the Federal Highway Administration's Roadway Construction Noise Model (RCNM).

The noise levels associated with roadway traffic was determined based on ambient noise measurements and using the Federal Highway Administration TNM 2.5 Traffic Noise Model version 2.5 (FHWA 2004). Information used in the model included the Existing, Existing plus Project, Future (Year 2036) without Project, and Future with Project traffic volumes and speeds. Traffic volumes for each of the previously mentioned scenarios were obtained from the traffic study (Appendix H) conducted for the proposed project and used to model noise levels under those scenarios. Noise levels were modeled at representative noise-sensitive receivers. The receivers were modeled to be 1.5 meters (5 feet) above the local ground elevation, unless otherwise specified.

In addition, ambient noise measurements were collected to quantify the noise generated by the proposed Park & Ride parking structure and the noise generated by other project-related

on-site noise components (such as HVAC noise). Additionally, recreational noise was estimated using information from prior noise studies and reference literature.

### 3.12.4 Impacts Analysis

- 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?*

On-site noise-generating activities associated with the proposed project would include short-term construction as well as long-term operational noise associated with the three components of the proposed project. The proposed project would also generate off-site traffic noise along various roadways in the area. In addition, the existing and proposed uses on-site will be subject to traffic noise from East Covina Boulevard and North Citrus Avenue. These potential effects are analyzed below.

#### **Construction Noise (Short-Term Impacts)**

Construction noise and vibration are temporary phenomena. Construction noise and vibration levels vary from hour to hour and day to day, depending on the equipment in use, the operations being performed, and the distance between the source and receptor.

Construction of the overall proposed project is anticipated to take approximately 37 months, beginning in February 2017. During construction activities, construction equipment and materials would be staged on-site so as not to obstruct access to surrounding streets. The entire 10.66-acre site would be graded and all existing structures would be demolished prior to commencement of vertical construction. Construction of the proposed project would include site preparation, grading, installation of public and private utilities, vertical construction, application of architectural coatings, paving of surface parking areas, public improvements, and landscaping (including any required tree removal). The land development sequence of the proposed project is anticipated to take approximately 10 months, projected to starting in early 2017 and finishing in late 2017. Construction of the Transit Center and Park & Ride facility is anticipated to take approximately 13 months from late 2017 to late 2018. Construction of the Covina Innovation, Technology, and Event Center (Covina iTEC) component is anticipated to take approximately 30 months, or 3 years, beginning in 2019 and ending in 2021. Details regarding the construction of each individual project component are provided in the Project Description (Section 2.0).

Equipment that would be in operation during construction would include excavators, backhoes, scrapers, forklifts, compressors, paving equipment, and haul trucks. The

typical maximum noise levels for various pieces of construction equipment at a distance of 50 feet are presented in Table 3.12-6, Construction Equipment Maximum Noise Levels. Note that the equipment noise levels presented in Table 3.12-6 are maximum noise levels. Typically, construction equipment operates in alternating cycles of full power and low power, producing average noise levels less than the maximum noise level. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of construction activities during that time.

**Table 3.12-6  
Construction Equipment Maximum Noise Levels**

Equipment Type	“Typical” Equipment dBA at 50 feet	“Quiet” Equipment* dBA at 50 feet
Air compressor	81	71
Backhoe	85	80
Concrete pump	82	80
Concrete vibrator	76	70
Crane	83	75
Truck	88	80
Dozer	87	83
Generator	78	71
Loader	84	80
Paver	88	80
Pneumatic tools	85	75
Water pump	76	71
Power hand saw	78	70
Shovel	82	80
Trucks	88	83

Source: FTA 2006

\* Estimated levels obtainable by selecting quieter procedures or machines and implementing noise-control features requiring no major redesign or extreme cost.

The maximum noise levels at 50 feet for typical construction equipment would range up to 88 decibels (dB) for the type of equipment normally used for this type of development project, although the hourly noise levels would vary. Construction noise in a well-defined area typically attenuates at approximately 6 dB per doubling of distance. Project construction would take place both near and far from adjacent, existing noise-sensitive uses. For example, construction of the project along the northern and eastern project boundaries would take place within approximately 30 feet of existing residences, but during construction of other project components, construction would be more than 700 feet away, and likely shielded from direct view by intervening structures. Typically (because of the size of the project site), construction noise would occur at distances of approximately 200 feet from existing noise-sensitive uses. In addition, proposed future

on-site residences could be exposed to project-related construction noise; although the residential phase of the overall project would be the third and last phase of construction since this phase will likely be built in sub-phases. The same approximate nearest and typical distances would apply as for off-site receivers.

The Federal Highway Administration’s (FHWA) Roadway Construction Noise Model (RCNM) (FHWA 2008) was used to estimate construction noise levels at the nearest occupied noise-sensitive land use. Although the model was funded and promulgated by the FHWA, the RCNM is often used for non-roadway projects, because the same types of construction equipment used for roadway projects are also used for other project types. Input variables for the RCNM consist of the receiver/land use types, the equipment type and number of each (e.g., two graders, a loader, a tractor), the duty cycle for each piece of equipment (e.g., percentage of hours the equipment typically works per day), and the distance from the noise-sensitive receiver. No topographical or structural shielding was assumed in the modeling. The RCNM has default duty-cycle values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those default duty-cycle values were used for this noise analysis.

Using the FHWA’s RCNM construction noise model and construction information (types and number of construction equipment by phase), the estimated noise levels from construction were calculated for a representative range of distances, as presented in Table 3.12-7, Construction Noise Model Results Summary. The RCNM inputs and outputs are provided in Appendix G.

**Table 3.12-7  
Construction Noise Model Results Summary**

Construction Phase	Construction Noise at Representative Receiver Distances (dBA L <sub>eq</sub> )	
	Nearest Construction Work - 30 Feet (Approx.)	Typical Construction Work - 200 Feet (Approx.)
Demolition	84	71
Site Prep - Grading	88	73
Transit Center - Utilities and Trenching	82	68
Transit Center - Parking Structure	88	73
Transit Center – Coatings	80	64
Transit Center - Paving and Landscaping	85	72
Covina iTEC- Site Prep and Excavation	89	75
Covina iTEC - Fine Grading	90	76
Transit Center - Light Grading	87	74
Covina iTEC - Vertical and Interior Construction	83	70
Covina iTEC – Finishing	81	66

**Table 3.12-7  
Construction Noise Model Results Summary**

Construction Phase	Construction Noise at Representative Receiver Distances (dBA $L_{eq}$ )	
	Nearest Construction Work - 30 Feet (Approx.)	Typical Construction Work - 200 Feet (Approx.)
Covina iTEC - Utilities and Trenching	85	70
Covina iTEC - Paving and Curb Construction	85	71
Residential – Construction	84	72
Residential – Foundations	83	71

$L_{eq}$  = equivalent continuous sound level

As presented in Table 3.12-7, the highest noise levels are predicted to occur during grading activities when noise levels from construction activities would be as high as 90 dBA equivalent continuous sound level ( $L_{eq}$ ) at the nearest existing residences, approximately 30 feet away. At more typical distances of approximately 200 feet, construction noise would range from approximately 64 to 76 dBA  $L_{eq}$ . Note that the residences to the north and east currently have the benefit of solid masonry walls, which would remain intact during demolition and grading, and would likely be replaced during the land development phase. These walls will provide effective noise reduction to ground-level receivers, generally reducing noise levels by approximately 5 decibels or more.

Although nearby off-site residences would be exposed to elevated construction noise levels, the exposure would be short-term, and would cease upon project construction. It is anticipated that construction activities associated with the proposed project would take place between 7:00 a.m. and 8:00 p.m., and would not take place on Sundays or public holidays, and would therefore, not violate City of Covina Municipal Code or General Plan standards for construction. However, construction noise levels would be substantially higher than existing ambient daytime noise levels (as shown in Table 3.12-2). Therefore, noise impacts from construction are considered significant. The implementation of mitigation measures **MM NOI-1** and **MM NOI-2** would reduce construction noise substantially. Therefore, temporary construction-related noise impacts would be **less than significant with mitigation incorporated**.

### **Operational Noise (Long-Term Impacts)**

Long-term operational noise associated with the proposed project includes noise from the proposed Transit Center and Park & Ride Facility, the City's iTEC, and the residential townhome units. Long-term operational noise also includes project-generated traffic and overall traffic noise at the project site. Each of the three individual project components is addressed below. The proposed project would construct an 8-foot high solid masonry

wall along the northern and eastern project boundaries, which would provide substantial noise reduction to adjacent residences at the ground-floor elevation.

### ***Transit Center and Park & Ride Facility***

The Transit Center and Park & Ride Facility would generate noise typical of these types of facilities, consisting mainly of the arrival of buses, commuter vans, and cars. This component of the proposed project would consist of a three-level, 350- to 400-stall parking structure, transit-related retail, a bus depot, and electric bus charging stations. Retail uses adjacent to the parking structure would consist of an approximately 4,800-square foot retail building. Bus bays would be located south of the parking structure for bus loading and unloading of passengers and for use during bus layovers. This project component would be owned and operated by Foothill Transit.

Based upon noise measurements conducted at a similar facility (as described in Section 3.12.1), noise levels from the proposed Transit Center and Park & Ride facility during peak commute hours (early morning and early evening hours) are anticipated to be approximately 63 dBA  $L_{eq}$  at a distance of 30 feet. The proposed parking structure's location as currently envisioned is located within approximately 30 feet from the nearest residential property boundary, located to the east. Ground-floor level parking structure noise would be shielded from adjacent residences by the planned 8-foot high perimeter wall. However, noise from upper floors of the parking structure would likely not be effectively shielded by the project's perimeter wall. If the walls of the parking structure are open on the east-facing side, the City of Covina's standards for the residences east of the project site (55 dBA  $L_{eq}$  daytime and 45 dBA  $L_{eq}$  nighttime) would be exceeded. Implementation of mitigation measure **MM NOI-3** would reduce noise impacts from the parking structure to a less than significant level.

The retail/commercial portion of the proposed project has the potential to generate noise from HVAC equipment. HVAC equipment located on the ground or on the rooftop of the retail space would have the potential to generate high noise levels. The specific details (location, size, manufacturer, and model) of the equipment have not yet been determined. Noise levels generated by HVAC equipment vary, but typically range from approximately 50 dBA to 65 dBA at a distance of 50 feet (City of Santa Ana 2010). For a single point source such as a piece of mechanical equipment, the sound level normally decreases by approximately 6 dBA for each doubling of distance from the source under "hard-surface" conditions typical of a developed commercial site. HVAC noise levels have the potential to exceed the City's noise standard (45 dBA  $L_{eq}$  nighttime) for stationary-source noise at the low-density residential uses to the east and west if located within approximately 500 feet of the nearest existing noise-sensitive receptors to the project site (assuming a clear line-of-

sight between the source and receiver). Also, HVAC noise levels have the potential to exceed the City's noise standard (50 dBA  $L_{eq}$  nighttime) at the existing and proposed on-site medium-density residential uses to the north and south if located within approximately 350 feet. Implementation of mitigation measure **MM NOI-4** would reduce noise impacts from HVAC equipment to a less than significant level.

Overall, impacts are considered **less than significant with mitigation incorporated** during operation of the Transit Center and Park & Ride Facility.

### *Covina iTEC*

The iTEC would be situated in the southeastern portion of the project site and would consist of 10,000 square feet of event center space; 11,000 square feet of shared workspace for small-scale and start-up businesses, as well as professional office space; and an outdoor plaza/public space area of 20,000 square feet. Additionally, 35,000 square feet of surface parking would surround the iTEC to the south, east, and north with 111 spaces allocated for the event center. Noise anticipated from this project component would come from the parking area and the HVAC equipment.

Noise sources from parking lots include car alarms, door slams, radios, tire squeals. These sources typically range from about 30 to 66 dBA at a distance of 100 feet (Gordon Bricken & Associates 1996), and are generally short-term and intermittent. Parking lots have the potential to generate noise levels that exceed 60 dBA depending on the location of the source; however, noise sources from the parking lot would be different from each other in kind, duration, and location, so that the overall effects would be separate and in most cases would not affect noise-sensitive receptors at the same time. Therefore, noise generated from parking lots would be **less than significant**. No mitigation is required.

HVAC equipment located on the ground or on the rooftop of the iTEC would have the same potential to generate high noise levels as the retail component of the Transit Center and Park & Ride Facility discussed above. The specific details (location, size, manufacturers, and model) of the HVAC equipment have not yet been determined. HVAC noise levels would have the potential to exceed the City's stationary-source noise standard (45 dBA  $L_{eq}$  nighttime) at the low-density residential uses to the east and west if located within approximately 500 feet of the nearest existing noise-sensitive receptors to the project site (assuming a clear line-of-sight between the source and receiver). Also, HVAC noise levels have the potential to exceed the City's noise standard (50 dBA  $L_{eq}$  nighttime) at the existing and proposed on-site medium-density residential uses to the north and south if located within approximately 350 feet. Implementation of mitigation

measure **MM NOI-4** would reduce noise impacts from HVAC equipment to a less than significant level.

Overall, impacts are considered **less than significant with mitigation incorporated** during operation of the Covina iTEC.

### ***Residential Townhomes***

Noise generated from residential uses is generally described as “nuisance noise.” Nuisance noise is defined as intermittent or temporary neighborhood noise from sources such as amplified music, barking dogs, and landscape maintenance equipment that may be disturbing to other residents. Section 9.40.030 of the City’s Noise Control Ordinance states: “It is unlawful for any person or persons to make, continue or cause to be made or continued any unnecessary, loud or unusual noise which is a threat to the public peace, health, safety or general welfare of others due to a party, gathering or unruly assemblage at a premises.” Compliance with this regulation would limit exposure to excessive nuisance noise. In addition the proposed 8-foot high masonry wall along the northern and eastern project boundaries would provide effective noise reduction at adjacent residences. Therefore, nuisance noise in residential neighborhoods would not result in a significant impact.

Contemplated recreational facilities within the project site would include a pool and green space area, which would be located along the eastern side of the project site. During daytime and evening hours, noise from most of these uses would not be disruptive, because ambient noise levels are higher during these hours, and typical activities in the daytime and evening are less prone to disruption by noise. At night, however, pool noise could be loud enough to disrupt sleep and other activities at adjacent on-site and neighboring off-site residences. Implementation of mitigation measure **MM NOI-5** would reduce noise impacts from recreational noise to a less than significant level.

Overall, impacts are considered **less than significant with mitigation incorporated** during operation of the residential townhomes.

### ***Off-Site Traffic Noise Levels***

The proposed project would generate traffic along adjacent arterial roadways (East Covina Boulevard and North Citrus Avenue). The City does not have a specific noise criterion for evaluating off-site noise impacts to residences or noise-sensitive areas from project-related traffic. For the purposes of this noise study, such impacts are considered significant when they cause an increase of 5 dB compared to existing noise levels. An increase or decrease in noise level of at least 5 dB is required before a noticeable change in community response would be expected (Caltrans 2013).

Therefore, a clearly perceptible increase (+5 dB) in noise exposure of sensitive receptors could be considered significant.

The results of the traffic modeling for the existing and existing plus project scenarios are summarized in Table 3.12-8, and the traffic noise model input/output files are located in Appendix G). As shown, the project-related traffic would result in a noise level increase of 1 dB  $L_{dn}$  or less (rounded to whole numbers) along the studied roads in the vicinity of the project site. At receivers ST2 and ST3, noise levels are predicted to be lower because the project's buildings and the planned 8-foot high perimeter wall on the north and east sides would provide additional barrier shielding. Increases would be below the significance threshold of 5 dB. Therefore, traffic related to the proposed project would not substantially increase the existing noise levels in the project vicinity, and operational traffic-related noise impacts would be **less than significant**. No mitigation is required.

**Table 3.12-8  
Traffic Noise (Existing plus Project Noise Levels)**

Modeled Receptor	Roadway Segment	Existing Noise Level (dBA $L_{dn}$ )	Existing plus Project Noise Level (dBA $L_{dn}$ )	Noise Level Increase (dB)
ST1: Project site, northwest side	North Citrus Avenue	68	69	1
ST2: North of project site, multi-family residential	North Citrus Avenue	47	42	-5
ST3: Rear yard, 1163 North Fairvale Avenue, single-family residential	North Citrus Avenue/East Covina Boulevard (distant traffic)	47	44	-3
ST4: Rear yard, 1083 Eva D Edwards Avenue, single-family residential	East Covina Boulevard	66	66	0
ST5: Multi-family residential units south of project site	East Covina Boulevard	68	68	0
ST6: Side yard, 1105 N Citrus Avenue, single-family residential	East Covina Boulevard / North Citrus Avenue	68	68	0
M1 - Offsite north of project	North Citrus Avenue	69	69	0
M2 - Offsite southwest of project	East Covina Boulevard	65	65	0
M3 - Offsite southeast of project	East Covina Boulevard	68	68	0
M4 - Offsite, west of project Avenue	North Citrus Avenue	66	66	0

Source: Hartzog & Crabill (Appendix H).

The noise level increases associated with additional traffic volumes under future (Year 2036) with project traffic conditions and future without project traffic conditions are summarized in Table 3.12-9. The noise level increases associated with the project under future traffic conditions would be 1 dB or less (rounded to whole numbers). As such, increases would be

below the significance threshold of 5 dB. Traffic noise would not be substantially increased as a result of the proposed project, and operational traffic-related noise impacts would be **less than significant**. No mitigation is required.

**Table 3.12-9  
Traffic Noise (Future-without-Project and Future-with-Project)**

Modeled Receptor	Roadway Segment	Future without Project Noise Level (dBA L <sub>dn</sub> )	Future plus Project Noise Level (dBA L <sub>dn</sub> )	Noise Level Increase (dB)*
ST1: Project site, northwest side	North Citrus Avenue	69	69	0
ST2: North of project site, multi-family residential	North Citrus Avenue	48	42	-6
ST3: Rear yard, 1163 North Fairvale Avenue, single-family residential	North Citrus Avenue/East Covina Boulevard (distant traffic)	47	45	-2
ST4: Rear yard, 1083 Eva D Edwards Avenue, single-family residential	East Covina Boulevard	66	67	1
ST5: Multi-family residential units south of project site	East Covina Boulevard	68	68	0
ST6: Side yard, 1105 N Citrus Avenue, single-family residential	East Covina Boulevard / North Citrus Avenue	69	69	0
M1 - Offsite north of project	North Citrus Avenue	69	69	0
M2 - Offsite southwest of project	East Covina Boulevard	66	66	0
M3 - Offsite southeast of project	East Covina Boulevard	68	68	0
M4 – Offsite, west of project Avenue	North Citrus Avenue	66	66	0

Source: Hartzog & Crabill (Appendix H).

### ***On-Site Exterior Traffic Noise Levels***

The results of the noise analysis for traffic noise levels at proposed on-site noise-sensitive receivers is provided in Table 3.12-10. On-site noise sensitive receiver locations (shown in Figure 3.12-1) consisted of the three levels of the first two rows of proposed residential units facing North Citrus Avenue (M5 through M14), and the proposed on-site outdoor recreation area (M15). Based upon information provided by the applicant, each of the residential units would have usable outdoor private spaces in the form of either patio areas or balconies.

**Table 3.12-10**  
**Summary of On-Site Future (Cumulative plus Project)**  
**Unmitigated Traffic Noise Levels (dBA L<sub>dn</sub>)**

Modeled Receiver #	Floor Level		
	1st Level	2nd Level	3rd Level
M5	<b>67</b>	<b>67</b>	<b>67</b>
M6	<b>66</b>	<b>67</b>	<b>66</b>
M7	<b>62</b>	<b>63</b>	<b>65</b>
M8	<b>63</b>	<b>63</b>	<b>65</b>
M9	<b>62</b>	<b>63</b>	<b>65</b>
M10	57	58	59
M11	51	52	57
M12	56	56	58
M13	44	47	56
M14	55	56	58
M15	35	n/a	n/a

**Source:** Hartzog & Crabill (Appendix H).

**Notes:**

**Bolded** numbers represent receiver locations exceeding 60 dBA L<sub>dn</sub>; these units will require subsequent interior noise analysis to verify compliance with the 45 dBA L<sub>dn</sub> noise standard for habitable rooms.

**Shaded** numbers represent receiver locations exceeding 65 dBA L<sub>dn</sub>; these units will require noise barriers at balconies / patio areas to comply with the 65 dBA L<sub>dn</sub> noise standard for outdoor areas.

As shown in Table 3.12-10, the results of the noise modeling indicate that on-site noise levels at the facades with a direct view of North Citrus Avenue (represented by M5 and M6) would range from 66 to 67 dBA L<sub>dn</sub>. These noise levels would exceed the City Noise/Land Use Compatibility noise standard for medium-density residential land uses of 65 dBA L<sub>dn</sub>. Because the project's proposed balconies and patio areas are subject to the 65 dBA L<sub>dn</sub> noise standard, noise mitigation is required for these exterior areas. In order to achieve the desired noise reduction (a minimum of 1 to 2 decibels reduction) a noise barrier with a minimum height of 5 feet should be constructed along the length of each of the balconies / patio areas with predicted traffic noise levels exceeding 65 dB L<sub>dn</sub> (i.e., units with balconies fronting on North Citrus Avenue). The noise barriers may be constructed of a material such as tempered glass, acrylic glass (or similar material), masonry material, manufactured lumber (or a combination of these) with a surface density of at least three pounds per square foot. The noise barriers should have no openings or cracks. With the implementation of mitigation measure **MM NOI-6**, the resultant noise level would meet the City's noise standard of 65 dBA L<sub>dn</sub> or lower, and thus would be **less than significant with mitigation incorporated**.

The future noise level at the ground-level recreation area (represented by M15) is predicted to be approximately 35 dBA  $L_{dn}$ , and thus, would meet the City's exterior noise level criterion. Therefore, no mitigation is required for the shared (common) recreation area.

### ***On-Site Interior Traffic Noise Levels***

The City and the State require that interior noise levels not exceed a CNEL or  $L_{dn}$  of 45 dBA within the habitable rooms of residences. Typically, with the windows open, building shells provide approximately 15 dB of noise reduction. Therefore, rooms exposed to an exterior  $L_{dn}$  greater than 60 dBA could result in an interior  $L_{dn}$  greater than 45 dB. The State Building Code recognizes this relationship and, therefore, requires interior noise studies when the exterior noise level is projected to exceed 60 dBA  $L_{dn}$ .

The data shown in Table 3.12-10 indicate that the future noise levels would range up to 67 dBA  $L_{dn}$  at the facades of the residences adjacent to North Citrus Avenue (i.e., M5 through M9). Thus, the unmitigated interior noise level within the habitable rooms of these dwelling units could exceed the 45 dBA  $L_{dn}$  noise criterion. A subsequent interior noise analysis will be required for these units. With the implementation of mitigation measure **MM NOI-7**, the resultant noise level would meet the State and City interior noise standard of 45 dBA  $L_{dn}$ , and thus, would be **less than significant with mitigation incorporated**.

### ***B. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?***

Construction activities that might expose persons to excessive ground-borne vibration or ground-borne noise could cause a potentially significant impact. Ground-borne vibration information related to construction activities has been collected by the California Department of Transportation (Caltrans 2004). Information from Caltrans indicates that continuous vibrations with a peak particle velocity of approximately 0.1 inch/second begin to annoy people. The heavier pieces of construction equipment, such as bulldozers, would have peak particle velocities of approximately 0.089 inch/second or less at a distance of 25 feet (DOT 2006). Ground-borne vibration is typically attenuated over short distances. At the residential backyard distance to the construction area (approximately 30 feet) and with the anticipated construction equipment, the peak particle velocity would be approximately 0.068 inch/second. This vibration level would exceed the City of Covina's vibration threshold of perceptibility of 0.01 inch/second. Vibration is very subjective, and some people may be annoyed at continuous vibration levels near the level of perception (or approximately a peak particle velocity of 0.01 inch/second). Although construction activities would not use construction equipment that would result in continuous vibration levels that typically annoy people, since some residential backyards are approximately 30

feet from the construction area, residences could be temporary annoyed with the use of some construction equipment. Implementation of mitigation measure **MM NOI-2** would ensure residences are notified of construction activities and provided contact information in the event they wish to report a noise- or vibration-related complaint.

The major concern with regards to construction vibration is related to building damage. Construction vibration as a result of the proposed project would not result in structural building damage, which typically occurs at vibration levels of 0.5 inch/second or greater for buildings of reinforced-concrete, steel or timber construction. The heavier pieces of construction equipment used would include typical construction equipment for this type project such as excavators, graders, dump trucks and vendor trucks. Pile driving, blasting, or other special construction techniques will not to be used for construction of the proposed project; therefore, excessive ground-borne vibration and ground-borne noise would not be generated. Ground-borne vibration would not be associated with the proposed project following construction activities. Impacts related to ground-borne vibration are considered to be **less than significant with mitigation incorporated**. No further mitigation is required.

**C. *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

As discussed under item 3.12(A), long-term operational noise would result from the various project components including the parking structure, retail uses, the event center, and residential uses. The proposed project would also generate off-site traffic noise along adjacent roadways (North Citrus Avenue and East Covina Boulevard) as well as overall traffic noise at the project site. As discussed under item 3.12(A), mitigation measures are identified to ensure that operation of the proposed project would not exceed applicable noise standards or otherwise result in a substantial permanent increase in ambient noise levels. Upon implementation of mitigation measures **MM-NOI-3** through **MM-NOI-7**, operational noise impacts would be **less than significant with mitigation incorporated**. No further 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?***

As discussed under item 3.12(A), the proposed project would result in temporary noise increases during the planned 37-month construction period. The temporary increases in ambient noise levels would vary depending on the location of the construction activities and the type of equipment being used. The estimated construction noise levels at nearby noise-sensitive land uses are summarized in Table 3.12-7. Temporary noise increases at

adjacent existing and future noise-sensitive land uses from construction activities are considered potentially significant; however, with the implementation of mitigation measures **MM-NOI-1** and **MM-NOI-2**, temporary noise impacts from construction activities would be **less than significant with mitigation incorporated**. No further 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?*

The proposed project is not located within an airport land use plan and is not located within two miles of a public airport or public use airport. Then nearest airport is Brackett Field, located approximately 5.5 miles east of the project site. **No impact** would occur.

- 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?*

The proposed project is not located within the vicinity of a private airstrip. **No impact** would occur.

### 3.12.5 Cumulative Impacts

Projects considered in the cumulative scenario consist of the single-family residential/park project known as the Charter Oak Residential Development Project, located at 800 North Banna Avenue (approximately 1.7 miles southeast of the proposed project site) and the mixed-use (office/retail/residential) project known as the Covina Hassen Development Project, located on three separate sites along North Citrus Avenue, West Orange Street and at the Park Avenue/East San Bernardino Street intersection. All three sites are located approximately 0.6 mile southwest of the project site. For more information about these related projects, please refer to Section 1.2.3 in Chapter 1.0 of this EIR.

#### Noise in Excess of Standards

The proposed project and related projects would all be subject to applicable noise standards (descriptions of the standards applicable within the City are described throughout this section). The proposed project would incorporate mitigation measures as described in Section 3.12.7 to ensure compliance with applicable noise standards. With incorporation of the mitigation measures described in Section 3.12.7, the project would not contribute to cumulative exceedances of noise standards, and its incremental effect is **not cumulatively considerable**. No mitigation is required.

### **Temporary/Periodic Increases in Ambient Noise Levels**

The proposed project would result in temporary noise increases during the approximately 37-month construction period, as discussed under item 3.12.5(A). The proposed project's construction period would have the potential to overlap with the related projects' construction processes. The nearest related project, the Covina Hassen Development Project, is located approximately 0.6 mile south of the proposed project site, with numerous intervening structures in between. The Charter Oak Residential Development Project is located approximately 1.7 miles southeast of the project site and also has numerous intervening structures in between. Due to the decrease in noise levels with distance and the presence of physical barriers, the related projects would not combine with the proposed project to produce a cumulative noise effect during construction. Additionally, all projects would be required to comply with the City of Covina's Noise Ordinance to limit noise hours during construction. The mitigation measures as described in Section 3.12.7, along with the requirement to comply with the City's Noise Regulation, would reduce the project's incremental effect, ensuring that impacts **are not cumulatively considerable**. No mitigation is required.

### **Vibration**

Construction-related vibration from the project was addressed under item 3.12.5(B). Other foreseeable projects within the vicinity of the project site would not be close enough to create a combined excessive generation of groundborne vibrations; the nearest such project would be located approximately 0.6 mile south of the project site. Therefore, cumulative impacts associated with excessive groundborne vibrations would be **less than significant**. No mitigation is required.

### **Permanent Increase in Ambient Noise Levels**

**Stationary Sources.** Long-term operational noise would result from operations of the proposed project, such as noise from the proposed Park & Ride parking structure, the iTEC, residential activities, and other permanent on-site noise sources (e.g., HVAC equipment), as addressed under item 3.12.5(A). A cumulative impact could result if noise produced during operation of the proposed project were to combine with noise produced from the operations of the related projects to create a cumulatively significant permanent increase in ambient noise levels. The nearest related project, the Covina Hassen Development Project, is located approximately 0.6 mile south of the project site, and therefore, cumulative noise impacts would not occur. Furthermore, the proposed project's operations and those of the related projects would be subject to the City's Noise Control Ordinance, which limits the exterior noise levels at residences. Implementation of mitigation measures **MM-NOI-3** through **MM-NOI-7** would ensure that the proposed project would comply with the City of Covina's noise standards. Similarly, the related projects would be

required to comply with the City's noise standards. Compliance with the City's Noise Control Ordinance would reduce the proposed project's operational noise so that its incremental effect is **not cumulatively considerable**. No mitigation is required.

### Off-Site Traffic Noise

The proposed project and the related projects would generate off-site traffic noise. When calculating future traffic impacts, the traffic consultant included traffic from the related projects in the future (Year 2036) traffic volumes. Recent pending and approved projects in the City were included in the traffic model. Thus, the future traffic results with and without the proposed project already account for the cumulative impacts from the list of related projects contributing to traffic increases. Since the noise impacts are generated directly from the traffic analysis results, the 2036 Without Project Noise Level and 2036 With Project Noise Levels described herein already reflect cumulative impacts. As described herein, the noise level increases associated with both of these scenarios (2036 Without Project and 2036 With Project) would generate a noise level increase of 1 dBA or less (rounded to whole numbers) along the studied roadways in the vicinity of the project site. As such, increases would be below the significance threshold of 5 dBA. With or without the proposed project, traffic noise would not be substantially increased in the project vicinity. As such, the incremental effect of the proposed project on off-site traffic noise is **not cumulatively considerable**. No mitigation is required.

### 3.12.6 Mitigation Measures

The following mitigation measures would reduce construction and operation-related noise levels created by the proposed project to a level below significance.

#### Construction

**MM-NOI-1** Construction activities shall take place during the permitted time and day per Chapter 9.40.110 of the City's Municipal Code. The applicant shall ensure that construction activities for all three components of the proposed project are limited to the hours of 7 a.m. to 8 p.m. Monday through Saturday, and not at all during other hours or on Sundays or public holidays. This condition shall be listed on the project's final design to the satisfaction of the City Engineering Department.

**MM-NOI-2** The City of Covina shall require the applicant to adhere to the following measures for all three components of the proposed project as a condition of approving the grading permit:

- The project contractor shall, to the extent feasible, schedule construction activities to avoid the simultaneous operation of construction equipment so as

to minimize noise levels resulting from operating several pieces of high noise level emitting equipment.

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. Enforcement shall be accomplished by random field inspections by applicant personnel during construction activities, to the satisfaction of the City Engineering Department.
- Construction noise reduction methods such as shutting off idling equipment, construction of a temporary noise barrier, maximizing the distance between construction equipment staging areas and adjacent residences, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive receptors.
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners to contact the job superintendent if necessary. In the event the City receives a complaint, appropriate corrective actions shall be implemented and a report of the action provided to the reporting party.
- If equipment is being used that can cause hearing damage at adjacent noise receptor locations (distance attenuation shall be taken into account), portable noise barriers shall be installed that are demonstrated to be adequate to reduce noise levels at receptor locations below hearing damage thresholds. This may include erection of temporary berms or plywood barriers to create a break in the line-of-sight, or erection of a heavy fabric tent around the noise source.

## Operation

**MM-NOI-3** The proposed parking structure shall be designed such that the easternmost side of the structure is not open, for the purpose of preventing parking noise on upper floors emanating directly into the adjacent community. This feature (or other measures which otherwise ensure that noise from parking activities would not exceed City of Covina noise standards) shall be verified by City staff prior to final design approval.

**MM-NOI-4** Because heating, ventilation, and air conditioning (HVAC) equipment and other mechanical equipment can generate noise that could affect surrounding sensitive receptors for all phases of the project and because the details, specifications, and locations of this equipment is not yet known, the project applicant shall retain an

acoustical specialist to review project construction-level plans at each phase of the project to ensure that the equipment specifications and plans for HVAC and other outdoor mechanical equipment incorporate measures, such as the specification of quieter equipment or provision of acoustical enclosures, that will not exceed relevant noise standards at nearby noise-sensitive land uses (e.g., residential). Prior to the commencement of construction for each phase of the overall project (all three components), the acoustical specialist shall certify in writing to the City that the equipment specifications and plans incorporate measures that will achieve the relevant noise limits.

- MM-NOI-5** Prior to certificate of occupancy, signs shall be posted at the planned recreation area prohibiting noisy activities between the hours of 10:00 p.m. and 7:00 a.m.
- MM-NOI-6** The proposed residential balconies and patio areas located along the first row with a direct, unobstructed view of North Citrus Avenue would require a noise barrier with a minimum height of 5 feet. The noise barriers may be constructed of a material such as tempered glass, acrylic glass (or similar material), masonry material, manufactured lumber (or a combination of these) with a surface density of at least three pounds per square foot. The noise barriers should have no openings or cracks.
- MM-NOI-7** The residential units in the first row east of North Citrus Avenue will most likely require mechanical ventilation systems or air conditioning systems in order to ensure that windows and doors can remain closed while maintaining a comfortable environment. Additionally, sound-rated windows may be necessary. An interior noise analysis shall be required for the proposed dwelling units in the first row east of North Citrus Avenue prior to issuance of building permits. Installation of these systems (i.e., HVAC and sound-rated windows) shall be required if the interior noise analysis shows that impacts are above the State and City's 45 dBA  $L_{dn}$  interior standard. The interior noise analysis shall substantiate that with the required mitigation, the resulting interior noise levels will be less than the noise standard, and thus, will be a less than significant impact.

### 3.12.7 Significance after Mitigation

Effectiveness of these mitigation measures would vary from several decibels (which in general is a relatively small change) to ten or more decibels (which subjectively would be perceived as a substantial change), depending upon the specific equipment and the original condition of that equipment, the specific locations of the noise sources and the receivers, etc. Installation of a noise barrier, for example, would vary in effectiveness depending upon the degree to which the line-of-sight between the source and receiver is broken, and typically ranges from 5 to 10 dB. Installation

of more effective silencers could range from several decibels to well over 10 decibels. Reduction of idling equipment could reduce overall noise levels from barely any reduction to several decibels. Cumulatively, however, these measures would result in substantial decreases in noise from construction. With the implementation of mitigation measures **MM-NOI-1** and **MM-NOI-2**, short-term construction impacts associated with the exposure of persons to, or generation of, noise levels in excess of established standards would be **less than significant**.

Overall, for the proposed project, upon implementation of mitigation measures **MM-NOI-1** through **MM-NOI-7**, the noise impacts of the proposed project would be **less than significant**.

### 3.12.8 References

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Governor's Office of Planning and Research (OPR). 2003. *State of California General Plan Guidelines*. October 2003. Accessed July 6, 2015. [http://opr.ca.gov/docs/General\\_Plan\\_Guidelines\\_2003.pdf](http://opr.ca.gov/docs/General_Plan_Guidelines_2003.pdf).

Hartzog & Crabill, Inc. 2016. *Covina iTEC / Park & Ride / TOD Traffic Impact Study*. June 27, 2016



SOURCE: Bing Imagery, 2016



Covina Transit-Oriented Mixed-Use Development Project EIR

**FIGURE 3.12-1**  
Measured and Modeled Receiver Locations

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## 3.13 POPULATION AND HOUSING

This section describes the existing population and housing setting related to the Covina Transit-Oriented Mixed-Use Development Project (project or proposed project) and analyzes the proposed project's impacts to population and housing.

### 3.13.1 Existing Conditions

The proposed project site is approximately 10.66 acres and is designated as General Commercial in the City of Covina's General Plan Land Use Element (City of Covina 2000) and is zoned C-3A (Regional or Community Shopping Center) per the City's zoning map (City of Covina 2007). The proposed project site is comprised of a former K-Mart property and an existing private school property. The existing large retail building on the former K-Mart property is vacant and the structure located on the private school property is currently utilized as a daycare. The proposed project is located in a built-up, urban setting and is bound by multi-family residential development to the north; single-family residential homes to the west and east; and strip mall commercial uses, the Village Green Senior Apartments, and single-family residential homes to the south. The proposed project site does not currently contain any residential land uses.

The following subsections provide an overview of existing conditions related to population, housing, and employment in the City of Covina (City).

#### Population

According to the California Department of Finance (DOF), Los Angeles County's population grew from approximately 9,543,983 in 2000 to 9,827,070 in 2010 (DOF 2011). During this period, Los Angeles County's population increased by approximately 300,000 people. The County has continued this gradual population increase, experiencing an increase of 422,730 people (4.3%) between 2010 and 2016 (DOF 2016). The City of Covina has experienced similar population growth trends growing from 47,796 in 2010 to 49,291 in 2016, thus experiencing an increase of 1,495 people (3.1%).

The Southern California Association of Governments (SCAG) is the regional agency responsible for preparing population, housing, and employment projections for the Los Angeles region. In December 2015, SCAG released their 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction, which represents SCAG's estimate of population, housing, and employment growth to the end of 2040 (SCAG 2015).

According to SCAG, by 2020, the City's population is projected to increase to 48,800 and to 51,600 by 2040. Citywide, the total housing units required to accommodate the population growth are also projected to increase. In 2012, total housing units were estimated at

approximately 15,900 units (SCAG 2015). This is anticipated to increase to approximately 17,200 units by 2040.

Between 2012 and 2040, it is anticipated that the population of Los Angeles County will grow by approximately 16%, a gain of 1,592,200 residents (SCAG 2015). During this time period, the City is expected to grow by approximately 7%, a gain of 3,400 residents. Lower growth rates in the City of Covina are assumed to be attributed to the limited vacant land availability and the nearly built-out condition of the City.

Table 3.13-1 presents future population estimates for both the County and the City.

**Table 3.13-1  
Forecasted Population Growth in Los Angeles County and the City of Covina**

Year	2012	2020	2035	2040
Los Angeles County	9,922,600	10,326,200	11,145,100	11,514,800
City of Covina	48,200	48,800	50,600	51,600

Source: SCAG 2015.

### Housing

According to the California DOF, in 2010 there were 3,443,087 households in Los Angeles County. Of these, approximately 0.5% (16,576) were located in Covina (DOF 2016). Between 2012 and 2040, it is anticipated that the number of households in Los Angeles County will grow by 689,000, a gain of approximately 21% (SCAG 2015). During this same time period, the number of households in Covina is expected to increase by 1,300 households, a gain of approximately 8%. The City will still account for approximately 0.4% of the region’s households in 2040 (SCAG 2015).

The City regulates the type, density, and scale of residential development through its General Plan Housing Element (City of Covina 2010). City zoning regulations serve to implement the City’s General Plan and are designed to protect and promote the health, safety, and general welfare of residents. The General Plan Housing Element also helps preserve the character and integrity of existing neighborhoods.

Table 3.13-2 presents housing growth estimates for the City of Covina.

**Table 3.13-2**  
**Housing Units, Households, Vacancy Rates, and Persons per**  
**Household in the City of Covina 2010-2016**

Year	Total Housing Units	Single-Family Units	Multiple-Family Units	Mobile Homes	Households	Vacancy Rate	Persons Per Household
2010	16,576	11,117	4,913	546	15,855	4.3%	2.99
2011	16,576	11,117	4,913	546	15,859	4.3%	3.00
2012	16,599	11,140	4,913	546	15,901	4.2%	3.02
2013	16,627	11,168	4,913	546	15,959	4.0%	3.03
2014	16,628	11,169	4,913	546	15,966	4.0%	3.04
2015	16,640	11,181	4,913	546	15,984	3.9%	3.04
2016	16,641	11,182	4,913	546	15,989	3.9%	3.06

Source: California Department of Finance 2016

### Employment

The employment base of the City consists mainly of educational, health care and social assistance-based jobs. The City had an employed workforce of 21,648 persons, or 57.7% of the working-age population, as reported in the 2014 Census. In 2014, approximately 22.9% of the City's working residents were employed in educational, health care and social assistance occupations. A significant percentage of workers (12.3%) were employed in retail occupations. Approximately 11.5% were employed in professional and business services. Arts, leisure and hospitality occupations such as waiters, waitresses, and beauticians, employed 9.4% of the workforce. There were only 50 people, less than 1% of the employed workforce, employed in the agricultural and forestry industry.

Between 2012 and 2040, Covina is projected to gain approximately 4,200 new employees within its boundaries, an increase of 17% (SCAG 2015). County-wide, approximately 979,200 new employment opportunities are expected to be generated in that same time period, which is an increase of 23%.

Table 3.13.3 presents employed workforce by industry for the City of Covina.

**Table 3.13.3**  
**City of Covina Employed Workforce by Industry for 2014**

Industry	Estimated Jobs	Percent of Total
Agriculture and Forestry	50	0.2
Construction	1,125	5.2
Manufacturing	1,611	7.4
Wholesale	752	3.5
Retail	2,656	12.3
Transportation & Utilities	1,612	7.4

**Table 3.13.3  
City of Covina Employed Workforce by Industry for 2014**

<b>Industry</b>	<b>Estimated Jobs</b>	<b>Percent of Total</b>
Information	572	2.6
Financial, Insurance, Real Estate	1,552	7.4
Professional & Business Services	2,484	11.5
Educational, Health Care, and Social Assistance	4,967	22.9
Arts, Leisure & Hospitality	2,034	9.4
Other (except public administration)	1,071	4.9
Public Administration	1,162	5.4
<b>Total</b>	<b>21,648</b>	<b>100%</b>

Source: U.S. Census Bureau 2014

### **3.13.2 Regulatory Setting**

#### **Federal**

There are no federal laws or regulations related to housing that are applicable to the proposed project.

#### **State**

#### ***Regional Comprehensive Plan***

SCAG is a public agency that builds strategic plans guiding the region in land use, growth, economics, and the environment. The SCAG Regional Comprehensive Plan (RCP) provides a growth management strategy for the region. The overall goal of the RCP is to strengthen the integration of local and regional land use, transportation, and natural resource planning. As stated in the RCP's Land Use and Housing Element, growth should be focused on existing and emerging centers and along major transportation corridors. In addition to this, the RCP's Housing and Land Use Element includes the goal to pursue more infill residential development (SCAG 2008). Additionally, new housing opportunities should be provided, with building types and locations that respond to the region's changing demographics.

#### ***Regional Housing Needs Assessment***

A Regional Housing Needs Assessment (RHNA) is mandated by state law as part of the periodic process of updating local housing elements of general plans. The most recently completed SCAG RHNA planning period was January 1, 2006 to June 30, 2014. The fifth cycle RHNA Allocation Plan, which covers the planning period from October 2013 to October 2021, was adopted by the Regional Council on October 4, 2012. Communities use the RHNA in land use planning; prioritizing local resource allocation; and in deciding how to address identified existing and future housing needs resulting from population, employment, and household growth (SCAG

2012a). Based on a methodology that weighs a number of factors (e.g., projected population growth, employment, commute patterns, and available sites), SCAG determined quantifiable needs for housing units in the region according to various income categories. In its RHNA, SCAG allocated 230 new housing units to the City of Covina for the 2014–2021 Housing Element Cycle (SCAG 2012b).

## Local

### *City of Covina General Plan*

The Housing Element of the City’s General Plan identifies and establishes objectives and policies with respect to meeting the needs of existing and future residents. It establishes policies that will guide decision-making and sets forth an action plan to implement its housing objectives and policies. Following are relevant objectives and policies to the proposed project (City of Covina 2010):

**Objective No. 1 – Variety of Housing Types.** The City of Covina will promote the development of various types of dwelling units, at reasonable quantities, that are suitable for all economic segments.

**Policy 1.1.** The City of Covina shall maintain and/or accommodate development of a variety of housing types, including single-family detached houses, condominiums/town homes, apartments, and mobile homes, second units/granny flats, and mixed uses, to suit all economic segments and as a means of addressing the City's regional housing obligations to the greatest extent possible.

**Policy 1.2.** The City of Covina shall maintain and consider to reasonably facilitate development of dwelling units particularly suitable for lower and moderate income residents, such as medium and high density apartments, condominiums/townhouses, second units, and mixed uses, to ensure lower and moderate income household accommodation.

**Policy 1.5.** The City of Covina shall permit and facilitate maximum feasible residential infill development or development of vacant and underutilized parcels through existing Zoning provisions and new appropriate procedures as a means of providing a mix of housing for all economic segments and of meeting regional housing needs targets.

**Policy 1.8.** The City of Covina shall follow all General Plan and Zoning density and development standards, except where community goals, objectives, and policies are best furthered.

**Objective No. 2 – Comprehensive Land Use Planning.** The City of Covina, through comprehensive land use planning, will carefully evaluate and consider the site planning, distribution, urban design, and overall compatibility of new development, both internally and with the surrounding area.

**Policy 2.1.** The City of Covina shall maintain the current general land use distribution or pattern regarding all housing unit categories.

**Policy 2.4.** The City of Covina shall, notwithstanding objectives and policies to minimize land use conflicts, consider mixed use housing as appropriate in and around the downtown to bolster existing downtown revitalization efforts and best take advantage of Metrolink Commuter Train Station impacts.

**Policy 2.5.** The City of Covina shall ensure the adequacy of future low income housing sites, particularly for seniors, in terms of accessibility to services, shopping, transportation, and needed facilities.

**Policy 2.8.** The City of Covina shall encourage consolidation of substandard-width lots for apartments, condominiums/town homes, and mixed use projects.

**Objective No. 3 – Quality Housing.** The City of Covina will continue in its efforts towards maintaining a high quality of life for the community’s residents. In addition, the City will strive to maintain and preserve the affordable housing stock in the City and to make sure that all residential structures are legal, safe, and maintained.

**Policy 3.1.** The City of Covina shall preserve the predominantly low-rise, low to medium density character of Covina’s neighborhoods.

**Objective No. 4 – Housing Accommodation.** The City of Covina will promote a climate where persons and households of all types and backgrounds are accommodated.

### **3.13.3 Thresholds of Significance**

The following significance criteria are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.), and will be used to determine the significance of potential population and housing impacts. Impacts would be significant if the proposed project would:

- 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).

- B. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
- C. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

### 3.13.4 Impacts Analysis

- 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)?*

The proposed project would involve redevelopment of the project site and replacement of the existing K-Mart and private school property with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The residential component of the proposed project would consist of up to 120 for-sale townhome units, covering roughly 6.12 acres in the northern portion of the project site. This component of the project would include a private recreation area of approximately 7,400 square feet along the eastern boundary.

The construction of the proposed project would have the potential to attract more people and increase the population in the area due to the additional 120 townhome units. However, the construction of the proposed project is intended to update the existing site and accommodate new housing, not necessarily introduce or accommodate growth. Based on the California DOF 2016 average household size estimates for the City of Covina, there are approximately 3.06 persons—rounded to 3—per household (DOF 2016). While the proposed project is intended to accommodate existing projected population growth, if consideration is given to unit growth, the proposed project would result in an additional 120 units. Therefore, at full build-out the proposed project is estimated to provide housing for up to approximately 360 residents.

In addition, the iTEC project component may also increase the local population due to the construction of 11,000 square feet of area for professional office space and shared workspaces for small-scale and start-up businesses. While the number of individuals that would work out of the proposed iTEC is not yet known, this analysis assumes that between approximately 60 to 100 individuals may work out of the iTEC. This range encompasses the U.S. General Services Administration's prevailing standard workspace average of 190 Useable Square Feet as the optimum workspace per person (U.S. GSA 2011) and approximately 110 Useable Square Feet of workspace per person, which may be sufficient for collaborative small-scale and start-up businesses. It is not anticipated that all individuals working at the proposed iTEC would relocate to Covina; however, if

such a scenario were to occur and assuming a three persons per household average, the iTEC could result in approximately 300 individuals relocating to Covina.

Therefore, the potential increase of 660 people in the City (360 persons at the 120-unit townhome development and 300 persons associated with the iTEC workspace) would only be 1.35% of the forecasted population of Covina in 2020 (48,800 as per SCAG). As such, the addition of 660 people to the City would not exceed population projections and is not considered a substantial increase.

The revitalization of the proposed project site would not result in substantial population growth or exceed local population projections. The proposed project is not considered to be growth-inducing and impacts would be **less than significant**. No mitigation is required.

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

The proposed project would develop land that is currently not occupied by residential uses to create up to 120 residential dwelling units. The project site is currently occupied by a K-Mart department store and private school property. While a residential type structure is located on the private school property, the property owners operate the structure as a private daycare. As such, housing does not currently exist on the project site. Therefore, the proposed project would not displace any existing housing on-site or result in the displacement of existing adjacent residential developments. As such, **no impact** would occur.

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

As stated previously, the project site does not currently contain any housing on-site and as such, implementation of the proposed project would not result in the displacement of people. Therefore, **no impact** would occur.

### **3.13.5 Cumulative Impacts**

Projects considered in the cumulative scenario consist of the single-family residential/park project known as the Charter Oak Residential Development Project, located at 800 North Banna Avenue (approximately 1.7 miles southeast of the proposed project site) and the mixed-use (office/retail/residential) project known as the Covina Hassen Development Project, located on three separate sites along North Citrus Avenue, West Orange Street and at the Park Avenue/East San Bernardino Street intersection. All three sites are located approximately 0.6 mile southwest

of the project site. For more information about these related projects, please refer to Section 1.2.3 in Chapter 1.0 of this EIR.

While the proposed project would have the potential to attract more people and increase the population in the area due to the addition of 120 townhome units (approximately 360 residents) and new office workspace (approximately 300 working persons) to the project site, such an increase would amount to approximately 1.3% of the forecasted population of Covina in 2020 (48,800 as per SCAG). Construction of the proposed project, as well as cumulative residential development associated with the Charter Oak Residential Development Project and the Covina Hassen Development Project, would assist the City of Covina in providing adequate housing for projected populations. Furthermore, growth resulting from cumulative residential development and redevelopment would not be considered substantial because the City is nearly built out and the majority of new residential development would entail redevelopment of underutilized land. For example, the proposed project is located on a former K-Mart site, the Charter Oak Residential Development Project is located on a former school site, and the Covina Hassen Development Project encompasses undeveloped or vacant, developed parcels in an existing commercial/residential neighborhood. Because the proposed project would contribute less than 1.3% of the project population growth for the City (assuming up to 100 individuals would utilize the iTEC for workspace) and because the City is nearly built out, the proposed project would not contribute considerably to a cumulative significant impact associated with growth inducement. Cumulatively, impacts are considered **less than significant**. No mitigation is required.

The project site is occupied by a K-Mart department store and private school property and does not currently contain any housing on-site. As such, implementation of the proposed project would not result in the displacement of people and the proposed project would not contribute to a cumulatively significant impact associated with the displacement of people of housing. Cumulatively, impacts are considered **less than significant**. No mitigation is required.

### **3.13.6 Mitigation Measures**

Impacts associated with population and housing are found to be less than significant, and no mitigation is required.

### **3.13.7 Significance After Mitigation**

Since no mitigation measures are necessary, impacts would remain less than significant.

### 3.13.8 References

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## **3.14 PUBLIC SERVICES**

This section describes the existing setting of the project site and vicinity with regards to public services, identifies associated regulatory requirements for public services, and evaluates potential impacts related to implementation of the proposed project.

### **3.14.1 Existing Conditions**

#### **Fire Protection**

The City contracts with the Los Angeles County Fire Department to provide fire protection services and emergency response services. There are three fire stations within the City: Fire Station 154, located at 401 North Second Avenue; Fire Station 153, located at 1577 East Cypress Street; and Fire Station 152, located at 807 West Cypress Street.

Fire Station 154, located approximately 0.7 mile south of the project site, is closest to the project site and would be the first responder to the proposed project. Fire Station 154 has a three-person assessment engine (an engine company with some limited paramedic capabilities), which is staffed daily with one captain, one firefighter specialist, and one firefighter/paramedic. Fire Station 154 also has a two-person paramedic squad staffed daily with two fire fighters/paramedics. The estimated emergency response time to the project site is three minutes (Aguirre, pers. comm. 2016). In the event that Fire Station 154 cannot meet the immediate needs of a call for services independently or does not have capability to address the full extent of a larger incident, Fire Stations 153 and 152 or the closest available Los Angeles County Fire Department resources could respond or provide support. At the time of this writing, the Los Angeles County Fire Department does not have plans to expand facilities, staff, or equipment at Fire Stations 154, 153, and/or 152. However, the paramedic assessment engine at Station 152 and a paramedic assessment unit at Fire Station 153 will be converted to non-paramedic units effective October 1, 2016. The number of staff at these stations will remain the same (Aguirre, pers. comm. 2016).

#### **Police Protection**

Police protection services in the City are provided by the Covina Police Department. The Covina Police Department is located at 444 North Citrus Avenue, which is located approximately 0.7 mile south of the project site. The project site is in the department's East Service Area (Covina Police Department 2016). At the time of this writing, the department does not have plans to expand facilities, staff, or equipment (Stabio, pers. comm. 2016).

## Schools

The project site is served by the Covina Valley Unified School District. The project site is located within the attendance boundaries of the following schools: Cypress Elementary School (351 West Cypress Street), Las Palmas Middle School (641 North Lark Ellen Avenue), and Northview High School (1016 West Cypress Street) (Covina Valley Unified School District 2016).

## Parks

The City contains approximately 51 acres of parkland, comprised of nine parks, one plaza, and two ball fields that are owned by the Charter Oak Unified School District. Additionally, the 11-acre Walnut Creek Park, which is owned by the County of Los Angeles, lies within the boundaries of the City. At the time of General Plan adoption in 2000, the City had 1.3 acres of parkland and recreational space for every 1,000 residents (City of Covina 2000). Using population estimates for 2015, the City's parkland-to-resident ratio is now approximately 1.1 acres of parkland and recreational space for every 1,000 residents (City of Covina 2000; U.S. Census Bureau 2016).<sup>1</sup> The ratios for both 2000 and 2015 are considered significantly below the National Park and Recreation Association's guideline of 2.5–4.0 acres of parkland for every 1,000 residents (City of Covina 2000). For more information regarding the park facilities available in the City, refer to Section 3.15, Recreation.

## Libraries

Library services are provided by the Covina Public Library, located at 234 North Second Avenue, one mile south of the project site. The library supports a variety of resources, including computers and wireless internet access; journal articles, magazines, and newspapers; literacy programs; homework help programs; and computer tutoring sessions. The library also supports a community room that can be rented by non-profit and commercial groups (City of Covina 2016). The library is reported to contain approximately 90,279 volumes (libraries.org).

### 3.14.2 Regulatory Setting

#### Federal

There are no federal public services regulations applicable to the proposed project.

<sup>1</sup> The U.S. Census Bureau estimates that the City had a population of approximately 48,984 people in 2015.  
 $48,984 \div 1,000 = 49$   
 $55 \text{ acres of open space} \div 49 = 1.1 \text{ acres per } 1,000 \text{ residents}$

## State

### *Fire Protection*

#### California Fire Code

The California Fire Code is Chapter 9 of Title 24 of the California Code of Regulations. It provides regulations for safeguarding life and property from fire and explosion hazards derived from the storage, handling, and use of hazardous substances, materials, and devices. The provisions of this code apply to construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenance connected or attached to such building structures throughout California.

#### Uniform Fire Code

The Uniform Fire Code contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The code contains specialized technical regulations related to fire and life safety.

#### California Health and Safety Code

State fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, including regulations for building standards (also set forth in the California Building Code), and fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training. The State Fire Marshal enforces these regulations and building standards in all state-owned buildings, state-occupied buildings, and state institutions throughout California.

#### California Occupational Safety and Health Administration

In accordance with California Code of Regulations, Title 8, Sections 1270, Fire Prevention, and 6773, Fire Protection and Fire Equipment, the California Occupational Safety and Health Administration has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials; fire hose size requirements; restrictions on the use of compressed air; requirements for access roads; and guidelines for testing, maintaining, and using all firefighting and emergency medical equipment.

### Mutual Aid Agreements

The California Disaster and Civil Defense Master Mutual Aid Agreement, as provided by the California Emergency Services Act, provides statewide mutual aid between and among local jurisdictions and the State. The statewide mutual aid system exists to ensure that adequate resources, facilities, and other supports are provided to jurisdictions whenever resources prove to be inadequate for a given situation. Each jurisdiction controls its own personnel and facilities but can give and receive help whenever needed.

### *Schools*

#### California State Assembly Bill 2926 – School Facilities Act of 1986

In 1986, Assembly Bill (AB) 2926 was enacted by the State of California authorizing entities to levy statutory fees on new residential and commercial/industrial development in order to pay for school facilities. AB 2926, entitled the School Facilities Act of 1986, was expanded and revised in 1987 through the passage of AB 1600, which added Section 66000 et seq. of the California Government Code.

#### Proposition 1A/Senate Bill 50

SB 50, or the Leroy F. Greene School Facilities Act of 1998, imposes new limitations on the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development. SB-50 amends Section 17620 of the Education Code to authorize school districts to levy statutory developer fees at levels that may be significantly higher than those previously permitted, but also provides new and stricter standards for school districts to follow when levying fees. School Districts would continue to be authorized to charge development fees (also known as Level 1 fees) of \$1.93 per square foot on residential buildings and \$0.31 per square foot on commercial or industrial buildings. However, pursuant to Government Code Sections 65995.5 and 65995.7, SB 50 authorizes school districts to charge additional Level 2 development fees to match 50 percent of school construction costs of State funds, and Level 3 development fees to fund 100 percent of school construction costs if State funds are not available.

#### Government Code Section 65996

Section 65996 designates Section 17620 of the Education Code (the mitigation fees authorized by SB 50) and Section 65970 of the Government Code to be the exclusive method for considering and mitigating development impacts on school facilities.

## *Parks*

### Quimby Act

California Government Code Section 66477, referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The required dedication and/or fees are based upon the residential density, parkland cost, and other factors. Land dedication and fees collected pursuant to the Quimby Act may be used for acquisition, improvement, and expansion of park, playground, and recreational facilities or the development of public school grounds.

## **Local**

### *City of Covina General Plan*

#### Safety Element

The following policies of the City of Covina General Plan Safety Element pertain to police and fire protection and are applicable to the public services analysis of the proposed project:

- **Policy 3a:** Maintain a preventative approach in handling potential urban and wild land fires and possible blazes at the urban/wild land interface.
- **Policy 3b:** Maintain all fire-inhibiting Building and Safety and Fire Department requirements and standards for new construction and for substantial additions to existing structures, including those for fire-resistant building materials; fire-resistant roofing components (untreated wood-shakes being prohibited); building construction; detector and alarm systems; fire service equipment; automatic fire sprinklers; one-hour fire walls; clearances around structures; accessibility to and into buildings; and the proper storage of flammable and combustible materials.
- **Policy 3c:** Maintain all fire-inhibiting Planning Department requirements and standards for new construction and for substantial additions to existing structures, including those for architectural design, site planning, building setback, landscape design, minimum road and driveway widths, and property usage and maintenance.
- **Policy 3e:** Maintain ongoing fire and business license inspection and business monitoring programs as well as code enforcement activities, particularly relating to establishments using or storing hazardous materials, to reduce fire dangers associated with commercial, industrial, and institutional buildings.
- **Policy 3f:** Maintain ongoing Neighborhood Preservation Program (NPP) and general Code Enforcement activities to reduce fire and other dangers in residential areas.

- **Policy 3g:** Continue with existing citywide fire prevention/education programs to bolster public awareness of the disastrous impacts that fires can have on the community.
- **Policy 3i:** Consider to require fire-retardant plantings in conjunction with new construction and major expansions, if appropriate.
- **Policy 3j:** Continue to ensure the appropriate placement of fire hydrants and related infrastructure as well as water availability or the adequacy of fire flow pressure.
- **Policy 3k:** Maintain sufficient personnel, equipment, facilities, and resources in the Fire and Police Departments to handle fire incidents.
- **Policy 3l:** Maintain fire service-related mutual aid agreements with surrounding jurisdictions to supplement City personnel in fighting fires or in responding to small-scale hazardous materials incidents, when needed.
- **Policy 3m:** Maintain and periodically review procedures for dealing with potential major urban and wild land fires and blazes occurring at the interface thereof as well as major above- and below-ground and transport-related hazardous materials accidents in the Covina Emergency Plan.
- **Policy 5q.** Continue to supply the Covina Fire Department with adequate personnel, equipment, resources, and facilities to perform its many duties, including responding to disasters, emergencies, and everyday public safety-related service requests, managing emergency preparedness planning, and conducting fire prevention activities, such that all Covina residents, workers, and others are afforded the highest quality, most efficient fire protection and paramedical service.
- **Policy 5r.** Constantly monitor and evaluate operations and procedures relative to fire protection and paramedical service to identify where improvements can be made.
- **Policy 5s.** Maintain a sufficient ratio of sworn fire personnel to each 1,000 population and keep adequate civilian employees to support sworn staff.
- **Policy 5t.** Ensure continuing adequate fire and paramedical response times for all Covina properties.
- **Policy 5w.** Continue to supply the Covina Police Department with adequate personnel, equipment, resources, and facilities to perform its many duties, including responding to disasters, emergencies, and everyday public safety-related service requests, managing the City's emergency communications systems, and conducting crime prevention programs, such that all Covina residents, workers, and others are afforded the highest quality, most efficient law enforcement.
- **Policy 5x.** Constantly monitor and evaluate operations and procedures relative to law enforcement to identify where improvements can be made.

- **Policy 5y.** Maintain a sufficient ratio of sworn police officers for each 1,000 population and keep adequate civilian employees to support sworn staff.
- **Policy 5z.** Ensure continuing adequate police response times for all Covina properties.
- **Policy 5aa.** Attempt to reduce crime to persons and property by alleviating the underlying causes of and opportunities for offenses through physical design, City programs, and community development and neighborhood preservation activities.
- **Policy 5dd.** Where appropriate, apply standards for defensible space in reviewing new and expanded developments to best promote personal security. (Defensible space refers to planning and design techniques that can be used to discourage crime. The concept was developed by Oscar Newman in his book “Defensible Space: Crime Prevention Through Urban Design.”)
- **Policy 5ee.** Ensure that the quality and scope of future fire, paramedical, and police protective resources and services keep pace with projected moderate growth and redevelopment and community revitalization activities.
- **Policy 5ff.** Require that new, expanded, or altered potentially problematic or public safety-threatening developments, uses, and businesses mitigate any impacts on services that may result from the proposals through measures acceptable to the City.
- **Policy 5gg.** Maintain fire-, paramedical-, and law enforcement-related mutual aid agreements with surrounding communities and with Los Angeles County to provide supplemental emergency service assistance, if necessary.
- **Policy 5jj.** Maintain adequate water pressure flow capacity at all times and in all areas of Covina as well as ample, strategically placed fire hydrants to allow for proper firefighting capabilities.
- **Policy 5kk.** Monitor water pressures and flow capacities to ensure continuing adequacy and, if necessary, enhance the water distribution system.
- **Policy 5ll.** Inspect all fire hydrants for operational readiness on at least an annual basis and, where necessary, perform repairs or replacements.
- **Policy 5ss.** Balance the City’s obligation to preserve, protect, and maintain public safety with Covina’s need to accommodate moderate growth and to continue with ongoing communitywide economic development, commercial revitalization, public improvement enhancement, residential construction, neighborhood preservation, code enforcement, and housing activities/programs.
- **Policy 5uu.** Observe the requirements imposed by the California Environmental Quality Act (CEQA) when reviewing any public or private proposals, including, but not limited to, infrastructure alterations or the development, redevelopment, modification, or

expansion/remodeling of properties, to address all applicable potential general safety and public safety impacts.

### Natural Resources and Open Space Element

The following policies of the City of Covina General Plan Natural Resources and Open Space Element pertain to police and fire protection and therefore, are applicable to the public services analysis of the proposed project:

- **Policy 1g:** Encourage optimum usage of available green space and recreational facilities.
- **Policy 1h:** Endeavor to provide for its citizens a total park acreage equal to 2.0 acres for every 1,000 population at the time of General Plan buildout.
- **Policy 1i:** Whenever possible and feasible, attempt to acquire and improve land for park and recreational uses.
- **Policy 1o:** Continue to upgrade, enhance, redesign, and/or replace existing parks and recreational areas and appurtenant facilities and amenities to improve overall park use, safety, and/or appearance as well as to maintain community image and vitality, whenever possible.
- **Policy 1p:** When necessary and feasible, completely or partially re-site or reconfigure park facilities, where elements can be readily moved, to promote a more efficient use of parklands.
- **Policy 1v:** Provide active and passive park and recreational facilities and programs to serve the needs of as many population segments as possible.
- **Policy 1z:** Support inter-jurisdictional agreements and cooperation with neighboring governmental agencies pertaining to park or recreational facility development or improvement within and around the City, when feasible and beneficial to Covina.

### **3.14.3 Thresholds of Significance**

The following significance criteria are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.), and will be used to determine the significance of potential impact to public services. Impacts related to public services would be significant if the proposed project would:

1. 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:
  - Fire protection

- Police protection
- Schools
- Parks
- Libraries
- Other public facilities

### 3.14.4 Impacts Analysis

*A 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:*

#### *Fire Protection*

As discussed in Section 3.13, Population and Housing, the proposed project would increase the land use intensity of the project site, resulting in approximately 300 new employees and approximately 360 new residents on the project site. Under existing conditions, the project site does not support residents. While the existing private school may have employees who are present on-site, the number is anticipated to be fairly small and the number of new employees at the project site is anticipated to increase under the proposed project, due to the overall increase in land use intensity. The increase in City residents and land use intensity on the project site would result in an incremental increase in demand for fire services and existing fire protection resources within the City. However, as stated by the Los Angeles County Fire Department, the proposed project would not have a significant effect on service demands (Aguirre, pers. comm. 2016). Additionally, the proposed project would be subject to current Los Angeles County Fire Department requirements for fire sprinkler systems, fire alarm systems, fire flow, and equipment and firefighter access, as well as fire code requirements. Compliance with these standards would be ensured through the plan check process prior to the issuance of building permits and would reduce the potential for fire emergencies at the project site. For these reasons, the construction or expansion of existing fire facilities would not be required as a result of developing the proposed project. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered facilities. Impacts resulting from the proposed project would be **less than significant**. No mitigation is required.

### *Police Protection*

As discussed in Section 3.13, Population and Housing, the proposed project would increase the land use intensity of the project site, resulting in new employees and 360 residents on the project site. The increased land use intensity at the project site could increase the frequency of emergency and non-emergency calls to the Covina Police Department from the project site, as compared with existing conditions.

In coordination with the Covina Police Department, the proposed project would incorporate defensible design practices to reduce the potential for crime to occur on-site. Such practices could include, but are not limited to, the following: on-site security services, light-emitting diode (LED) lighting within the proposed parking structure, wayfinding signage, use of transparent materials for the transit shelter, lighting within the shelter to eliminate secluded areas, seating at the transit shelter that is not conducive to sleeping, and security cameras linking with the Covina Police Department's City-wide system. These design practices and operational practices could lessen the demand for police protection services at the project site. Furthermore, police units are continuously mobile, and service calls are responded to by the nearest available mobile unit. The Covina Police Department verified that the proposed project is not anticipated to result in new facilities (Stabio, pers. comm. 2016). While new development may place increased demand on police protection services, the proposed project would not result in the construction or expansion of police facilities. As such, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities. Impacts resulting from the proposed project would be **less than significant**. No mitigation is required.

### *Schools*

The need for new school facilities is typically associated with a population increase that generates an increase in enrollment large enough to cause new schools to be constructed. The proposed project would involve construction of approximately 120 new residential units in the City. To calculate the number of students that are anticipated to be generated by new residential development, the Covina Valley Unified School District uses the state's Student Yield Factor for Unified School Districts, which is 0.7 students per dwelling unit (Lueck, pers. comm. 2016; Office of Public School Construction 2009). Using this factor, the proposed project would result in approximately 84 new students.<sup>2</sup> While the proposed project would increase the number of students, it would not do so to the extent that new school facilities would be required, due to the minor increase in students. Covina Valley Unified School District has determined that existing facilities

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<sup>2</sup> 120 dwelling units × 0.7 students per dwelling unit = 84 students

would be sufficient to accommodate the potential increase in enrollment attributable to the proposed project (Lueck, pers. comm. 2016). Development impact fees may be levied for both residential and commercial construction, pursuant to Education Code Section 17620 and California Government Code Section 65995. As stated in California Government Code Section 65996, payment of school impact fees in accordance with California Government Code Section 65995 and/or Education Code Section 17620 is deemed to constitute full and complete mitigation for potential impacts to schools caused by development. For these reasons, impacts related to the need for new school facilities as a result of implementing the proposed project would be **less than significant**. No mitigation is required.

### *Parks*

The residents, employees, and customers of the proposed project could use nearby park facilities. As described in Section 3.15, Recreation, parks near the project site include Heritage Plaza, located approximately 0.7 mile south of the project site; Edna Park, located approximately 0.5 mile southwest of the project site; and Hollenbeck Park, located approximately 0.4 mile west of the project site.

As described in Section 3.13, Population and Housing, the proposed project is anticipated to result in a population increase of 360 people in the City. In 2015, the City’s parkland-to-resident ratio was approximately 1.1 acres of parkland and recreational space per 1,000 residents. The addition of 360 residents to the City would equate to a parkland-to-resident ratio of approximately 1.1 acres per 1,000 residents.<sup>3</sup> While implementation of the proposed project would slightly exacerbate the City’s deficiency in parkland acreage, the differences between the existing parkland-to-resident ratio and the ratio after project implementation would be negligible. The City is currently deficient in parkland acreage and implementation of the proposed project would not substantially exacerbate this issue. Additionally, the residential component of the proposed project would include a 7,400–square-foot recreational area for residents. This would alleviate increased use of local recreational facilities. As such, the proposed project would not substantially exacerbate the City’s parkland deficiency and would incorporate on-site recreational resources. The on-site recreational resources are analyzed for their potential environmental impact as part of the proposed project in this EIR. For these reasons, the proposed project would

<sup>3</sup> The U.S. Census Bureau estimates that the City had a population of approximately 48,984 people in 2015. The proposed project would add approximately 360 residents to the City, equating to a population of approximately 49,344 residents.  
 $49,344 \div 1,000 = 49.344$   
 $55 \text{ acres of open space} \div 49.344 = 1.1 \text{ acres per } 1,000 \text{ residents}$

not result in the need for new or physically altered park facilities. Impacts would be **less than significant**. No mitigation is required.

#### *Other public facilities*

Other public facilities and services provided within the City include library services and City administrative services. Library services are provided by the Covina Public Library, located at 234 North Second Avenue, approximately 0.8 mile south of the project site. The residents, employees, and customers of the proposed project could use the City's library services, but the increase in use would not be significant relative to citywide demand. As described in Section 3.13, Population and Housing, the proposed project would not result in substantial population growth. Thus, it is anticipated that existing library and City administrative services would accommodate any negligible increase in demand due to implementation of the proposed project. As such, impacts to other public facilities in the area would be **less than significant**. No mitigation is required.

### **3.14.5 Cumulative Impacts**

Projects considered in the cumulative scenario consist of the single-family residential/park project known as the Charter Oak Residential Development Project, located at 800 North Banna Avenue (approximately 1.7 miles southeast of the proposed project site) and the mixed-use (office/retail/residential) project known as the Covina Hassen Development Project, located on three separate sites along North Citrus Avenue, West Orange Street and at the Park Avenue/East San Bernardino Street intersection. All three sites are located approximately 0.6 mile southwest of the project site. For more information about these related projects, please refer to Section 1.2.3 in Chapter 1.0 of this EIR.

Development of other projects in the area would generally increase the land use intensities in the service area for the Los Angeles County Fire Department and the Covina Police Department, potentially causing incremental and cumulative increases in the number of calls for fire and/or police protection services. Development of other residential projects within the boundaries of the Covina Valley Unified School District would lead to incremental increases in the number of students served by the district. Development of other residential projects in the City would also lead to increases in the number of people who use the City's park and library facilities. Combined, the proposed project, the Charter Oak Residential Development Project, and the Covina Hassen Development Project would result in a total of 201 new residential units in the City.

The increase in demand for public services in the City attributable to the proposed project and the two related projects would be minor. The proposed project and the two related projects would be developed in accordance with applicable fire codes and emergency access requirements. Compliance with these requirements would help prevent and/or ameliorate fire emergencies

(automatic sprinkler systems and fire alarms) and would help facilitate more expedient emergency response (adequate fire flows, turning radii, width of emergency accesses). Similarly, the proposed project has been designed to improve public safety through features such as on-site security services, adequate lighting, and wayfinding signage. These design practices and operational practices would lessen the demand for police protection services at the project site. The two related projects in the City would incorporate similar design elements that would reduce each project's incremental effect on fire and police services by preventing emergencies and facilitating expedient access and response. The Los Angeles County Fire Department reviews fire station placement and fire services through its annual budget process, and resources are expanded or reassigned as necessary to meet increases in service demands. Similarly, the Covina Police Department evaluates its service needs. Payment of development fees by the proposed project and the related development projects in the service areas of the Los Angeles County Fire Department and the Covina Police Department would offset the costs of increased service needs as necessary and would ensure that performance objectives for fire and police services are not substantially affected by incremental increases in land use intensity within service areas. Furthermore, both the Los Angeles County Fire Department and the Covina Police Department have been contacted regarding the proposed project and the related projects. As such, both departments are aware of the proposed and approved development in the City. The need for new facilities as a result of these development projects has not been identified by either department.

Regarding school services, the proposed project's contribution to increases in demand for such services would be minor. The Covina Valley Unified School District has verified its ability to accommodate increases in students resulting from the proposed project. The Covina Valley Unified School District has also been made aware of the Covina Hassen Development Project and has confirmed that their existing facilities can accommodate any students that may result from that project. As such, the increases in student enrollment resulting from both the proposed project and the related project that fall within the service area of the Covina Valley Unified School District would be accommodated within the district's existing facilities, and no new facilities would be required. The Charter Oak Residential Development Project would be served by a different school district (the Charter Oak Unified School District) and is, therefore, not part of the proposed project's cumulative scenario for cumulative impacts to schools. (Note that the Charter Oak Unified School District stated that the increase in students attributable to the Charter Oak Residential Development Project is not expected to significantly impact school services because there is adequate classroom space available at the schools that serve the project site (City of Covina 2015)). The proposed project in combination with related projects would not result in the need for new school facilities. Regarding park facilities, the proposed project design includes on-site recreational areas to help reduce the demand on City park facilities. The Charter Oak Residential Development Project also includes the dedication of two acres of the project site to the City for use as a park, thereby increasing the City's stock of open space. Furthermore,

payment of development fees by the proposed project and the two related projects would offset the costs of increased service needs as necessary and would ensure that performance objectives for school, library, and park services are not substantially affected by incremental increases in land use intensity within their service areas. For the reasons identified above, cumulative impacts would be **less than significant**. No mitigation is required.

### **3.14.6 Mitigation Measures**

No significant impacts to public services would occur, and therefore, no mitigation measures are required.

### **3.14.7 Significance After Mitigation**

Since no mitigation measures are necessary, impacts would remain less than significant.

### **3.14.8 References**

Aguirre, D. S. 2016. Request for Fire Department Service Information for the Proposed Covina Transit-Oriented Mixed-Use Development Project, City of Covina. Letter correspondence between Kevin T. Johnson, Acting Chief, Forestry Division and Debra S. Aguirre, Chief, Planning Division (Los Angeles County Fire Department). August 1, 2016. Transmitted via email from Judith Leslie-Thomas (Los Angeles County Fire Department) to Dudek. August 10, 2016.

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## 3.15 RECREATION

This section describes the existing recreational uses; identifies associated regulatory requirements; and evaluates potential adverse impacts related to recreation as a result of implementing the proposed Covina Transit-Oriented Mixed-Use Development Project (proposed project).

### 3.15.1 Existing Conditions

There are currently eight parks, one plaza, and two ball fields in the City of Covina (City) (pers. comm. Smith 2016). The City no longer has ties with Barranca Park and Cypress Park, which were owned by the Covina-Valley Unified School District (pers. comm. with Krystal Smith 2016). The City owns all the parks, and recreational activities that occur at the ball fields are conducted under leases with the Charter Oak Unified School District (City of Covina 2000; pers. comm. with Krystal Smith 2016). The parks provide residents, families, and visitors a place for recreational opportunities such as picnicking, playing sports, and walking, and also provide youths with after-school program and activities. Table 3.15-1 provides a list of existing plaza, parks and ball fields within the City.

**Table 3.15-1  
City of Covina Existing Plaza, Parks and Ball Fields**

Park Facility	Ownership	Acreage*	Location	Recreational Amenities
Heritage Plaza	City of Covina	2	400 N. Citrus Avenue; approximately 0.7 mile south of the project site.	Playground, performance platforms, picnic tables.
Cougar Park	City of Covina	1	150 W. Puente Street; approximately 1.2 miles southwest of the project site.	Community center, community garden, playground, picnic tables, and splash pad.
Covina Park	City of Covina	10	303 North Fourth Avenue; approximately 0.7 mile southwest of the project site.	Bandshell, baseball field(s), basketball courts, community room, horseshoe pit, jogging track, picnic tables, picnic shelter, playground, recreational hall, softball field(s), swimming pools, and tennis courts.
Edna Park	City of Covina	2	220 West Edna Place; approximately 0.5 mile southwest of the project site.	Picnic tables and playground.
Hollenbeck Park	City of Covina	10	1250 North Hollenbeck Avenue; approximately 0.4 mile west of the project site.	Baseball field(s), basketball courts, football field, picnic tables, playground, scout houses, soccer field, and softball field(s)
Jalapa Park	City of Covina	2	1321 East Garvey Avenue North; approximately 2.5 miles southeast of the project site.	Picnic tables, and playground.
Kelby Park	City of Covina	6	815 North Barranca Avenue; approximately 0.5 mile southeast of the project site.	Community room, Joslyn Center <sup>1</sup> , picnic tables, playground, scout houses, and soccer field.

**Table 3.15-1  
City of Covina Existing Plaza, Parks and Ball Fields**

Park Facility	Ownership	Acreage*	Location	Recreational Amenities
Three Oaks Park	City of Covina	<1	829 Oak Park Road; approximately 2.2 miles southeast of the project site.	Picnic tables.
Kahler Russell Park (formerly Wingate Park)	City of Covina	17	735 North Glendora Avenue; approximately 1.1 miles southeast of the project site.	Baseball field(s), basketball courts, football field, picnic tables, picnic shelter, playground, hockey, tennis, soccer field, softball field(s), and nature trails.
Heyler Field	Charter Oak Unified School District	2	303 South Glendora Avenue; approximately 1.4 miles southeast of the project site.	Ball field(s).
Savoy Field	Charter Oak Unified School District	2	1359 East Cypress Street; approximately 1.5 miles northeast of the project site.	Ball field(s).

**Source:** City of Covina 2000. Pers. comm. with Krystal Smith 2016.

**Note:**

\* Rounded to the nearest whole number.

<sup>1</sup> The Joslyn Center at Kelby Park houses senior-oriented programming, including classes, entertainment, nutrition, and various unstructured activities.

As shown in Table 3.15-1, the City currently has about 55 acres of parks and ball fields. Based on the City's population of 46,452 in January 1997, the City has approximately 1.3 acres of open space for each 1,000 residents, which is significantly below the generally accepted national guideline (established by the National Park and Recreation Association) of 2.5 acres to 4.0 acres of parkland for every 1,000 residents (City of Covina 2000). According to the Southern California Association of Governments (SCAG), the City's forecasted population is 48,200 in 2012 and 48,800 in 2020 (SCAG 2015). Based on SCAG's forecasted population in both 2012 and 2020 and the current acreage of existing park and recreational facilities in the City (55 acres), the City has approximately 1.1 acres of park and recreation for each 1,000 residents, which is still significantly below the national guideline of 2.5 to 4.0 acres of parkland for every 1,000 residents. According to the U.S. Census Bureau, the estimated population in the City in 2015 was 48,984. Based on a population of 48,984, the City has approximately 1.1 acres of park and recreation for each 1,000 residents, which is still significantly below the national guideline of 2.5 acres to 4.0 acres of parkland for every 1,000 residents (U.S. Census Bureau 2016).

In addition to the City parks and ball fields described above, the Covina-Valley and Charter Oak School Districts and large private schools manage several campuses in and around the City that provide supplemental green space and recreational facilities, such as gymnasiums, to City residents subject to the allowable hours by the schools. Additionally, there are several County recreational facilities located near the City that are often used by City residents. The closest of these facilities is Charter Oak Park, located at 20261 East Covina Boulevard in an unincorporated neighborhood.

Oak Park is a 19-acre open space land providing generally similar amenities to those found in City parks, such as ball fields, basketball courts, and playgrounds (City of Covina 2000). Charter Oak Park is located approximately 1.6 miles east of the project site.

There are currently no existing parks or recreational facilities on the project site. Additionally, the closest existing recreational facility is Cypress Park, located approximately 0.4 mile southwest of the project site.

### **3.15.2 Regulatory Setting**

#### **Federal**

There are no federal regulations applicable to the proposed project.

#### **State**

##### ***Quimby Act***

California Government Code Section 66477, referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The required dedication and/or fees are based upon the residential density, parkland cost, and other factors. Land dedication and fees collected pursuant to the Quimby Act may be used for acquisition, improvement, and expansion of park, playground, and recreational facilities or the development of public school grounds.

#### **Local**

##### ***City of Covina Parks & Recreation Department***

The City of Covina Parks & Recreation Department's mission is to provide a multitude of recreational opportunities for the residents and visitors while enriching their lives and improving their health and sense of well-being. The Covina Park System consists of nine parks ranging from less than one acre up to 17 acres (refer to Table 3.15-1 for a list of City parks).

##### ***City of Covina General Plan***

##### **Natural Resources and Open Space Element**

The following policies of the City of Covina General Plan Natural Resources and Open Space Element pertain to parks and recreation and therefore, are applicable to the parks and recreation analysis of the proposed project:

- **Policy 1g:** Encourage optimum usage of available green space and recreational facilities.

- **Policy 1h:** Endeavor to provide for its citizens a total park acreage equal to 2.0 acres for every 1,000 population at the time of General Plan buildout.
- **Policy 1i:** Whenever possible and feasible, attempt to acquire and improve land for park and recreational uses.
- **Policy 1o:** Continue to upgrade, enhance, redesign, and/or replace existing parks and recreational areas and appurtenant facilities and amenities to improve overall park use, safety, and/or appearance as well as to maintain community image and vitality, whenever possible.
- **Policy 1p:** When necessary and feasible, completely or partially re-site or reconfigure park facilities, where elements can be readily moved, to promote a more efficient use of parklands.
- **Policy 1v:** Provide active and passive park and recreational facilities and programs to serve the needs of as many population segments as possible.
- **Policy 1z:** Support inter-jurisdictional agreements and cooperation with neighboring governmental agencies pertaining to park or recreational facility development or improvement within and around the City, when feasible and beneficial to Covina.
- **Policy 2a:** Continue to offer quality and diverse park/recreational programs, activities, and services to address local needs and interests and to best maintain community image and vitality.
- **Policy 2f:** Encourage variety in the design of park facilities to enhance the lifestyle of residents to be served.

### 3.15.3 Thresholds of Significance

The following significance criteria are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.), and will be used to determine the significance of potential impacts to parks and recreational facilities. Impacts related to parks and recreational facilities would be significant if the proposed project would:

- A. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- B. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

### 3.15.4 Impacts Analysis

- 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?*

The residents, employees, and visitors of the proposed project could use nearby park facilities. Nearby recreation facilities include Hollenbeck Park (10 acres, located 0.4 mile west of the project site); Edna Park (two acres, located approximately 0.5 mile southwest of the project site); and Charter Oak Park (19 acres, located approximately 1.6 miles east of the project site). The City currently contains approximately 51 acres of parkland, comprised of a plaza, nine parks, and two ball fields that are owned by the Charter Oak Unified School District. Additionally, the 11-acre Walnut Creek Park, which is owned by the County of Los Angeles, lies within the boundaries of the City. At the time of General Plan adoption in 2000, the City had 1.3 acres of open space for every 1,000 residents. This ratio is considered significantly below the National Park and Recreation Association's guideline of 2.5 acres to 4.0 acres of parkland for every 1,000 residents (City of Covina 2000). According to the SCAG, the City's forecasted population is 48,200 in 2012 and 48,800 in 2020 (SCAG 2015). Based on SCAG's forecasted population both in 2012 and 2020 and the current acreage of existing park and recreational facilities in the City (51 acres), the City has approximately 1.1 acres of park and recreation for each 1,000 residents, which is still significantly below the national guideline of 2.5 to 4.0 acres of parkland for every 1,000 population. According to the U.S. Census Bureau site, the estimated population in the City in 2015 was 48,984. Based on a population of 48,984, the City has approximately 1.1 acres of park and recreation for each 1,000 residents, which is still significantly below the national guideline of 2.5 acres to 4.0 acres of parkland for every 1,000 population (U.S. Census Bureau 2016).

While the City is currently deficient in parkland acreage, implementation of the proposed project would not substantially exacerbate this issue. While the proposed project would incrementally increase the population in the City by adding 120 townhome units on the northern portion of the project site, the amount of growth (proposed project is estimated to provide housing for up to approximately 360 residents (see Section 3.13, Population and Housing of the Draft EIR)) would be minor relative to the City's existing and future population and would not significantly exacerbate the City's parkland deficiency. An increase of 360 people would only be 0.7 percent of the forecasted population of Covina in 2020 (48,800 as per SCAG). The townhome component of the proposed project would include a private recreation area of approximately 7,400 square feet along the project site's eastern boundary. Due to the minimal population increase and on-site open space and recreation areas for residents and visitors of the project site, increase in the use of

existing neighborhood parks is anticipated to be minimal. Therefore, impacts to park facilities from implementation of the proposed project would be **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?***

The project proposes the development of a Transit Center and Park & Ride facility, the Covina iTEC, and 120 townhome units on a site that is currently developed with a vacant commercial building, surface parking, and ornamental landscaping. The townhome component of the proposed project would include a private 7,400-square foot recreation area along the project site's eastern boundary for the townhome residents and its visitors. Therefore, the proposed project would not require the expansion or construction of new recreational facilities off-site. Impacts would be **less than significant**. No mitigation is required.

### **3.15.5 Cumulative Impacts**

Projects considered in the cumulative scenario consist of the single-family residential/park project known as the Charter Oak Residential Development Project, located at 800 North Banna Avenue (approximately 1.7 miles southeast of the proposed project site) and the mixed-use (office/retail/residential) project known as the Covina Hassen Development Project, located on three separate sites along North Citrus Avenue, West Orange Street and at the Park Avenue/East San Bernardino Street intersection. All three sites are located approximately 0.6 mile southwest of the project site. For more information about these related projects, please refer to Section 1.2.3 in Chapter 1.0 of this EIR.

Development of other residential projects in the area would generally increase the usage of parks and recreational facilities in the City and surrounding area, potentially causing the need for additional parks and recreational facilities due to population increase. Currently, the City has approximately 1.1 acres of park and recreation for each 1,000 residents, which is significantly below the national guideline of 2.5 to 4.0 acres of parkland for every 1,000 population. As such, the City is deficient in parkland acreage. The proposed project design includes on-site recreational areas to help reduce the demand on City park facilities. Furthermore, payment of development fees by the proposed project and other development projects in the area would ensure that performance objectives for park and recreational services are not substantially affected by incremental increases in population within their service areas. For the reasons identified above, the proposed project's contribution to cumulative increases in the demand for parks and recreational facilities would not be considerable, and the proposed project would not generate a new cumulatively significant impact related to the need for the construction of new

parks and recreational facilities. Cumulative impacts would be **less than significant**. No mitigation is required.

### **3.15.6 Mitigation Measures**

The proposed project would result in less-than-significant impacts to parks and recreation facilities. Therefore, no mitigation measures are required.

### **3.15.7 Significance After Mitigation**

The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of a recreational facility would occur or be accelerated. In addition, the proposed project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. Therefore, impacts to recreational uses and facilities as a result of developing the proposed project would be **less than significant**.

### **3.15.8 References**

- City of Covina. 2000. Covina General Plan Natural Resources and Open Space Element. Accessed August 3, 2016. [http://www.covinaca.gov/sites/default/files/fileattachments/planning\\_commission/page/1073/natural\\_resources\\_and\\_open\\_space.pdf](http://www.covinaca.gov/sites/default/files/fileattachments/planning_commission/page/1073/natural_resources_and_open_space.pdf).
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## 3.16 TRANSPORTATION/TRAFFIC

This section describes the existing transportation facilities on the proposed Covina Transit-Oriented Mixed-Use Development Project (project or proposed project) site and within the project's general vicinity. Analysis within this section identifies associated regulatory requirements and potential impacts related to implementation of the proposed project. This section is based on the analysis presented in the *Covina iTEC/Park & Ride/OD Traffic Impact Study* prepared for the proposed project (Appendix H).

### 3.16.1 Methodology

This section describes the methodology used to analyze the potential impacts of the proposed project. The anticipated completion and occupancy of the proposed project is 2017. For this analysis, 2017 was used as the project opening year. It assumed that General Plan buildout of the area would occur 20 years later in 2036.

#### 3.16.1.1 Study Area and Scenarios

Based on consultation with the City of Covina, the study area selected for this project included eight intersections. Table 3.16-1 lists the study intersections. Figure 3.16-1 shows the study area for the traffic impact analysis. Traffic counts were collected at the study intersection on Wednesday, March 3<sup>rd</sup>, Wednesday March 16<sup>th</sup> and Wednesday, April 27<sup>th</sup> in 2016 during the AM peak period of 7:00 AM to 9:00 AM and the PM peak period of 4:00 PM to 6:00 PM.

**Table 3.16-1  
Study Intersections**

Number	Intersection
1	North Citrus Avenue at I-210 eastbound ramps
2	North Citrus Avenue at Gladstone Street
3	North Citrus Avenue at Arrow Highway
4	Azusa Avenue at East Covina Boulevard
5	North Citrus Avenue at East Covina Boulevard
6	Grand Avenue at East Covina Boulevard
7	North Citrus Avenue at Badillo Street
8	North Citrus Avenue at I-10 westbound ramps

Source: Hartzog & Crabill, Inc., Covina iTEC / Park & Ride / TOD Traffic Impact Study: 2016.

The following scenarios were analyzed in the traffic study:

- 2016 existing conditions
- 2017 without the proposed project

- 2017 with the proposed project
- 2036 without the proposed project
- 2036 with the proposed project.

### 3.16.1.2 Future Traffic Volumes and Project Assumptions

Future background traffic volumes for year 2017 without the proposed project were determined by applying an ambient growth rate of one percent per year and adding cumulative project traffic. Cumulative project traffic is traffic generated by other projects that currently does not exist but will exist when the proposed project is completed. Projects considered in the cumulative scenario consist of the single-family residential/park project known as the Charter Oak Residential Development Project, located at 800 North Banna Avenue (approximately 1.7 miles southeast of the proposed project site) and the mixed-use (office/retail/residential) project known as the Covina Hassen Development Project, located on three separate sites along North Citrus Avenue, West Orange Street and at the Park Avenue/East San Bernardino Street intersection. All three sites are located approximately 0.6 mile southwest of the project site. For more information about these related projects, please refer to Section 1.2.3 in Chapter 1.0 of this EIR.

It was assumed that General Plan buildout of the region would occur in 2036. Future daily traffic volumes for year 2036 were determined by applying the projected growth factor provided in the 2010 Congestion Management Program (Metro 2010). For the West Covina subregion, which includes the City of Covina and the surrounding cities and communities, the expected growth factor from 2016 to 2036 was approximately 8.1 percent. To establish the AM and PM peak hour intersection turning volumes in 2036, the daily traffic volumes were post-processed according to the procedures outlined in the National Cooperative Highway Research Program (NCHRP) Report 255 (NCHRP 1982).

The City of Covina Bicycle Master Plan (Alta Planning and Design 2011) included a project to install striped bike lanes on North Citrus Avenue within the existing curb-to-curb road width. It also included a project to modify East Covina Boulevard from a four-lane road with no bike lanes to a two-lane road with bike lanes, an application commonly referred as a “road diet.” Although there is no near-term funding to implement these proposed bike facility improvements near the proposed project, it was assumed that by 2036 the bike lanes would be installed on North Citrus Avenue and that the proposed “road diet” would be implemented for East Covina Boulevard.

### 3.16.1.3 Level of Service Methodology

The operations of roadway facilities are described with the term level of service (LOS). The Highway Capacity Manual (HCM) defines LOS as a qualitative measure which describes the operational conditions of a traffic stream, generally in terms of such factors as speed and travel

time, freedom to maneuver, traffic interruptions, comfort and convenience. LOS is rated A through F, with LOS A representing the best operating conditions and LOS F representing the worst. Specific criteria are used to define LOS for different types of facilities as discussed below. These criteria can also vary among cities and transportation agencies.

Signalized intersections were analyzed using the Intersection Capacity Utilization (ICU) methodology adopted by the City of Covina. The ICU value is a quantitative ratio which compares intersection volume to capacity. Based on the ICU, intersection LOS is defined as shown in Table 3.16-2.

The ICU methodology for this study used standard parameters currently followed by the City of Covina. These standard parameters include default saturation flow rates defined as the maximum number of vehicles that can pass through a lane per hour of green time at a signalized intersection. The parameters also include clearance interval defined as a percentage of the overall intersection capacity utilized by vehicles to clear the intersection during the amber or yellow signal. The City of Covina uses a default saturation flow rate of 1,600 vehicles per hour per lane (vphpl) for all lanes and saturation flow rate of 2,880 vehicles per hour for dual left-turn lanes. A clearance interval of ten percent was used for all signalized intersections.

**Table 3.16-2  
Level of Service Criteria for Signalized Intersections**

LOS	Description	ICU
A	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.00 to 0.60
B	LOS B represents stable operation. An occasional approach phase is fully utilized, and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within platoons of vehicles.	0.61 to 0.70
C	In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.	0.71 to 0.80
D	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand to permit periodic clearance of developing queues, thus preventing excessive back-ups.	0.81 to 0.90
E	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C=1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).	0.90 to 1.00
F	LOS F represents jammed conditions. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable because full utilization of the approach may be prevented by outside conditions.	Above 1.00

Source: Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program, 2010.

Unsignalized intersections were analyzed using the HCM methodology for unsignalized intersections. The HCM established procedures for analyzing one-way stop-controlled (OWSC) intersections. LOS for OWSC intersections was determined by the computed or measured control delay and was defined for each minor movement. The LOS criteria for unsignalized intersections are shown in Table 3.16-3.

**Table 3.16-3**  
**Level of Service Criteria for Unsignalized Intersections**

LOS	Description	Delay (sec/veh) <sup>1</sup>
A	Very low delay. Most vehicles do not stop at the intersection.	≤ 10
B	More vehicles stop that with LOS A, causing higher delays.	> 10 - 15
C	The number of vehicles stopping becomes significant, though many pass through the intersection without stopping.	> 15 - 25
D	The influence of congestion becomes more noticeable. Many vehicles stop and the proposed of vehicles not stopping declines.	> 25 - 35
E	Results in delay considered to be unacceptable.	> 35 - 50
F	Considered unacceptable to most drivers, often occurs with oversaturation, when arriving traffic exceeds the capacity of the intersection.	> 50

Source: Transportation Research Board, Highway Capacity Manual, 2000.

**Notes:**

<sup>1</sup> Sec/veh: seconds per vehicle

### 3.16.2 Existing Conditions

This section describes key vicinity roadway segments, existing street system segments, area transit and pedestrian and biking systems.

#### 3.16.2.1 Existing Land Use

The proposed project is located on a site that was formerly occupied by a K-Mart department store and private school. This K-Mart location also provided supplementary automotive services. The existing 100,000-square-foot building and automotive services facility will be demolished to accommodate the proposed project. Land uses to the north, east and west of the proposed project site consist of residential homes and condominiums/townhomes. Land uses to the south consist of a gas station, retail shops, and restaurants in a neighborhood shopping plaza.

#### 3.16.2.2 Existing Circulation Network

The following describes the current road operational characteristics in the study area.

**Interstate-10 (I-10)** is an eight-lane east-west freeway located south of the City of Covina. The I-10 Freeway provides four general purpose lanes in each direction with an auxiliary lane between the on-ramps and off-ramps. The I-10 Freeway is currently under construction to add one High Occupancy

Vehicle (HOV) lane in each direction between the Interstate-605 (I-605) Freeway and the State Route 57 (SR 57) Freeway. The I-10 Freeway connects to major destination hubs such as Downtown Los Angeles to the west and the Cities of Ontario and San Bernardino to the east. Freeway ramps are provided at Azusa Avenue, Citrus Avenue and Grand Avenue.

**Interstate-210 (I-10)** is a ten-lane east-west freeway located north of the City of Covina. The I-210 Freeway provides four general purpose lanes and one HOV lane in each direction. The I-210 Freeway connects to major destination hubs such as the City of Pasadena to the west and the City of San Bernardino to the east. Freeway ramps are provided at Azusa Avenue, Citrus Avenue and Grand Avenue.

**Citrus Avenue** is generally a four-lane north-south Secondary Arterial Street. The road has a mixture of raised medians; two-way left-turn lane (TWLTL) painted medians and no medians. On-street parking is generally permitted on both sides of Citrus Avenue. The posted speed limit varies from 25 to 40 miles per hour (mph). For the road segment between San Bernardino Road to Badillo Street that goes through Downtown Covina, Citrus Avenue is a two-lane road with no median and has angled on-street parking. The posted speed limit on Citrus Avenue through Downtown Covina is 25 mph.

**Azusa Avenue** is a four-lane north-south Primary Arterial Street. The road has a raised median. On-street parking is generally permitted on both sides of Azusa Avenue. The posted speed limit is 40 mph.

**Grand Avenue** is a four-lane north-south Primary Arterial Street. The road has a raised median. On-street parking is generally permitted on both sides of Grand Avenue. The posted speed limit is 40 mph.

**Gladstone Street** is a four-lane east-west Secondary Arterial Street. The road has a TWLTL painted median east of Citrus Avenue and no median west of Citrus Avenue. On-street parking is generally permitted on both sides of Gladstone Street. The posted speed limit is 40 mph and is reduced to 25 mph in the vicinity of schools when children are present.

**Arrow Highway** is a four-lane east-west Primary Arterial Street. The road has a TWLTL painted median. On-street parking is generally permitted on both sides of Arrow Highway. The posted speed limit is 45 mph.

**Covina Boulevard** is a four-lane east-west Collector Street. The road has a mixture of raised medians; two-way left-turn lane (TWLTL) painted medians and no medians. On-street parking is generally permitted on both sides of Covina Boulevard. The posted speed limit varies between 35 to 40 mph and is reduced to 25 mph in the vicinity of schools when children are present.

**Badillo Street** is an east-west Secondary Arterial Street. Badillo Street is a four-lane road east of Citrus Street and is a two-lane road west of Citrus Street. The road has a TWLTL painted median. On-street parking is generally permitted on both sides of Badillo Street. The posted speed limit is 30 mph.

Foothill Transit provides fixed and express bus lines through the City of Covina in the vicinity of the proposed project:

- Line 281: Glendora – West Covina – Puente Hills Mall
- Line 498: Azusa – West Covina – Express Service to Downtown Los Angeles

Line 281 provides local bus service on Citrus Avenue. Line 498 provides express bus service on Grand Avenue to Downtown Los Angeles. However, with the proposed Transit Center Park & Ride, Line 498 is under consideration to be rerouted to provide direct service to the proposed Transit Center Park & Ride.

### 3.16.2.3 Existing Level of Service

The traffic counts used for the existing conditions traffic analysis were taken in March and April 2016. Intersection turning movement counts were conducted at the study intersections during the AM peak period of 7:00 AM to 9:00 AM and the PM peak period of 4:00 PM to 6:00 PM. Figure 3.16-2 shows the existing volumes.

Table 3.16-4 summarizes the existing LOS for the intersections during the AM and PM peak hours based on the ICU methodology. As shown in Table 3.16-4, all intersections are operating at an acceptable LOS except for the intersection of North Citrus Avenue at Badillo Street during the PM peak hour. The intersection of North Citrus Avenue at Badillo Street operates at unacceptable LOS E during the PM peak hour.

**Table 3.16-4  
Existing Level of Service**

Index	Intersection	AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS
1	North Citrus Avenue at I-210 eastbound ramps	0.776	C	0.503	A
2	North Citrus Avenue at Gladstone Street	0.728	C	0.648	B
3	North Citrus Avenue at Arrow Highway	0.788	C	0.795	C
4	Azusa Avenue at East Covina Boulevard	0.491	A	0.585	A
5	North Citrus Avenue at East Covina Boulevard	0.578	A	0.589	A
6	Grand Avenue at East Covina Boulevard	0.632	B	0.674	B
7	North Citrus Avenue at Badillo Street	0.889	D	<b>0.902</b>	<b>E</b>
8	North Citrus Avenue at I-10 westbound ramps	0.621	B	0.537	A

**Source:** Hartzog & Crabill, Inc., Covina iTEC / Park & Ride / TOD Traffic Impact Study: 2016.

**Notes:** Bolded items indicate intersections that operate below the standard for LOS.

### **3.16.3 Regulatory Setting**

The following is a summary of regulations that apply to projects in the City of Covina.

#### **State of California Department of Transportation (Caltrans)**

As the owner and operator of the State Highway System, the State of California Department of Transportation (Caltrans) implements established state planning priorities in all functional plans, programs, and activities. Caltrans has the responsibility to coordinate and consult with local jurisdictions when proposed local land use planning and development may impact state highway facilities. Pursuant to Section 21092.4 of the Public Resources Code (PRC), for projects of statewide, regional, or area-wide significance, the lead agency shall consult with transportation planning agencies and public agencies that have transportation facilities which could be affected by the project. The proposed project will not affect any Caltrans facilities.

#### **Southern California Association of Governments (SCAG)**

The Southern California Association of Governments (SCAG) develops the Regional Transportation Plan (RTP), which presents the transportation vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura Counties. Senate Bill 375 (SB 375) was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing and environmental planning. Under the law, SCAG is tasked with developing a Sustainable Communities Strategy (SCS), a newly required element of the Regional Transportation Plan (RTP) that provides a plan for meeting emissions reduction targets set forth by the California Air Resources Board.

The 2016 RTP/SCS identifies priorities for transportation planning within the Southern California region, sets goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area. The RTIP, also prepared by SCAG based on the RTP, lists all of the regional funded/programmed improvements within the next seven years. In order to qualify for CEQA streamlining benefits under SB 375 a project must be consistent with the RTP/SCS.

#### **County of Los Angeles Congestion Management Program (CMP)**

To address the increasing public concern that traffic congestion is impacting the quality of life and economic vitality of the State of California, Proposition 111 created the Congestion Management Program (CMP) in 1990. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has been established by Los Angeles County Metropolitan Transportation Authority (Metro), the local CMP agency, designating a highway network that includes all state highways and principal arterials within the County of Los Angeles. The Level of Service at each CMP

monitoring station is supervised by local jurisdictions in order to implement the statutory requirements of the CMP. If Level of Service standards deteriorate, then local jurisdictions must prepare a deficiency plan to meet conformance standards outlined by the countywide plan. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add 50 or more trips during the peak hours and that all CMP freeway monitoring locations be analyzed where a project would likely add 150 or more trips in either direction during the peak hours. The project will not meet these criteria as shown in Figure 3.16-4.

### **City of Covina Bicycle Master Plan**

In 2011, the City of Covina approved the *Bicycle Master Plan* (BMP) (Covina 2011). The purpose of the BMP is to provide a broad vision of actions and strategies to improve conditions for bicycling in the City and the surrounding region. The BMP recommends improvements and policies to increase the bicycling population; increase cyclists' trip frequency and distance; improve bicyclist, pedestrian and motorist safety; and increase public awareness and support for bicycling. In terms of infrastructure, the BMP provides direction for expanding the City's existing bikeway network and integrating the system into the surrounding countywide bikeway and public transit network. The system-wide approach for connecting gaps will ensure greater local and regional connectivity. In addition to providing recommendations and design guidelines for bikeways and support facilities, the BMP offers recommendations for education, encouragement, enforcement, and evaluation programs.

### **City of Covina Level of Service Threshold**

The City of Covina has established LOS D or better as the acceptable LOS for intersections within the City. For this traffic study, any intersection within the City operating at LOS E or F was considered to be deficient. The California Department of Transportation (Caltrans) has established LOS E or better as the acceptable LOS for within Caltrans facilities. For this traffic study, any intersection on Caltrans facilities operating at LOS F was considered to be deficient. A significant adverse traffic impact would occur in the City of Covina if the implementation of the proposed project would result in one or more of the following:

- An intersection that would operate at an acceptable LOS without the proposed project would operate at unacceptable LOS with the proposed project; or
- The ICU of an intersection increases by 0.02 or greater with the proposed project.

### **3.16.4 Thresholds of Significance**

The significance criteria used to evaluate the project impacts to traffic and circulation was based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000

et seq.). According to Appendix G of the CEQA Guidelines, a significant impact related to traffic and circulation would occur as a result of project implementation if the project would:

- 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.
- B. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
- C. Result in a change to air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- D. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersection) or incompatible use (e.g., farm equipment).
- E. Result in inadequate emergency access.
- F. Conflicts with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

### 3.16.5 Impacts Analysis

- A. ***Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance or 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?***

Project-related traffic impacts were determined by comparing the intersection LOS without and with the proposed project. Significant adverse traffic impacts were identified based on the City of Covina’s criteria for significant adverse project impacts described in Section 3.16.3, above.

#### 3.16.5.1 Project Trip Generation

Trip generation is defined as the number of trips that originate or terminate at a site and is a function of the extent and type of land uses. Trip generation is estimated using rates that are specific to a type of land use. Traffic studies typically use trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (ITE 2012) or related publications.

The ITE Trip Generation Manual provides trip generation rates for all proposed land uses except for the event center. To estimate trip generation for the proposed event center, two types of trip generators were analyzed: guests and employees. Guests attending an event tend to carpool with at least one other person. Therefore, an average vehicle occupancy of two people per vehicle was assumed for guest trips. Each guest would generate 0.5 one-way trip, or one round trip. It was assumed that each employee would not be carpooling and would generate two vehicle trips.

Based on the proposed operations of the event center, events would occur during the midday, evening or weekend, outside of the AM and PM peak periods. The event center would not have events during the AM and PM peak periods because of the lack of available on-site parking during these times. Therefore, nominal traffic is anticipated for the event center during the peak hours due to event attendees. However, it was assumed that employees would arrive during the PM peak hour to arrive at work in time to prepare for evening events.

The event center can accommodate up to 700 guests in the evening or weekend based on available parking in the Transit Center and Park & Ride parking structure. Using a ratio of 1.5 employees per 15 guests, approximately 70 employees would be needed for a 700 guest event.<sup>1</sup>

A trip generation credit was applied for the existing 100,000-square-foot K-Mart and the automobile care center because these land uses would be replaced by the proposed project. After applying the trip generation credit, the proposed project would generate a net total of 2,072 daily trips with 313 trips occurring during the AM peak hour and 275 trips occurring during the PM peak hour (see Table 3.16-5).

Additionally, a pass-by trip reduction was applied for the department store land use. A pass-by trip occurs when a person makes an intermediate stop at a commercial site, but the commercial site is not the primary destination. The pass-by trips are not diverted from another road. The trip is credited because the final destination is considered the trip generator rather than the intermediate stop. Data collected by ITE on pass-by trips for various commercial land uses are presented in the ITE Trip Generation Handbook. (ITE 2004) However, the Trip Generation Handbook did not have pass-by rates specifically for a department store land use. Because of the similar characteristics between a department store and shopping center land uses, the pass-by rate of 34 percent for a shopping center land use was applied to the department store land use. Impacts are considered **less than significant**. No mitigation is required.

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<sup>1</sup> Rate is based on information from the event coordinator for the Richard Nixon Library in the City of Yorba Linda.

**Table 3.16-5  
Project Vehicle Trip Generation**

Land Use	ITE Code	Size	Unit	Rate/Trip	Trip Generation								
					Daily			AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total	In	Out	Total
<i>Project Trip Generation (A)</i>													
Transit Station	090	400	Parking Spaces	Rate	50%	50%	4.5	79%	21%	0.71	25%	75%	0.62
				Trips	900	900	1,800	224	60	284	62	186	248
Condominium / Townhouse	230	120	Dwelling Units	Rate	50%	50%	5.81	17%	83%	0.44	67%	33%	0.52
				Trips	349	349	698	9	44	53	42	21	63
Office	710	17.2	1,000 Square Feet	Rate	50%	50%	11.03	88%	12%	1.56	17%	83%	1.49
				Trips	95	95	190	24	3	27	4	21	25
Retail (Shopping Center)	820	4.8	1,000 Square Feet	Rate	50%	50%	42.70	62%	38%	0.96	48%	52%	3.71
				Trips	102	102	204	3	2	5	9	9	18
Event Center1	n/a	700	Guests	Rate	50%	50%	1.00	Nom	Nom	Nom	Nom	Nom	Nom
				Trips	350	350	700	Nom	Nom	Nom	Nom	Nom	Nom
Event Center1	n/a	70	Employees	Rate	1.00	1.00	2.00	Nom	Nom	Nom	1.00	0.00	1.00
				Trips	70	70	140	Nom	Nom	Nom	70	0	70
<i>New Vehicle Trips before Trip Credit</i>					1,866	1,866	3,732	260	109	369	187	237	424
<i>Trip Credit from Existing Land Uses (B)</i>													
Department Store	875	100	1,000 Square Feet	Rate	50%	50%	22.88	64%	36%	0.58	51%	49%	1.87
				Trips	1,144	1,144	2,288	37	21	58	95	92	187
Passby Trips (34%)					-389	-389	-778	-13	-7	-20	-32	-32	-64
Total Department Store Generated Trips				Trips	755	755	1,510	24	14	38	63	60	123
Auto Care Center	942	12	Service Stalls	Rate	50%	50%	12.48	68%	32%	1.52	50%	50%	2.17
				Trips	75	75	150	12	6	18	13	13	26
<i>Vehicle Trips from Existing Uses</i>					830	830	1,660	36	20	56	76	73	149
<i>Net New Vehicle Trips (A-B)</i>													
<b>Net New Vehicle Trips</b>					<b>1,036</b>	<b>1,036</b>	<b>2,072</b>	<b>224</b>	<b>89</b>	<b>313</b>	<b>111</b>	<b>164</b>	<b>275</b>

Source: Hartzog & Crabill, Inc., Covina ITEC / Park & Ride / TOD Traffic Impact Study: 2016.

**Notes:**

1. Events are planned to occur outside of the peak hours, therefore trip generation for guests would not occur in either the am or pm peak hours. See above for a more detailed explanation of event center trip generation. Nom = nominal.

### 3.16.5.2 Project Trip Distribution and Assignment

Project trip distribution is the process of identifying the general directions that traffic associated with a project would use to travel into and out of the study area. Trip distributions for the proposed project were determined by examining the location of surrounding employment centers, retail centers and other trip attractors/producers. Figures 3.16-3a through 3.16-3c show the trip distributions for the residential, office/retail and transit center land uses, respectively.

Project trip assignment is defined as the specific routes or travel paths the project-related traffic will use based on the trip distribution. The major factors affecting route selection are the minimum-time path and minimum-distance path. Often, the minimum-time and distance paths are the same. When the two paths are different, the minimum-time path will usually take precedence, assuming all other factors are equal. Project trips were assigned to the road system based on the results of the trip distribution for the various land uses. Figure 3.16-4 shows the results of the net new project trip assignment. Impacts are considered **less than significant**. No mitigation is required.

### 3.16.5.3 2017 Traffic Impact Analysis

This section includes an analysis of LOS without and with the proposed project in 2017 to determine significant adverse traffic impacts.

Traffic volumes for 2017 without the proposed project were calculated by applying an ambient growth rate of one percent per year to the existing traffic volumes and adding cumulative project traffic as discussed in Section 3.16.1.2, *Future Traffic Volumes and Project Assumptions*. Figures 3.16-5 and 3.16-6 show the traffic volumes in 2017 without and with the proposed project, respectively.

As shown in Table 3.16-6, all intersections will operate at an acceptable LOS except for the intersection of North Citrus Avenue at Badillo Street during the AM and PM peak hours, which operates at LOS E with or without the proposed project.

Even though the intersection of North Citrus Avenue at Badillo Street will operate at an unacceptable LOS E during the AM and PM peak hours, the proposed project will not create a significant adverse impact because the increase in ICU is less than 0.02 and the intersection was already operating at LOS E prior to implementation of the proposed project. The remaining intersections will operate at an acceptable LOS in 2017 with the proposed project. Therefore, implementation of the proposed project will not create significant impacts to the study intersections in the study scenario for 2017. Impacts are considered **less than significant**. No mitigation is required.

**Table 3.16-6  
2017 Level of Service**

Index	Intersection	2017 Conditions				2017 with Project Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1	North Citrus Avenue at I-210 eastbound ramps	0.788	C	0.522	A	0.792	C	0.523	A
2	North Citrus Avenue at Gladstone Street	0.739	C	0.667	B	0.744	C	0.675	B
3	North Citrus Avenue at Arrow Highway	0.802	D	0.820	D	0.835	D	0.846	D
4	Azusa Avenue at East Covina Boulevard	0.496	A	0.598	A	0.509	A	0.603	B
5	North Citrus Avenue at East Covina Boulevard	0.590	A	0.612	B	0.601	B	0.643	A
6	Grand Avenue at East Covina Boulevard	0.641	B	0.686	B	0.652	B	0.691	B
7	North Citrus Avenue at Badillo Street	<b>0.914</b>	<b>E</b>	<b>0.937</b>	<b>E</b>	<b>0.932</b>	<b>E</b>	<b>0.948</b>	<b>E</b>
8	North Citrus Avenue at I-10 westbound ramps	0.631	B	0.551	A	0.633	B	0.553	A

Source: Hartzog & Crabill, Inc., *Covina iTEC / Park & Ride / TOD Traffic Impact Study*: 2016.

Notes: **Bolded** items indicate intersections that operate below the standard for LOS. **Bolded and shaded** items indicate a significant impact.

### 3.16.5.4 2036 Traffic Impact Analysis

This section includes an analysis of LOS without and with the proposed project in 2036 to determine significant adverse traffic impacts.

As discussed in Section 3.16.1.2 above, future daily traffic volumes for 2036 were determined by applying the projected growth factor of 8.1 percent to the 2016 daily traffic volumes. To establish the AM and PM peak hour intersection turning volumes in 2036, the daily traffic volumes were post-processed according to the procedures outlined in the National Cooperative Highway Research Program Report 255 (NCHRP 1982). Figures 3.16-7 and 3.16-8 show the traffic volumes in 2036 without and with the proposed project, respectively.

The City of Covina Bicycle Master Plan proposes to modify East Covina Boulevard from a four-lane road with no striped bike lanes to a two-lane road with striped bike lanes. This “road diet” was included in the analysis for the 2036 scenario.

As shown in Table 3.16-7, all intersections will operate at an acceptable LOS except for the intersection of North Citrus Avenue at Badillo Street during the AM and PM peak hours. The intersection of North Citrus Avenue at Badillo Street will operate an unacceptable LOS E during

the AM and PM peak hours without the project and LOS E and F in the AM and PM peak hours, respectively with the project.

Even though the intersection of North Citrus Avenue at Badillo Street will operate at an unacceptable LOS during the AM and PM peak hours, implementation of the proposed project will not create a significant adverse impact because the increase in ICU is less than 0.02 and the intersection was already operating at an unacceptable LOS without the proposed project. The remaining intersections will operate at an acceptable LOS in 2036 with the proposed project. No significant impacts will occur at study intersections with implementation of the proposed project. Impacts are considered **less than significant**. No mitigation is required.

**Table 3.16-7**  
**2036 Level of Service**

Index	Intersection	2036 Conditions				2036 with Project Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1	North Citrus Avenue at I-210 eastbound ramps	0.835	D	0.553	A	0.839	D	0.555	A
2	North Citrus Avenue at Gladstone Street	0.783	C	0.708	C	0.788	C	0.716	C
3	North Citrus Avenue at Arrow Highway	0.854	D	0.874	D	0.888	D	0.900	D
4	Azusa Avenue at East Covina Boulevard	0.520	A	0.632	B	0.536	A	0.638	B
5	North Citrus Avenue at East Covina Boulevard	0.858	D	0.804	D	0.870	D	0.838	D
6	Grand Avenue at East Covina Boulevard	0.841	D	0.883	D	0.858	D	0.891	D
7	North Citrus Avenue at Badillo Street	<b>0.969</b>	<b>E</b>	<b>0.996</b>	<b>E</b>	<b>0.988</b>	<b>E</b>	<b>1.006</b>	<b>F</b>
8	North Citrus Avenue at I-10 westbound ramps	0.668	B	0.583	A	0.670	B	0.584	B

Source: Hartzog & Crabill, Inc., *Covina iTEC / Park & Ride / TOD Traffic Impact Study*: 2016.

Notes: **Bolded** items indicate intersections that operate below the standard for LOS. **Bolded and shaded** items indicate a significant impact.

### 3.16.5.5 Project Access

The proposed project will have three points of access: two driveways will be located on North Citrus Avenue and the third will be located on East Covina Boulevard. The two driveways on North Citrus Avenue will be restricted to left-in, right-in and right-out movements. The access from East Covina Boulevard will not be restricted. Based on these conditions an LOS analysis was completed. As shown in Table 3.16-8 the proposed project will operate at acceptable levels

at the driveways in both 2017 and 2036. No significant impacts will occur at the access points to the proposed project. Impacts are considered **less than significant**. No mitigation is required.

**Table 3.16-8**  
**Project Driveway Level of Service**

Index	Intersection	2017 with Project Conditions				2036 with Project Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
9	North Citrus Avenue at Project Access 1	10.6	B	11.9	B	10.8	B	12.3	B
10	North Citrus Avenue at Project Access 2	10.5	B	12.7	B	10.7	B	13.1	B
11	Project Access 3 at East Covina Boulevard	13.9	B	13.1	B	18.5	C	17.5	C

Source: Hartzog & Crabill, Inc., *Covina iTEC / Park & Ride / TOD Traffic Impact Study*: 2016.

Notes: **Bolded** items indicate intersections that operate below the standard for LOS. **Bolded and shaded** items indicate a significant impact.

**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?***

The proposed project does not meet the CMP criteria for analysis of CMP intersections or roadways as discussed in Section 3.16.3 above. The City of Covina LOS thresholds are described in Section 3.16.3. As discussed above, based on these standards, no significant impacts will occur with implementation of the proposed project. Impacts are 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?***

The proposed structures would not impede existing air traffic navigational patterns or cause a change in the location of existing airport facilities in the region. **No impact** will 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)?***

The proposed project contains no hazardous design features nor does it contain incompatible uses. **No impact** would occur.

**E. *Would the project result in inadequate emergency access.***

Access to the proposed project would be provided by three driveways: two driveways will be located on North Citrus Avenue and the third will be located on East Covina Boulevard. It is anticipated that this will provide adequate access for emergency vehicles, but the final design will be reviewed by the City’s Fire Department. Impacts are considered **less than significant**. No mitigation is required.

**F. *Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.***

The transit service provider for the City of Covina is LA Metro. The proposed project will not conflict with any LA Metro plans.

As discussed in Section 3.16.1.2, the City of Covina Bicycle Master Plan (Alta Planning + Design 2011) recommended various bicycle facility improvements to North Citrus Avenue and East Covina Boulevard. It was proposed to install striped bike lanes on North Citrus Avenue within the existing curb-to-curb road width. In addition, it was proposed that East Covina Boulevard be modified from a four-lane road with no striped bike lanes to a two-lane road with striped bike lanes, an application commonly referred as a “road diet.” The City is in the process of updating their plans which will include an alternative route for the bicycle lane that was previously planned for North Citrus Avenue. The proposed project site plans include sidewalk widths that are consistent with the circulation element of the City of Covina General Plan. Therefore, the proposed project will not conflict with the City’s plans for bicycle or pedestrian improvements. Impacts are considered **less than significant**. No mitigation is required.

### **3.16.6 Mitigation Measures**

No significant impacts associated with traffic or transportation were determined for the proposed project, therefore no mitigation is required.

### **3.16.7 Significance After Mitigation**

No mitigation measures are necessary as there are no significant impacts related to traffic or transportation. Impacts are considered **less than significant**.

### **3.16.8 References**

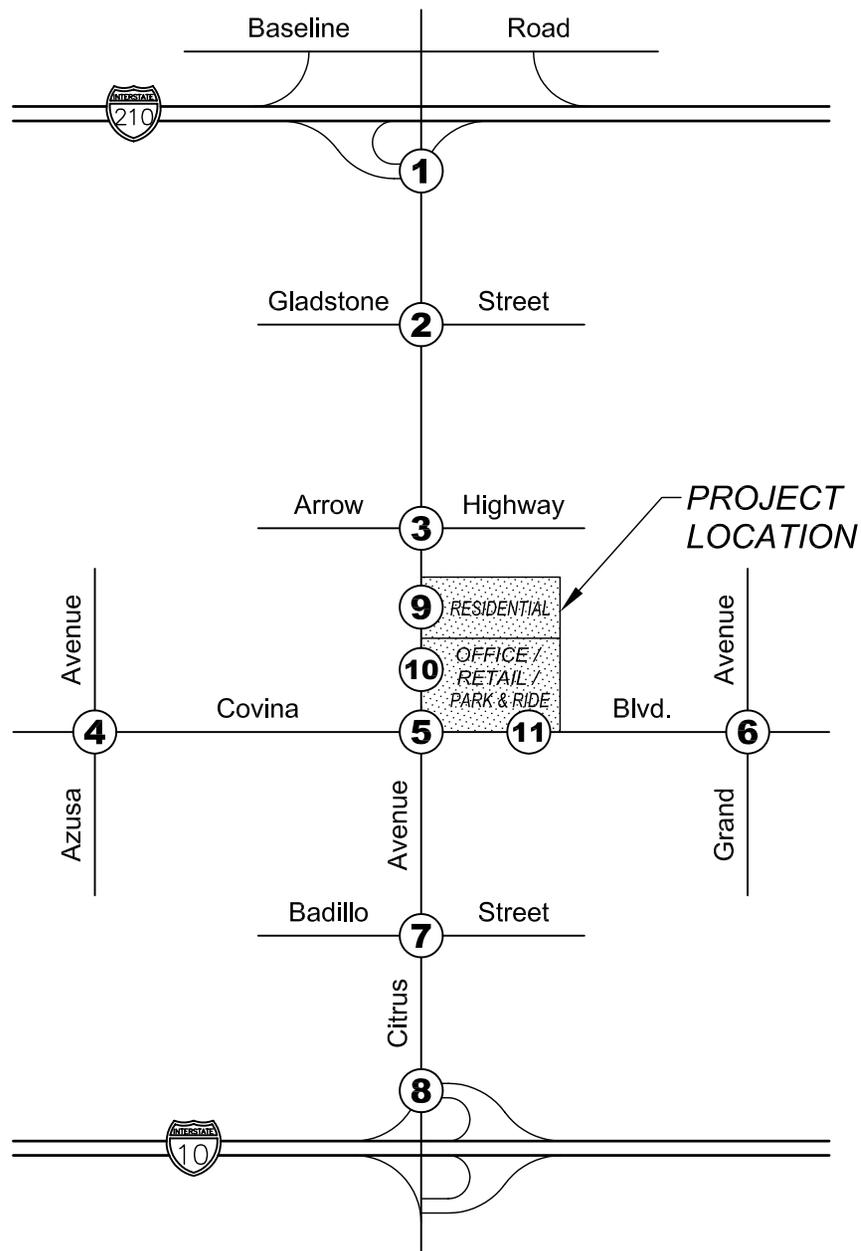
Institute of Traffic Engineers (ITE). 2012. *Trip Generation Manual 9<sup>th</sup> Edition*. 2012.

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Los Angeles County Metropolitan Transportation Authority (Metro). 2010. *2010 Congestion Management Plan*. 2010.

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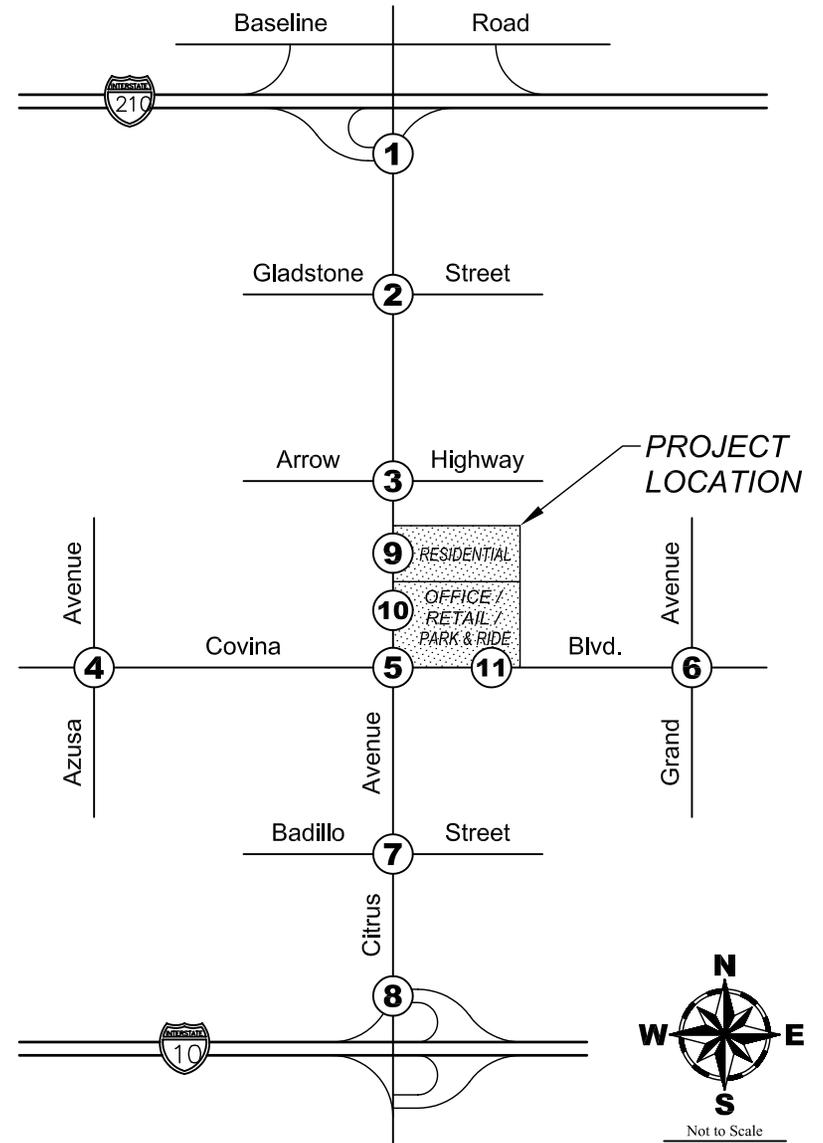
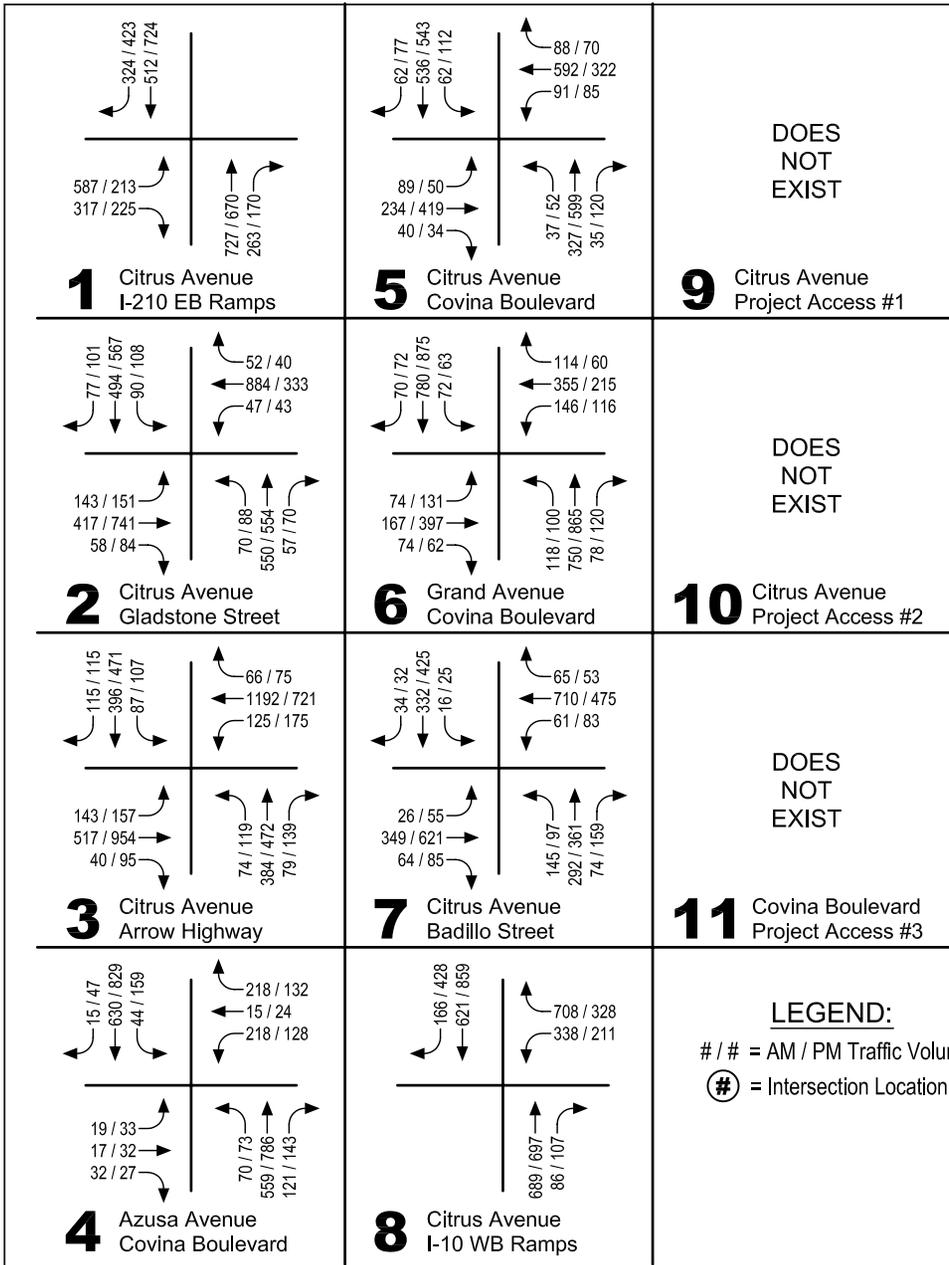
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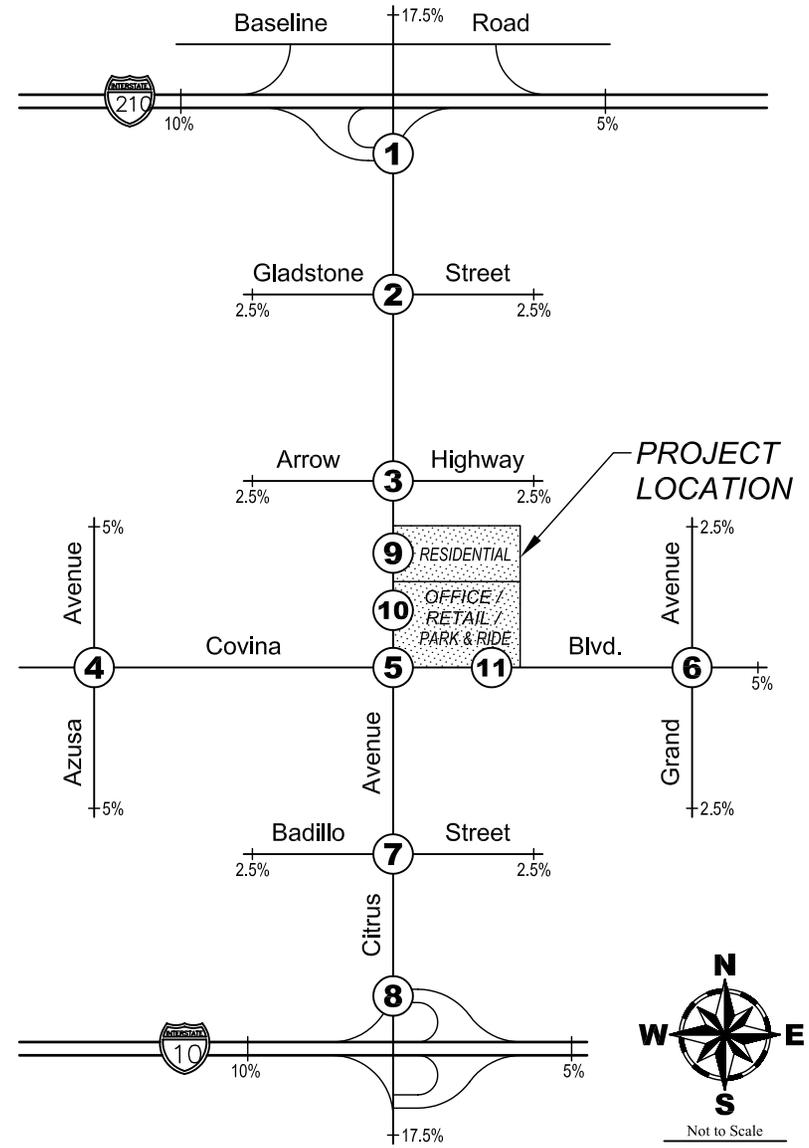
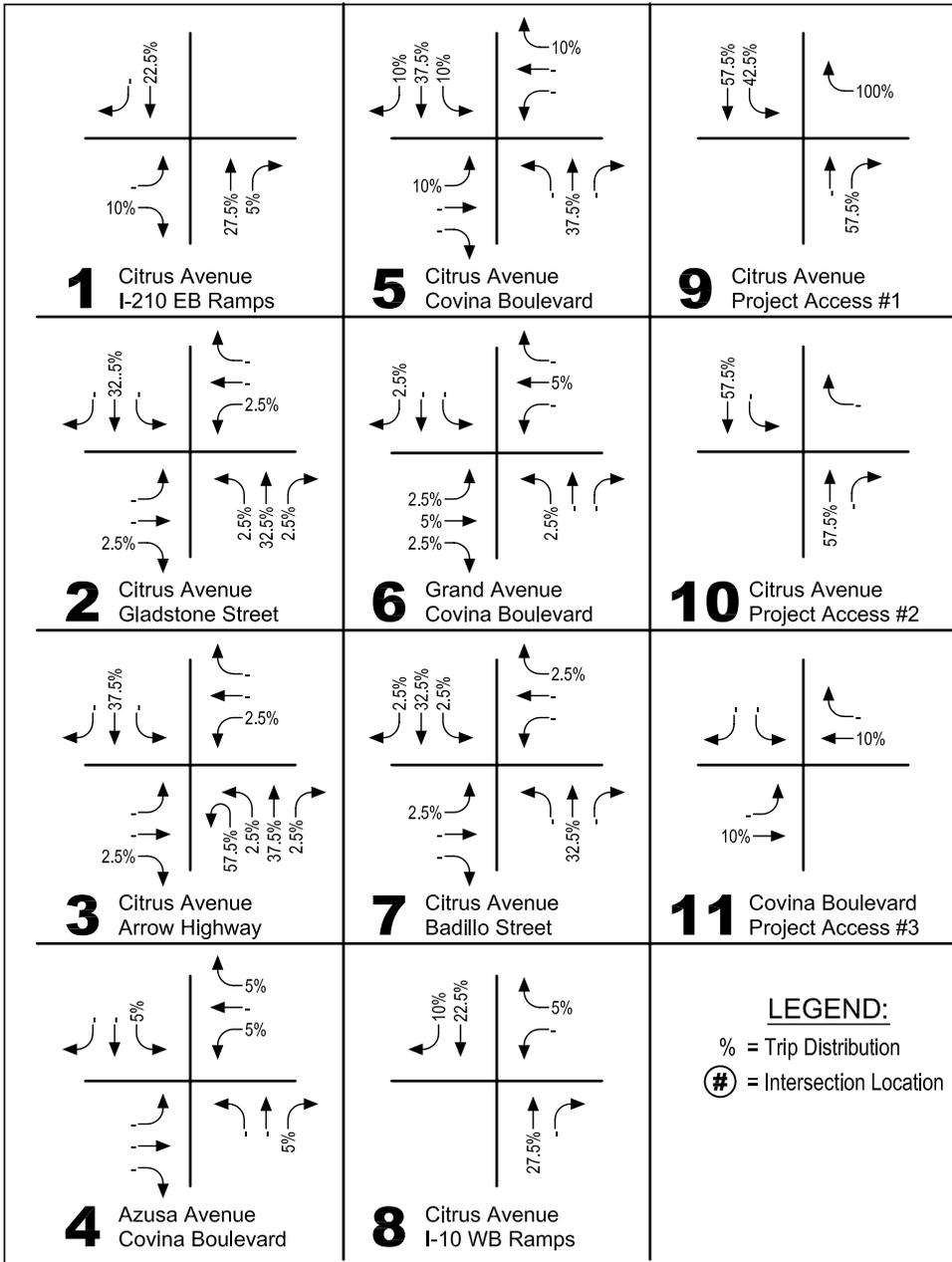
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**FIGURE 3.16-1**  
**Study Intersections**

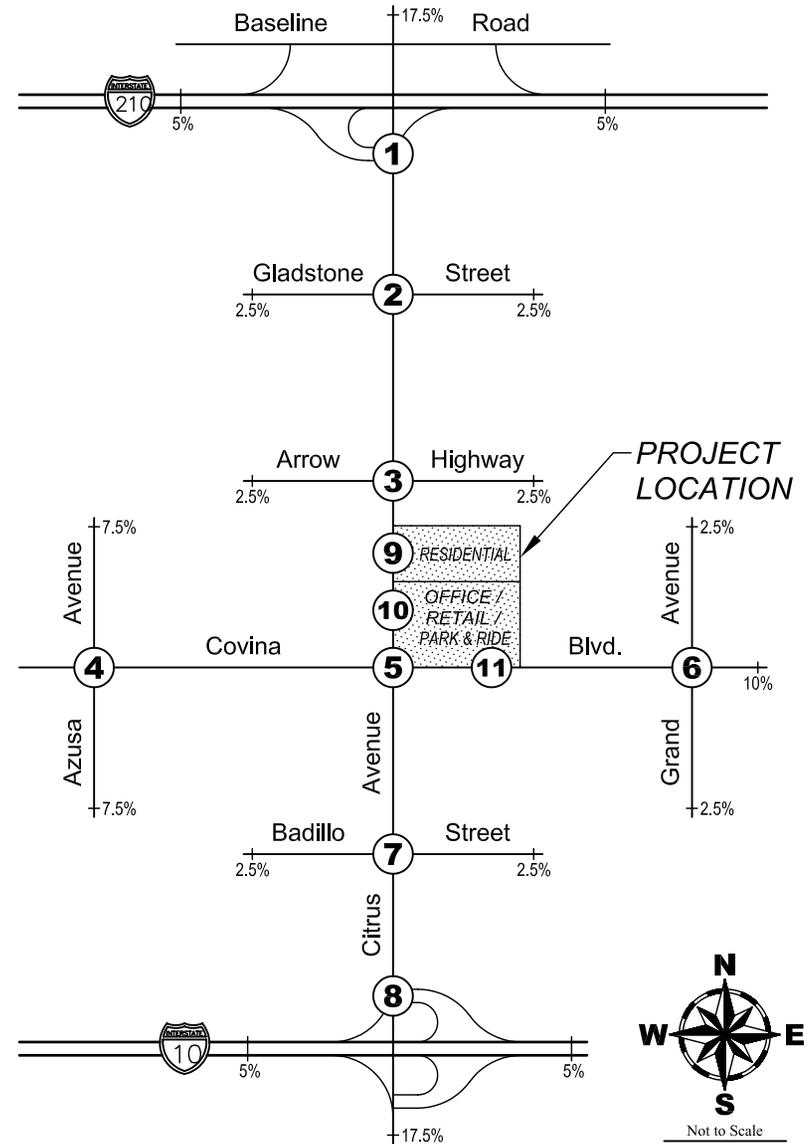
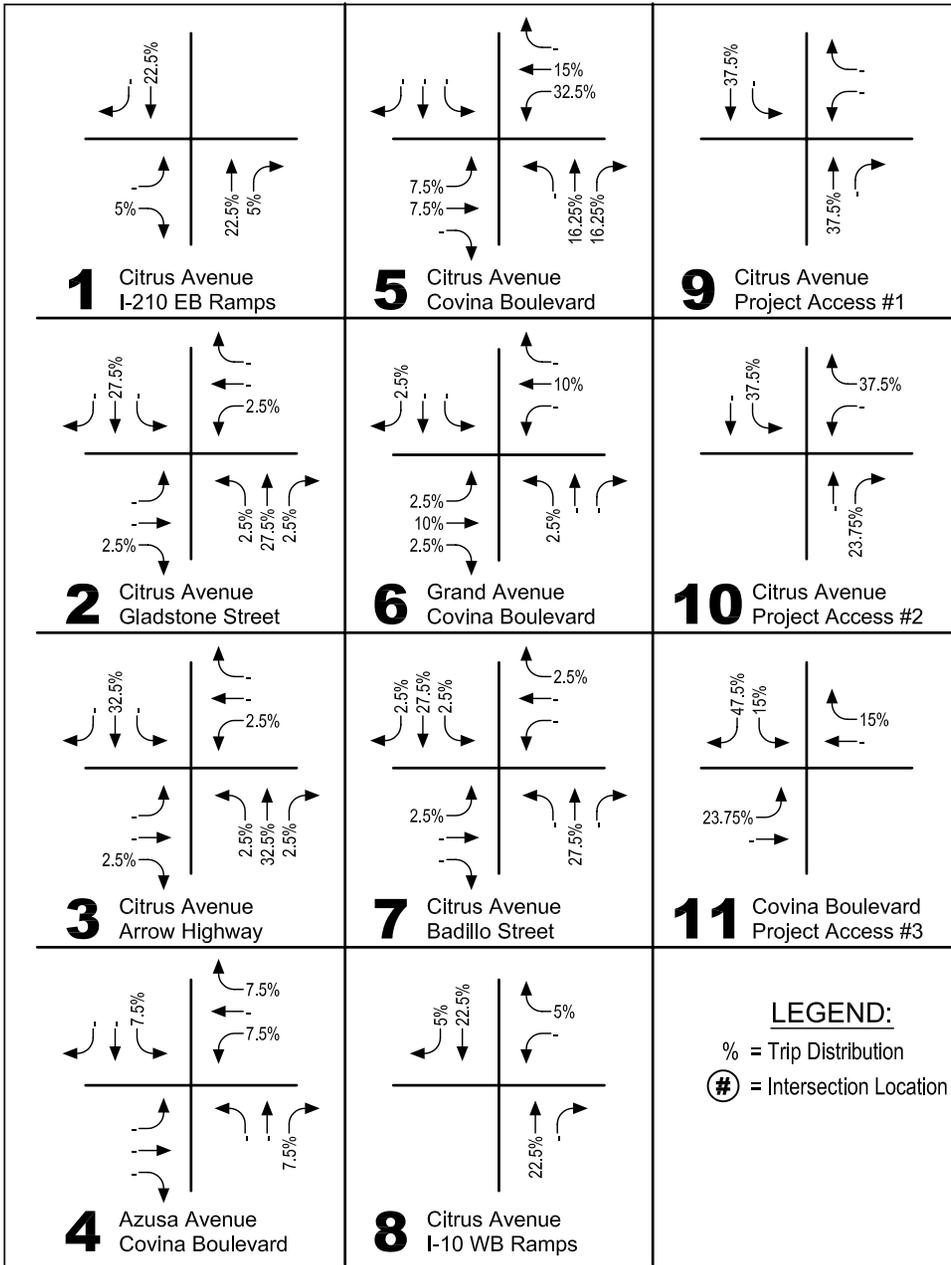
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