

**DRAFT**

**Covina Transit-Oriented Mixed-Use Development  
Project EIR**

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# TABLE OF CONTENTS

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<b><u>Section</u></b>	<b><u>Page No.</u></b>
<b>EXECUTIVE SUMMARY .....</b>	<b>ES-1</b>
ES.1 Introduction.....	ES-1
ES.2 Project Location and Setting.....	ES-1
ES.3 Project Description.....	ES-1
ES.4 Project Objectives .....	ES-2
ES.5 Areas of Controversy .....	ES-4
ES.6 Summary of Environmental Impacts .....	ES-4
ES.7 Alternatives to the Proposed Project.....	ES-5
<b>1.0 INTRODUCTION.....</b>	<b>1-1</b>
1.1 Summary and Scope of the Proposed Project.....	1-1
1.2 CEQA requirements.....	1-2
1.2.1 CEQA Compliance .....	1-2
1.2.2 Environmental Procedures .....	1-3
1.2.3 EIR Organization .....	1-6
<b>2.0 PROJECT DESCRIPTION .....</b>	<b>2-1</b>
2.1 Introduction.....	2-1
2.2 Project Location .....	2-1
2.3 Project Objectives .....	2-1
2.4 Existing Conditions.....	2-3
2.4.1 Existing Site Conditions and Surrounding Land Uses.....	2-3
2.4.2 California Environmental Quality Act Baseline.....	2-3
2.5 Project Characteristics .....	2-4
2.5.1 Project Components .....	2-4
2.5.2 Circulation and Access .....	2-6
2.5.3 Parking.....	2-7
2.5.4 Utilities.....	2-7
2.5.5 Landscaping .....	2-8
2.5.6 Sustainable Design Features .....	2-8
2.5.7 Construction and Phasing .....	2-9
2.5.8 Discretionary Actions .....	2-12
2.6 References.....	2-13
<b>3.0 ENVIRONMENTAL ANALYSIS.....</b>	<b>3-1</b>
3.1 Aesthetics.....	3.1-1
3.1.1 Existing Conditions.....	3.1-1
3.1.2 Regulatory Setting .....	3.1-3

3.1.3	Thresholds of Significance .....	3.1-5
3.1.4	Impacts Analysis.....	3.1-5
3.1.5	Cumulative Impacts .....	3.1-11
3.1.6	Mitigation Measures .....	3.1-14
3.1.7	Significance After Mitigation .....	3.1-14
3.1.8	References.....	3.1-14
3.2	Agriculture and Forestry Resources.....	3.2-1
3.2.1	Existing Conditions.....	3.2-1
3.2.2	Regulatory Setting .....	3.2-1
3.2.3	Thresholds of Significance .....	3.2-3
3.2.4	Impacts Analysis.....	3.2-4
3.2.5	Cumulative Impacts .....	3.2-6
3.2.6	Mitigation Measures .....	3.2-6
3.2.7	Significance After Mitigation .....	3.2-6
3.2.8	References.....	3.2-7
3.3	Air Quality .....	3.3-1
3.3.1	Existing Conditions.....	3.3-1
3.3.2	Regulatory Setting .....	3.3-8
3.3.3	Thresholds of Significance .....	3.3-16
3.3.4	Impacts Analysis.....	3.3-19
3.3.5	Cumulative Impacts .....	3.3-35
3.3.6	Mitigation Measures .....	3.3-36
3.3.7	Significance After Mitigation .....	3.3-38
3.3.8	References.....	3.3-38
3.4	Biological Resources .....	3.4-1
3.4.1	Existing Conditions.....	3.4-1
3.4.2	Regulatory Setting .....	3.4-3
3.4.3	Thresholds of Significance .....	3.4-6
3.4.4	Impacts Analysis.....	3.4-6
3.4.5	Cumulative Impacts .....	3.4-11
3.4.6	Mitigation Measures .....	3.4-12
3.4.7	Significance After Mitigation .....	3.4-14
3.4.8	References.....	3.4-14
3.5	Cultural Resources .....	3.5-1
3.5.1	Existing Conditions.....	3.5-1
3.5.2	Regulatory Setting .....	3.5-6
3.5.3	Thresholds of Significance .....	3.5-11
3.5.4	Impacts Analysis.....	3.5-12
3.5.5	Cumulative Impacts .....	3.5-14

3.5.6	Mitigation Measures .....	3.5-15
3.5.7	Significance After Mitigation .....	3.5-16
3.5.8	References.....	3.5-16
3.6	Geology and SOils .....	3.6-1
3.6.1	Existing Conditions.....	3.6-1
3.6.2	Regulatory Setting .....	3.6-4
3.6.3	Thresholds of Significance .....	3.6-8
3.6.4	Impacts Analysis.....	3.6-9
3.6.5	Cumulative Impacts .....	3.6-13
3.6.6	Mitigation Measures .....	3.6-14
3.6.7	Significance After Mitigation .....	3.6-15
3.6.8	References.....	3.6-15
3.7	Greenhouse Gas Emissions.....	3.7-1
3.7.1	Existing Conditions.....	3.7-1
3.7.2	Regulatory Setting .....	3.7-7
3.7.3	Thresholds of Significance .....	3.7-20
3.7.4	Impacts Analysis.....	3.7-24
3.7.5	Cumulative Impacts .....	3.7-33
3.7.6	Mitigation Measures .....	3.7-33
3.7.7	Significance After Mitigation .....	3.7-33
3.7.8	References.....	3.7-34
3.8	Hazards and Hazardous Materials .....	3.8-1
3.8.1	Existing Conditions.....	3.8-1
3.8.2	Regulatory Setting .....	3.8-6
3.8.3	Thresholds of Significance .....	3.8-13
3.8.4	Impacts Analysis.....	3.8-15
3.8.5	Cumulative Impacts .....	3.8-23
3.8.6	Mitigation Measures .....	3.8-24
3.8.7	Significance after Mitigation .....	3.8-25
3.8.8	References.....	3.8-25
3.9	Hydrology and Water Quality.....	3.9-1
3.9.1	Existing Conditions.....	3.9-1
3.9.2	Regulatory Setting .....	3.9-4
3.9.3	Thresholds of Significance .....	3.9-9
3.9.4	Impacts Analysis.....	3.9-10
3.9.5	Cumulative Impacts .....	3.9-16
3.9.6	Mitigation Measures .....	3.9-18
3.9.7	Significance After Mitigation .....	3.9-18
3.9.8	References.....	3.9-18

3.10	Land Use and Planning .....	3.10-1
	3.10.1 Existing Conditions.....	3.10-1
	3.10.2 Regulatory Setting .....	3.10-6
	3.10.3 Thresholds of Significance .....	3.10-10
	3.10.4 Impacts Analysis.....	3.10-10
	3.10.5 Cumulative Impacts .....	3.10-14
	3.10.6 Mitigation Measures .....	3.10-16
	3.10.7 Level of Significance After Mitigation.....	3.10-16
	3.10.8 References.....	3.10-16
3.11	Mineral Resources .....	3.11-1
	3.11.1 Existing Conditions.....	3.11-1
	3.11.2 Regulatory Setting .....	3.11-1
	3.11.3 Thresholds of Significance .....	3.11-2
	3.11.4 Impacts Analysis.....	3.11-3
	3.11.5 Cumulative Impacts .....	3.11-4
	3.11.6 Mitigation Measures .....	3.11-5
	3.11.7 Significance After Mitigation.....	3.11-5
	3.11.8 References.....	3.11-5
3.12	Noise .....	3.12-1
	3.12.1 Existing Conditions.....	3.12-1
	3.12.2 Regulatory Setting .....	3.12-6
	3.12.3 Thresholds of Significance .....	3.12-13
	3.12.4 Impacts Analysis.....	3.12-15
	3.12.5 Cumulative Impacts .....	3.12-27
	3.12.6 Mitigation Measures .....	3.12-29
	3.12.7 Significance after Mitigation .....	3.12-31
	3.12.8 References.....	3.12-32
3.13	Population and Housing.....	3.13-1
	3.13.1 Existing Conditions.....	3.13-1
	3.13.2 Regulatory Setting .....	3.13-4
	3.13.3 Thresholds of Significance .....	3.13-6
	3.13.4 Impacts Analysis.....	3.13-7
	3.13.5 Cumulative Impacts .....	3.13-8
	3.13.6 Mitigation Measures .....	3.13-9
	3.13.7 Significance After Mitigation .....	3.13-9
	3.13.8 References.....	3.13-10
3.14	Public Services.....	3.14-1
	3.14.1 Existing Conditions.....	3.14-1
	3.14.2 Regulatory Setting .....	3.14-2

3.14.3	Thresholds of Significance .....	3.14-8
3.14.4	Impacts Analysis .....	3.14-9
3.14.5	Cumulative Impacts .....	3.14-12
3.14.6	Mitigation Measures .....	3.14-14
3.14.7	Significance After Mitigation .....	3.14-14
3.14.8	References .....	3.14-14
3.15	Recreation .....	3.15-1
3.15.1	Existing Conditions .....	3.15-1
3.15.2	Regulatory Setting .....	3.15-3
3.15.3	Thresholds of Significance .....	3.15-4
3.15.4	Impacts Analysis .....	3.15-5
3.15.5	Cumulative Impacts .....	3.15-6
3.15.6	Mitigation Measures .....	3.15-7
3.15.7	Significance After Mitigation .....	3.15-7
3.15.8	References .....	3.15-7
3.16	Transportation/Traffic .....	3.16-1
3.16.1	Methodology .....	3.16-1
3.16.2	Existing Conditions .....	3.16-4
3.16.3	Regulatory Setting .....	3.16-7
3.16.4	Thresholds of Significance .....	3.16-8
3.16.5	Impacts Analysis .....	3.16-9
3.16.6	Mitigation Measures .....	3.16-16
3.16.7	Significance After Mitigation .....	3.16-16
3.16.8	References .....	3.16-16
3.17	Utilities and Service Systems .....	3.17-1
3.17.1	Existing Conditions .....	3.17-1
3.17.2	Regulatory Setting .....	3.17-2
3.17.3	Thresholds of Significance .....	3.17-6
3.17.4	Impacts Analysis .....	3.17-7
3.17.5	Cumulative Impacts .....	3.17-14
3.17.6	Mitigation Measures .....	3.17-15
3.17.7	Significance After Mitigation .....	3.17-15
3.17.8	References .....	3.17-15
<b>4.0</b>	<b>ALTERNATIVES .....</b>	<b>4-1</b>
4.1	Selection of Alternatives .....	4-1
4.1.1	Proposed Project .....	4-1
4.1.2	Alternatives Considered But Rejected .....	4-4
4.2	Alternatives Carried Forward for Consideration .....	4-6
4.2.1	Alternative 1 – No Project (Vacant K-Mart Building) Alternative .....	4-7

4.2.2 Alternative 2 – No Project (Planned Development) Alternative ..... 4-9

4.2.3 Alternative 3 – Corner Parcel Acquisition Alternative..... 4-14

4.2.4 Alternative 4 – Reduced iTEC Alternative..... 4-16

4.2.5 Alternative 5 – Reduced iTEC with Senior Center Alternative..... 4-17

4.3 Environmentally Superior Alternative ..... 4-19

**5.0 OTHER CEQA REQUIREMENTS..... 5-1**

5.1 Significant Unavoidable Environmental Impacts ..... 5-1

5.2 Effects Not Found to be Significant..... 5-1

5.3 Significant Irreversible Environmental Changes ..... 5-1

5.4 Growth-Inducing Impacts ..... 5-3

5.5 References..... 5-5

**APPENDICES**

A NOP and NOP Comment Letters

B Air Quality and Greenhouse Gas Modeling Data

C Cultural Resources Information

D Geology and Soils Report

E Hazards and Hazardous Materials Reports

F Land Use Consistency Table

G Noise Modeling Data

H Traffic Impact Study

**FIGURES**

2-1 Regional Location ..... 2-15

2-2 Vicinity Map ..... 2-17

2-3 Project Site ..... 2-19

2-4 Conceptual Site Plan ..... 2-21

3.1-1 Site Plan and Street Level Rendering of Residential Townhome Units ..... 3.1-15

3.1-2 Bird’s Eye Rendering of Transit Center and Park & Ride Facility ..... 3.1-17

3.10-1 Existing Covina General Plan Land Use Map ..... 3.10-17

3.10-2 Existing Covina Zoning Map..... 3.10-19

3.12-1 Measured and Modeled Receiver Locations..... 3.12-33

3.16-1 Study Intersections..... 3.16-19

3.16-2 Existing Volumes AM & PM ..... 3.16-21

3.16-3a Project Trip Distribution - Residential..... 3.16-23

3.16-3b Project Trip Distribution – Office/Retail ..... 3.16-25

3.16-3c Project Trip Distribution – Transit Park & Ride..... 3.16-27

3.16-4 Project Trip Assignment ..... 3.16-29

3.16-5	2017 without Project Volumes.....	3.16-31
3.16-6	2017 with Project Volumes.....	3.16-33
3.16-7	2036 without Project Volumes.....	3.16-35
3.16-8	2036 with Project Volumes.....	3.16-37
4-1	Alternative 3 – Conceptual Site Plan.....	4-23

**TABLES**

ES-1	Summary of Environmental Impacts and Mitigation Measures .....	ES-8
3.3-1	Ambient Air Quality Standards .....	3.3-9
3.3-2	South Coast Air Basin Attainment Classification.....	3.3-13
3.3-3	Ambient Air Quality Data.....	3.3-15
3.3-4	SCAQMD Air Quality Significance Thresholds .....	3.3-17
3.3-5	Localized Significance Thresholds for Source Receptor Area 9 (East San Gabriel Valley) .....	3.3-19
3.3-6	Land Development Construction Scenario Assumptions .....	3.3-23
3.3-7	Residential Townhome Units Construction Scenario Assumptions .....	3.3-24
3.3-8	Transit Center and Park & Ride Construction Scenario Assumptions .....	3.3-25
3.3-9	iTEC Construction Scenario Assumptions .....	3.3-25
3.3-10	Estimated Maximum Daily Construction Emissions.....	3.3-27
3.3-11	Estimated Maximum Daily Operational Emissions.....	3.3-28
3.5-1	Previously Conducted Cultural Resources Studies Within One-Mile of the Project Site.....	3.5-1
3.7-1	GHG Emissions Sources in California .....	3.7-4
3.7-2	City of Covina Baseline (Year 2006) Community-Wide GHG Emissions Inventory.....	3.7-4
3.7-3	Project Estimated Annual Construction GHG Emissions.....	3.7-25
3.7-4	Estimated Annual Operational Greenhouse Gas Emissions .....	3.7-26
3.7-5	Project Consistency with Scoping Plan GHG Emission Reduction Strategies.....	3.7-28
3.8-1	Review of Site Building Permits.....	3.8-1
3.8-2	Review of Historical Aerial Photographs .....	3.8-3
3.8-3	Summary of Environmental Agency Lists, Search Distance, Listings .....	3.8-5
3.9-1	Watershed Designations by Agency/Source.....	3.9-2
3.9-2	CWA Section 303(d) Impairments .....	3.9-3
3.9-3	State and Regional Water Quality-Related Permits and Approvals .....	3.9-6
3.12-1	Typical Sound Levels in the Environment and Industry .....	3.12-1
3.12-2	Measured Noise Levels.....	3.12-5
3.12-3	Measured Noise Levels.....	3.12-6
3.12-4	Land Use Compatibility for Community Noise Environments .....	3.12-7
3.12-5	Exterior Noise Level Limits (Stationary Noise Sources) .....	3.12-9

3.12-6	Construction Equipment Maximum Noise Levels.....	3.12-16
3.12-7	Construction Noise Model Results Summary.....	3.12-17
3.12-8	Traffic Noise (Existing plus Project Noise Levels).....	3.12-22
3.12-9	Traffic Noise (Future-without-Project and Future-with-Project) .....	3.12-23
3.12-10	Summary of On-Site Future (Cumulative plus Project) Unmitigated Traffic Noise Levels (dBA L <sub>dn</sub> ).....	3.12-24
3.13-1	Forecasted Population Growth in Los Angeles County and the City of Covina .....	3.13-2
3.13-2	Housing Units, Households, Vacancy Rates, and Persons per Household in the City of Covina 2010-2016.....	3.13-3
3.13.3	City of Covina Employed Workforce by Industry for 2014 .....	3.13-3
3.15-1	City of Covina Existing Plaza, Parks and Ball Fields.....	3.15-1
3.16-1	Study Intersections.....	3.16-1
3.16-2	Level of Service Criteria for Signalized Intersections.....	3.16-3
3.16-3	Level of Service Criteria for Unsignalized Intersections.....	3.16-4
3.16-4	Existing Level of Service.....	3.16-6
3.16-5	Project Vehicle Trip Generation .....	3.16-11
3.16-6	2017 Level of Service .....	3.16-13
3.16-7	2036 Level of Service .....	3.16-14
3.16-8	Project Driveway Level of Service .....	3.16-15
4-1	Comparison of Impacts .....	4-20

## EXECUTIVE SUMMARY

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This section provides a summary of the Draft Environmental Impact Report (EIR) for the proposed Covina Transit-Oriented Mixed-Use Development Project (project or proposed project). This section provides a summary of the proposed project, areas of known controversy and issues to be resolved, a summary of project alternatives, and a summary of all project impacts, associated mitigation measures, and ultimate level of significance after mitigation is applied.

### ES.1 INTRODUCTION

This EIR has been prepared by the City of Covina (City) to evaluate potential environmental effects that would result from development of the proposed project. This EIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (Cal. Pub. Res. Code, Section 21000 et. seq., as amended) and implementing guidelines (Cal. Code Regs., Title 14, Section 15000 et. seq.). The City is the lead agency under CEQA.

### ES.2 PROJECT LOCATION AND SETTING

The project site is located in the City of Covina in the southeastern portion of Los Angeles County, approximately 22 miles east of downtown Los Angeles. The proposed project site is composed of a former K-Mart property, located at 1162 North Citrus Avenue, and an existing private school property, located at 177 East Covina Boulevard. The project site encompasses approximately 10.66 acres on three parcels (Assessor's Parcel Numbers 8406-019-019, 8406-019-020, and 8406-019-017). The proposed project is located in an urban setting and is bounded by North Citrus Avenue to the west, East Covina Boulevard to the south, and residential developments to the north and east.

### ES.3 PROJECT DESCRIPTION

The proposed project would involve a General Plan Amendment and Specific Plan to develop a mixed-use transit-oriented development project. The proposed project would consist of three primary components: 1) a Transit Center and Park & Ride facility; 2) the Covina Innovation, Technology, and Event Center (iTEC)—an event center and professional office/business incubator space; and 3) residential townhome units. The proposed project is a result of coordination between three distinct entities, each of which would design, own, and operate their respective portion of the overall mixed-use development. The City would design, own, and operate the iTEC component; MLC Holdings, Inc./Meritage Homes (MLC) would develop the residential townhome component; and Foothill Transit would design, own and operate the Transit Center and Park & Ride facility. Each of these project components is summarized below.

**Transit Center and Park & Ride Facility.** The Transit Center and Park & Ride facility would be located south of the residential component and north of the Covina iTEC component of the proposed project, consisting of a parking structure, transit-related retail, a bus depot, and electric bus charging stations. The Transit Center and Park & Ride facility would comprise approximately 2.99 acres of the total 10.66-acre project site. The parking structure would be located adjacent to the proposed residential uses, with ingress along North Citrus Avenue and egress along East Covina Boulevard, and would be approximately three levels in height and approximately 50,000 square feet in footprint. The parking structure would support approximately 350 to 400 parking stalls. 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. A proposed “Covina Express Line” and the existing local line #281 would stop at the transit center.

**Covina Innovation, Technology, and Event Center (iTEC).** The iTEC would be situated in the southeastern portion of the project site and would consist of the following uses (square footages are approximate): 10,000 square feet of event center space; 11,000 square feet of business/technology incubation areas that would provide 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 be adjacent to the iTEC to the east with 111 spaces allocated for the event center. The iTEC would be a maximum of two stories (up to approximately 35 feet in height). The iTEC component of the proposed project would comprise approximately 1.55 acres of the total 10.66-acre project site.

**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. Each unit would average approximately 1,900 square feet in size, for a total residential square footage of approximately 228,000 square feet. The three-story residential buildings would be no more than 36 feet in height to the top of the roof (29 feet to the eaves) and configured in a courtyard arrangement allowing interaction between residents. The units are expected to include small private patios at the ground level to allow for outdoor living. This component of the overall proposed project would include a private recreation area of approximately 7,400 square feet along the eastern site boundary. The residential component would include two attached garage parking spaces for each unit (up to 240) and approximately .58 on-site guest parking stalls per unit (up to 69), for a total of approximately over 300spaces.

## ES.4 PROJECT OBJECTIVES

The proposed project is a result of coordination between three distinct entities, each of which would design, own, and operate their respective portion of the overall mixed-use development.

The City would design, own, and operate the iTEC component; MLC would develop the residential townhome component to be sold at a later time to a separate operator; and Foothill Transit would design, own, and operate the Transit Center and Park & Ride facility. As such, the proposed project objectives include City objectives, Foothill Transit objectives, and objectives of the applicant. (Note: The City is an applicant, along with Foothill Transit and MLC)

The City and Foothill Transit's objectives are as follows:

- Repurpose the project site with a development concept that is innovative, high-quality in design, meets the community's need for public facilities, infrastructure, transportation and transit-related residences.
- Revitalize the project site with a development that creates a regional destination to attract new visitors to Covina, raise the positive image profile of Covina in the region and meet the daily needs of Covina residents and businesses.
- Introduce an innovative use of the property that will have a positive impact upon adjoining commercial properties.
- Close a north/south "transportation gap" that currently exists between the Metro Gold Line, the Covina Metrolink Station, and the Interstate 10 Freeway.
- Add new high-quality residences that will meet an emerging need for entry-level homeownership opportunities, focused on access to the regional transportation network.

Additionally, Foothill Transit's objectives are also as follows:

- Increase the regional accessibility and mobility of bus patrons within Covina and nearby cities.
- Provide a transit center and parking facility in an area that will satisfy the parking demands for Foothill Transit customers, while decreasing on-street parking along city streets parallel to the proposed transit center location.
- Reduce automobile vehicle miles traveled (VMT) and associated emissions to benefit air quality.
- Include facility design features that minimize environmental impacts on surrounding land uses.

MLC's objectives are as follows:

- Create a mixed-use, transit oriented project in the City of Covina.
- Incorporate a new residential community into an existing core of nearby retail services, restaurants, theatres and transit amenities.

- Minimize the impact to the regional environment through the incorporation of a mixed-use, transit oriented community.
- Provide a dedicated community area that includes a swimming pool, barbeque area, associated furniture, showers and restrooms for residents and guests of the community to enjoy time relaxing with family and friends.
- Provide an opportunity for residents to minimize the use of their cars and reduce the time spent commuting and reallocate that time to spend with family.
- Build homes and deliver the American dream in a sustainable and environmentally friendly manner.

## **ES.5 AREAS OF CONTROVERSY**

A Notice of Preparation for this EIR was released on May 11, 2016, beginning the 30-day public scoping period for the EIR. During the public scoping period, input is obtained from public agencies and the general public regarding the environmental issues and concerns that may potentially result from the proposed project. The City received four comment letters in response to the Notice of Preparation. Copies of these comment letters are provided in Appendix A of this EIR. The primary areas of controversy identified by the public and agencies included the following potential issues (the EIR section that addresses the issue raised is provided in parentheses):

- Potential traffic and transportation impacts, including pedestrian safety (Section 3.16, Transportation and Traffic)
- Maintaining clearances around adjacent Southern California Edison overhead electrical facilities

## **ES.6 SUMMARY OF ENVIRONMENTAL IMPACTS**

This EIR has been prepared to assess the potentially significant effects on the environment that could result from implementation of the proposed project. For a detailed discussion regarding potential significant impacts, please see Chapter 3.0, Environmental Analysis, of this EIR.

As required by CEQA, a summary of the proposed project's impacts is provided in Table ES-1, Summary of Project Impacts, below. Also provided in Table ES-1 is a list of the proposed mitigation measures that are recommended in response to the potentially significant impacts identified in the EIR, as well as a determination of the level of significance of the impacts after implementation of the recommended mitigation measures.

## **ES.7 ALTERNATIVES TO THE PROPOSED PROJECT**

CEQA Guidelines Section 15126.6 requires consideration and discussion of alternatives to the proposed project in an EIR. Five alternatives are reviewed in Chapter 4.0 of this EIR and are summarized below.

### **Alternative 1 – No Project (Vacant K-Mart Building) Alternative**

Under Alternative 1, the existing environment on the project site would remain in place. The project site is composed of a former K-Mart, located at 1162 North Citrus Avenue, and a private school, located at 177 East Covina Boulevard. The former K-Mart store has been closed for several years and is currently a vacant commercial building. Under Alternative 1, the K-Mart building and associated surface parking area would remain vacant and unused. The private school would continue its current operations. The proposed Transit Center and Park & Ride facility, iTEC, and residential townhome units would not be constructed on the project site. This alternative would result in no new environmental impacts and would avoid the proposed project's impacts. This alternative would not achieve any of the project objectives.

### **Alternative 2 – No Project (Planned Development) Alternative**

The exiting commercial structure on the project site was previously occupied and used by K-Mart. Alternative 2 assumes that a similar commercial tenant would occupy this vacant building and would use the associated surface parking lot. Because the on-site commercial structure has been vacant for several years, it is assumed that the new commercial tenant would make improvements to the project site and to the existing structure. Improvements are anticipated to consist of re-surfacing the existing surface parking lot, exterior improvements to the existing structure, and interior modifications to the existing structure. The existing landscaping would generally be retained and the K-Mart building would be retained. The private school would also remain in place and would continue its current operations. This alternative would reduce many of the proposed project's environmental impacts. This alternative would not achieve any of the project objectives.

### **Alternative 3 – Corner Parcel Acquisition Alternative**

The City does not currently control the lot that is located on the northeast corner of East Covina Boulevard and North Citrus Avenue. (This lot is currently occupied by a strip mall of approximately 21,719 square feet). As such, the proposed project does not include any development on this lot. However, Alternative 3 assumes that the City would successfully acquire this corner lot and would develop it as part of the proposed project. The configuration of the iTEC would be slightly modified to account for the incorporation of the corner lot into the project site. (Development of the residential townhomes and Transit Center and Park & Ride

facility would be the same as the proposed project.) Under Alternative 3, the event center and the office areas within the iTEC would be divided into two separate structures. The event center would be located in the southwestern corner of the project site (on the acquired corner parcel) and would be 10,000 square feet in size. To the east of the event center would be a separate building containing professional office space. This building would total 11,000 square feet. Of this area, approximately 5,000 square feet would be dedicated to business incubator use. The two buildings comprising the iTEC would be reduced in height relative to the iTEC that would be developed under the proposed project. All other components of the iTEC would remain the same as the proposed project. The environmental impacts of this alternative would generally be identical to those identified for the proposed project, with the exception of impacts to visual character, which would be reduced. This alternative would meet all the project objectives.

#### **Alternative 4 – Reduced iTEC Alternative**

Under this alternative, the size of the proposed iTEC building would be reduced to 12,000 square feet from the proposed project's size of 21,000 square feet. The reduced iTEC would accommodate an event center and business incubator space. No professional office space would be provided within the iTEC. The iTEC building would be reduced in height relative to the iTEC that would be developed under the proposed project. All other components of the iTEC would remain the same. The corner lot that would become part of the project site under Alternative 3 would not be part of the project. The residential and transit portions of the project would remain the same as the proposed project. This alternative would reduce the proposed project's aesthetic impact, due to the reduced height of the iTEC. This alternative would slightly reduce the impacts of the proposed project in the categories of air quality, noise, and traffic, due to the reduced square footage of the iTEC. All other environmental impacts would generally be identical to those identified for the proposed project. Alternative 4 would generally meet the project objectives, although to a slightly lesser degree than Alternative 3.

#### **Alternative 5 – Reduced iTEC with Senior Center Alternative**

Under this alternative, the size of the proposed iTEC building would be reduced to 15,000 square feet from the proposed project's size of 21,000 square feet. The office space area would no longer be part of the iTEC. Instead, the iTEC would accommodate an event center and a senior center. All other components of the iTEC would remain the same. The corner lot that would become part of the project site under Alternative 3 would not be part of the project. The residential and transit portions of the project would remain the same as the proposed project. This alternative would reduce the proposed project's aesthetic impact, due to the reduced height of the iTEC, and would slightly reduce the impacts of the proposed project in the categories of air quality, noise, and traffic, although not to the same extent as Alternative 4. All other environmental impacts would remain the same as those identified for the proposed project.

Alternative 5 would generally meet the project objectives but to a lesser degree than Alternative 3 and Alternative 4.

### **Environmentally Superior Alternative**

CEQA Guidelines Section 15126.6(e)(2) requires identification of an environmentally superior project alternative. Alternative 1 would be the environmentally superior alternative, since it would not result in any new environmental impacts. However, the CEQA Guidelines state that if the “no project” alternative is determined to be the environmentally superior alternative, then the EIR shall identify another environmentally superior alternative among the remaining alternatives. Aside from the “no project” alternatives, Alternative 4 would result in the greatest reduction in environmental impacts among the remaining alternatives, when compared to the proposed project. Additionally, Alternative 4 meets the basic project objectives. For these reasons, Alternative 4 would be the environmentally superior alternative among those that are not “no project” alternatives.

**Table ES-1**  
**Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<i>Aesthetics</i>			
a. Would the project have a substantial adverse effect on a scenic vista?	Less than significant	N/A	Less than significant
b. Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No impact	N/A	No impact
c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	Less than significant	N/A	Less than significant
d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Potentially significant	<p><b>MM-AES-1</b> New sources of exterior lighting on the project site shall be shielded and directed downward to avoid light spillover onto adjacent residential developments to the north and east. Exterior overhead lighting shall also be of the minimum required intensity to provide for safety and security of project residents and visitors. Nighttime operation of new sources of lighting shall be consistent with that of existing lighting sources in the area.</p> <p><b>MM-AES-2</b> Prior to the issuance of building permits, the project applicants shall prepare and submit to the City for review a photometric study for the proposed residential townhome development and parking structure to ensure that off-site residential land uses to the north and east are not subjected to unnecessary light spillover and trespass. A detailed lighting plan shall be developed for the residential townhome development and parking structure and shall be utilized by a qualified photometric specialist to prepare the photometric study. If excessive light spillover is identified in the photometric, then appropriate measures including but not limited to use of lower intensity lighting shall be considered to avoid unnecessary light spillover and trespass.</p>	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

<b>Environmental Topic</b>	<b>Impact Before Mitigation</b>	<b>Mitigation Measure(s)</b>	<b>Level of Significance After Mitigation</b>
Would the project have a cumulative aesthetic and/or lighting impact?	Potentially significant	<b>MM-AES-1</b> <b>MM-AES-2</b>	Less than significant
<i>Agriculture and Forestry Resources</i>			
a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses?	No impact	N/A	No impact
b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	No impact	N/A	No impact
c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No impact	N/A	No impact

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

<b>Environmental Topic</b>	<b>Impact Before Mitigation</b>	<b>Mitigation Measure(s)</b>	<b>Level of Significance After Mitigation</b>
d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?	No impact	N/A	No impact
e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No impact	N/A	No impact
Would the project have a cumulative agriculture and forestry resources impact?	No impact	N/A	No impact
<i>Air Quality</i>			
a. Would the project conflict with or obstruct implementation of the applicable air quality plan?	Less than significant	N/A	Less than significant
b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Less than significant	N/A	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Less than significant	N/A	Less than significant
d. Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially significant	<p><b>MM-AQ-1</b> The following dust control measures shall be implemented by the contractor/builder to reduce fugitive dust PM<sub>10</sub> and PM<sub>2.5</sub> emissions generated during earthmoving construction activities of all three components of the proposed project:</p> <ul style="list-style-type: none"> <li>a. During clearing, grading, earthmoving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems shall be used to prevent dust from leaving the project site and to create a crust after each day's activities cease.</li> <li>b. During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the project site. At a minimum, this would include wetting down such areas later in the morning, after work is completed for the day, and whenever winds exceed 15 miles per hour.</li> <li>c. Soil stockpiled for more than 2 days shall be covered, kept moist, or treated with soil binders to prevent dust generation.</li> <li>d. Speeds on unpaved roads shall be reduced to less than 15 miles per hour.</li> <li>e. All grading and excavation operations shall be halted when wind</li> </ul>	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>speeds exceed 25 miles per hour.</p> <p>f. Dirt and debris spilled onto paved surfaces at the project site and on the adjacent roadways shall be swept, vacuumed, and/or washed at the end of each workday.</p> <p>g. All trucks hauling dirt, sand, soil, or other loose material to and from the construction site shall be covered and/or a minimum 2 feet of freeboard shall be maintained.</p> <p>h. At a minimum, at each vehicle egress from the project site to a paved public road, a pad consisting of washed gravel (minimum size: 1 inch) shall be installed and maintained in clean condition to a depth of at least 6 inches and extending at least 30 feet wide and at least 50 feet long (or as otherwise directed by the SCAQMD).</p> <p>i. Any additional requirements of SCAQMD Rule 403 shall be reviewed and complied with.</p> <p><b>MM-AQ-2</b> During project demolition, site preparation, and grading activities, off-road equipment with engines rated at 75 horsepower or greater, shall meet Tier 3 engine standards or better. An exemption from these requirements may be granted by the City of Covina in the event that the applicant documents that (1) equipment with the required tier is not reasonably available (e.g., reasonability factors to be considered include those available within Los Angeles County within the scheduled construction period), and (2) corresponding reductions in criteria pollutant emissions are achieved from other construction equipment. Based on the anticipated equipment for these phases, this measure would be applicable to, but not limited to, excavators, graders, rubber tired dozers, and tractors/loaders/backhoes used during earth moving activities.</p>	
e. Would the project create objectionable odors affecting a substantial number of people?	Less than significant	N/A	Less than significant
Would the project have a cumulative air quality impact?	Less than significant	N/A	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<i>Biological Resources</i>			
<p>a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	Potentially significant	<p><b>MM-BIO-1</b> Ground-disturbance and vegetation removal activities should take place outside of the general nesting bird season, from approximately March 1 through August 31 (as early as February 1 for raptors), to the greatest extent feasible. If vegetation removal and/or construction activities (including disturbances to vegetation, structures, and substrates) will occur during the general bird nesting season (i.e., between March 1 and August 31, and as early as February 1 for raptors), preconstruction surveys for nesting native birds and raptors shall be conducted by a qualified biologist, no more than 3 days prior to construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone (500-foot radius for raptors) to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds or raptors.</p> <p>If active nests are found (CDFW defines "active" as any nest that is under construction or modification; USFWS defines "active" as any nest that is currently supporting viable eggs, chicks, or juveniles), clearing and construction shall be postponed or halted within a buffer area established by the qualified biologist that is suitable to the particular bird species and location of the nest (typically a starting point of 250 feet for most birds and 500 feet for raptors, but may be reduced as approved by a qualified biologist), until the nest is vacated and/or juveniles have fledged, as determined by the qualified biologist. The construction avoidance area shall be clearly demarcated in the field (i.e., fencing, staking, or flagging) for avoidance. A qualified biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur. The results of the surveys, including graphics showing the locations of any active nests detected, and documentation of any avoidance measures taken, shall be submitted to the City within 14 days of completion of the pre-construction surveys or construction monitoring to document compliance with applicable state and federal laws pertaining to the protection of native birds. Surveys, and resulting buffers, will be repeated if construction within any phase is paused for more than 30 days.</p>	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p><b>MM-BIO-2</b> No more than 30 days prior to construction (including demolition work and tree trimming/removal activities), a qualified biologist will conduct a visual and acoustic preconstruction survey for roosting special-status bats and/or sign (i.e., guano) within 300 feet of suitable bat roosting habitat (i.e., buildings and/or trees). A minimum of one day and one evening will be included in the visual preconstruction survey, which should concentrate on the period when roosting bats are most detectable (i.e., when leaving the roosts between one hour before sunset and two hours after sunset). If special-status bats are not detected, no additional measures are required.</p> <p>If an active maternity roost is identified, the maternity roost will not be directly disturbed, and construction activities will maintain an appropriate distance (e.g., 300-foot avoidance buffer) until the maternity roost is vacated and juveniles have fledged, as determined by a qualified biologist. The rearing season for native bat species in California is approximately March 1 through August 31. If non-breeding special-status bat roosts (hibernacula or non-maternity roosts) are found, the individuals shall be safely evicted, under the direction of a qualified biologist, by opening the roosting area to allow airflow through the cavity or other means determined appropriate by a qualified biologist (e.g., installation of one-way doors). If flushing species from a tree roost is required, this shall be done when temperatures are sufficiently warm for bats to exit the roost, because bats do not typically leave their roost daily during winter months. In situations requiring one-way doors, a minimum of one week shall pass after doors are installed and temperatures should be sufficiently warm (for winter hibernacula) for bats to exit the roost. This action should allow all bats to leave during the course of one week. If a roost needs to be removed and a qualified biologist determines that the use of one-way doors is not necessary, the roost shall first be disturbed following the direction of the qualified biologist at dusk to allow bats to escape during the darker hours. Once the bats escape, the roost site shall be removed or the construction disturbance shall occur the next day (i.e., there shall be no less or more than one night between initial disturbance and the roost removal).</p>	

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

<b>Environmental Topic</b>	<b>Impact Before Mitigation</b>	<b>Mitigation Measure(s)</b>	<b>Level of Significance After Mitigation</b>
b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	No impact	N/A	No impact
c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No impact	N/A	No impact
d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Potentially significant	<b>MM-BIO-1</b> <b>MM-BIO-2</b>	Less than significant
e. Would the project conflict with any local policies or ordinances	Less than significant	N/A	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

<b>Environmental Topic</b>	<b>Impact Before Mitigation</b>	<b>Mitigation Measure(s)</b>	<b>Level of Significance After Mitigation</b>
protecting biological resources, such as a tree preservation policy or ordinance?			
f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No impact	N/A	No impact
g. Would the project have a cumulative biological resources impact?	Potentially significant	<b>MM-BIO-1</b> <b>MM-BIO-2</b>	Less than significant
<i>Cultural Resources</i>			
a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines?	Less than significant	N/A	Less than significant
b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?	Potentially significant	<b>MM-CUL-1 Inadvertent Discovery of Archaeological Resources.</b> In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially significant	<b>MM-CUL-2 Paleontological Mitigation Program.</b> Prior to commencement of any grading activity on-site, the City, Foothill Transit and MLC shall retain a qualified paleontologist, subject to the review and approval of the City's Building Official, or qualified designee. The qualified paleontologist shall attend the preconstruction meeting and be on-site during all rough grading and other significant ground-disturbing activities in previously undisturbed older Quaternary alluvial deposits, if encountered. These deposits may be encountered at depths as shallow as 10 feet below ground surface. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontology monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the proposed project. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontology (SVP) (2010).	Less than significant
d. Would the project cause a substantial adverse change in significance of a tribal cultural resource as defined in Public Resources Code Section 21074?	Less than significant	N/A	Less than significant
e. Would the project disturb any human remains, including those interred outside of formal cemeteries?	Potentially significant	<b>MM-CUL-3 Inadvertent Discovery of Human Remains.</b> In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the project site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC in Sacramento within 24 hours. In accordance with California Public	Less than significant

**Table ES-1**  
**Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains	
Would the project have a cumulative cultural resources impact?	Potentially significant	<b>MM-CUL-1</b> <b>MM-CUL-2</b> <b>MM-CUL-3</b>	Less than significant
<i>Geology and Soils</i>			
a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Less than significant	N/A	Less than significant
ii. Strong seismic ground shaking?	Potentially significant	<b>MM-GEO-1</b> Prior to the construction phase, the proposed project shall be designed in accordance with the recommendations from the site-specific Geotechnical	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		Evaluation. In the event that changes are made in the recommendations set forth in the final geotechnical report, the project design shall be updated in accordance with those changes. Prior to the issuance of a building permit, the City of Covina, Foothill Transit and MLC Holdings, Inc./Meritage Homes shall submit the final design and construction plans for review and approval by the City Building Official or designee and the City Engineer or designee. The final design and construction plans shall show that the recommendations from the Geotechnical Evaluation regarding earthwork, design, foundation, retaining wall, garden wall, soil corrosivity, import soils, concrete slabs, sidewalks, and driveways have been incorporated into the final design.	
iii. Seismic-related ground failure, including liquefaction?	Potentially significant	<b>MM-GEO-1</b>	Less than significant
iv. Landslides?	No impact	N/A	No impact
b. Would the project result in soil erosion or the loss of topsoil?	Less than significant	N/A	Less than significant
c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Potentially significant	<b>MM-GEO-1</b>	Less than significant
d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Potentially significant	<b>MM-GEO-1</b>	Less than significant

**Table ES-1**  
**Summary of Environmental Impacts and Mitigation Measures**

<b>Environmental Topic</b>	<b>Impact Before Mitigation</b>	<b>Mitigation Measure(s)</b>	<b>Level of Significance After Mitigation</b>
e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No impact	N/A	No impact
Would the project have a cumulative geological impact?	Potentially significant	<b>MM-GEO-1</b>	Less than significant
<i>Greenhouse Gas Emissions</i>			
a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than significant	N/A	Less than significant
b. Would the project conflict with a plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than significant	N/A	Less than significant
Would the project have a cumulative impact on greenhouse gas emissions?	Less than significant	N/A	Less than significant
<i>Hazards and Hazardous Materials</i>			
a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially significant	<b>MM-HAZ-1</b> Prior to demolition of the existing building, an asbestos survey and lead-based paint survey shall be conducted by a California Occupational Safety and Health Administration-certified asbestos and lead-based paint consultant and/or certified site surveillance technician. A report documenting material types, conditions, and general quantities will be provided, along with photos of positive materials and diagrams. Demolition plans and contract specifications shall incorporate any	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		abatement procedures for the removal of material containing asbestos and/or lead-based paint. All abatement work shall be done in accordance with federal, state, and local regulations.	
b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Potentially significant	<b>MM-HAZ-1</b>	Less than significant
c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Potentially significant	<b>MM-HAZ-1</b>	Less than significant
d. Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Potentially significant	<p><b>MM-HAZ-1</b></p> <p><b>MM-HAZ-2</b> Prior to obtaining a certificate of occupancy, the removal of the underground storage tank shall be permitted and completed in accordance with the Los Angeles County Fire Department Health Hazardous Materials Division protocol..</p> <p><b>MM-HAZ-3</b> Prior to obtaining a certificate of occupancy, the hydraulic lift units shall be removed by a licensed contractor and the soil beneath the reservoir area shall be sampled by a qualified environmental consulting firm. At a minimum, soil samples shall be analyzed for total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), and polychlorinated biphenyls (PCBs). Should visually stained soil be observed in the reservoir pit area, additional soil samples shall be collected to further evaluate subsurface impact. Should TPH, VOCs, or PCBs be detected in the soil sample(s), the environmental consult shall advise the City of Covina about additional steps to be taken, which may include regulatory agency</p>	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		notification and remediation. Additional sampling may also be required prior to the disposal of the hydraulic lift units.	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	No impact	N/A	No impact
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	No impact	N/A	No impact
g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than significant	N/A	Less than significant
h. Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Less than significant	N/A	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

<b>Environmental Topic</b>	<b>Impact Before Mitigation</b>	<b>Mitigation Measure(s)</b>	<b>Level of Significance After Mitigation</b>
Would the project have a cumulative hazards or hazardous materials impact?	Less than significant	N/A	Less than significant
<i>Hydrology/Water Quality</i>			
a. Would the project violate any water quality standards or waste discharge requirements?	Less than significant	N/A	Less than significant
b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Less than significant	N/A	Less than significant
c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Less than significant	N/A	Less than significant

**Table ES-1**  
**Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
d. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Less than significant	N/A	Less than significant
e. Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less than significant	N/A	Less than significant
f. Would the project otherwise substantially degrade water quality?	Less than significant	N/A	Less than significant
g. Would the project place housing within a 100-year flood hazard area	No impact	N/A	No impact
h. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	No impact	N/A	No impact

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

<b>Environmental Topic</b>	<b>Impact Before Mitigation</b>	<b>Mitigation Measure(s)</b>	<b>Level of Significance After Mitigation</b>
i. Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Less than significant	N/A	Less than significant
j. Would the project expose people or structures to a significant risk of seiche, tsunami, or mudflow?	No impact	N/A	No impact
Would the project have a cumulative hydrology or water quality impact?	Less than significant	N/A	Less than significant
<i>Land Use and Planning</i>			
a. Would the project physically divide an established community?	Less than significant	N/A	Less than significant
b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Less than significant	N/A	Less than significant
c. Would the project conflict with any applicable habitat	No impact	N/A	No impact

**Table ES-1**  
**Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
conservation plan or natural community conservation plan?			
Would the project have a cumulative land use and/or planning impact?	Less than significant	N/A	Less than significant
<i>Mineral Resources</i>			
a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No impact	N/A	No impact
b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No impact	N/A	No impact
Would the project have a cumulative mineral resources impact?	No impact	N/A	No impact
<i>Noise</i>			
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?	Potentially significant	<b>Construction</b> <b>MM-NOI-1</b> 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 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.	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p><b>MM-NOI-2</b> The City of Covina shall require the applicant to adhere to the following measures as a condition of approving the grading permit:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive receptors.</li> <li>• 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.</li> <li>• 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.</li> </ul>	

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p><b>Operation</b></p> <p><b>MM-NOI-3</b> 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.</p> <p><b>MM-NOI-4</b> 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.</p> <p><b>MM-NOI-5</b> 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.</p> <p><b>MM-NOI-6</b> 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.</p>	

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p><b>MM-NOI-7</b> 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 <math>L_{dn}</math> 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.</p>	
<p>b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</p>	Potentially significant	<b>MM-NOI-2</b>	Less than significant
<p>c. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</p>	Potentially significant	<p><b>MM-NOI-3</b>  <b>MM-NOI-4</b>  <b>MM-NOI-5</b>  <b>MM-NOI-6</b>  <b>MM-NOI-7</b></p>	Less than significant
<p>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?</p>	Potentially significant	<p><b>MM-NOI-1</b>  <b>MM-NOI-2</b></p>	Less than significant
<p>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</p>	No impact	N/A	No impact

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

<b>Environmental Topic</b>	<b>Impact Before Mitigation</b>	<b>Mitigation Measure(s)</b>	<b>Level of Significance After Mitigation</b>
public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	No impact	N/A	No impact
Would the project have a cumulative noise impact?	Potentially significant	<b>MM-NOI-3 MM-NOI-4 MM-NOI-5 MM-NOI-6 MM-NOI-7</b>	Less than significant
<i>Population and Housing</i>			
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 of other infrastructure)?	Less than significant	N/A	Less than significant
b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	No impact	N/A	No impact

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	No impact	N/A	No impact
Would the project have a cumulative impact on population and housing?	Less than significant	N/A	Less than significant
<i>Public Services</i>			
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:			
Fire protection?	Less than significant	N/A	Less than significant
Police protection?	Less than significant	N/A	Less than significant
Schools?	Less than significant	N/A	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

<b>Environmental Topic</b>	<b>Impact Before Mitigation</b>	<b>Mitigation Measure(s)</b>	<b>Level of Significance After Mitigation</b>
Parks?	Less than significant	N/A	Less than significant
Other public facilities?	Less than significant	N/A	Less than significant
Would the project have cumulative public services impacts?	Less than significant	N/A	Less than significant
<i>Recreation</i>			
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less than significant	N/A	Less than significant
b. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than significant	N/A	Less than significant
Would the project have a cumulative impact on recreation?	Less than significant	N/A	Less than significant
<i>Transportation and Traffic</i>			
a. Would the project conflict with an applicable plan, ordinance	Less than significant	N/A	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
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. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Less than significant	N/A	Less than significant
c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	No impact	N/A	No impact

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

<b>Environmental Topic</b>	<b>Impact Before Mitigation</b>	<b>Mitigation Measure(s)</b>	<b>Level of Significance After Mitigation</b>
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)?	No impact	N/A	No impact
e. Would the project result in inadequate emergency access?	Less than significant	N/A	Less than significant
f. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Less than significant	N/A	Less than significant
Would the project have cumulative impacts on transportation and traffic?	Less than significant	N/A	Less than significant
<i>Utilities and Service Systems</i>			
a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Less than significant	N/A	Less than significant
b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less than significant	N/A	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
c. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less than significant	N/A	Less than significant
d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Less than significant	N/A	Less than significant
e. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than significant	N/A	Less than significant
f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Less than significant	N/A	Less than significant

**Table ES-1**  
**Summary of Environmental Impacts and Mitigation Measures**

<b>Environmental Topic</b>	<b>Impact Before Mitigation</b>	<b>Mitigation Measure(s)</b>	<b>Level of Significance After Mitigation</b>
g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?	Less than significant	N/A	Less than significant
Would the project have cumulative public services and/or utilities impacts?	Less than significant	N/A	Less than significant

## **CHAPTER 1.0 INTRODUCTION**

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### **1.1 SUMMARY AND SCOPE OF THE PROPOSED PROJECT**

This Environmental Impact Report (EIR) has been prepared by the City of Covina (City) to evaluate the potential environmental effects that could result from development of the proposed Covina Transit-Oriented Mixed-Use Development Project (project or proposed project). This EIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (Cal. Pub. Res. Code, Section 21000 et. seq., as amended) and implementing guidelines (Cal. Code Regs., Title 14, Section 15000 et. seq.). The City is the lead agency under CEQA.

The project site is located in the City of Covina (City) in the southeastern portion of Los Angeles County (County), approximately 22 miles east of downtown Los Angeles. The proposed project site is composed of a former K-Mart property, located at 1162 North Citrus Avenue, and an existing private school property, located at 177 East Covina Boulevard. The project site encompasses approximately 10.66 acres on three parcels (Assessor's Parcel Numbers (APN) 8406-019-019, 8406-019-020 and 8406-019-017).

The proposed project would involve a General Plan Amendment (GPA) to develop a mixed-use residential, transit-oriented development (TOD) project. The proposed project would consist of three primary components: 1) a Transit Center and Park & Ride facility; 2) the Covina Innovation, Technology, and Event Center (iTEC) - an event center and professional office/business incubator space; and 3) residential townhome units. The proposed project is a result of coordination between three distinct entities, each of which would design, own and operate their respective portion of the overall mixed-use development. The City would design, own and operate the iTEC component; MLC Holdings, Inc./Meritage Homes (MLC) would develop the residential townhome component; and Foothill Transit would design, own and operate the Transit Center and Park & Ride facility. The Transit Center and associated Park & Ride facility would be funded through a federal grant, and the Federal Government and the State have determined that this component of the proposed project is excluded from the National Environmental Protection Act (NEPA) in accordance with 23 CFR 771.118 because the project would not individually or cumulatively have a significant impact on the environment as defined by NEPA. Therefore, the Transit Center and associated Park & Ride facility component of the proposed project is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and a separate Categorical Exclusion (CE) will be prepared and filed pursuant to NEPA.

Redevelopment of the entire project site is proceeding under a specific plan. The proposed project's specific plan will replace the current underlying zoning. The specific plan will provide

and articulate the scope of development, the allowable uses (permitted and CUP), general development design guidelines, and specific development approval (i.e., how the parking structure will be approved with a specific design, the architectural design of the townhomes, future iTEC buildings, etc.). The specific plan will also provide a “minor modification” provision to allow for the approval of minor modifications to previously approved design components.

Although a CE will be prepared as per NEPA for the Transit Center and associated Park & Ride facility component of the proposed project, since a specific plan is being prepared for the overall proposed project, CEQA Guidelines section 15003 requires consideration of the “whole of an action, not simply its constituent parts” to be analyzed as part of the EIR; as such, this EIR includes information related to the development of the Transit Center and parking garage in the analysis, where applicable. Therefore, even though environmental clearance for the Transit Center and parking garage would be processed as a NEPA component and would not be processed under the CEQA lead agency (City), this component will still be analyzed in the EIR at the same level of detail under CEQA as the event center/office space and residential townhome components.

EIRs are informational documents “which will inform public agency decision-makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project” (14 CCR 15121). The purpose of this EIR is to present the evaluation of the anticipated environmental effects of the project.

## **1.2 CEQA REQUIREMENTS**

### **1.2.1 CEQA Compliance**

CEQA (California Public Resources Code, Section 21000 et seq.) requires the preparation of an EIR for any project that a lead agency determines may have a significant impact on the environment. According to Section 21002.1(a) of CEQA, “The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided.” CEQA also establishes mechanisms whereby the public and decision makers can be informed about the nature of the project being proposed, and the extent and types of impacts that the project and its alternatives would have on the environment if they were to be implemented.

## 1.2.2 Environmental Procedures

The basic purposes of CEQA are to:

1. Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities;
2. Identify the ways that environmental damage can be avoided or significantly reduced;
3. Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
4. Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved (14 CCR 15002).

The EIR process typically consists of three parts: (1) the Notice of Preparation (NOP), (2) Draft EIR, and (2) Final EIR. Since the City has determined that an EIR is required for the proposed project, pursuant to Section 15060(d) of the CEQA Guidelines, preparation of an initial study was not required.

The NOP was intended to encourage interagency communication concerning the proposed action and provide sufficient background information about the proposed action so that agencies, organizations, and members of the public could respond with specific comments and questions on the scope and content of the EIR. Based upon the information contained within the NOP, the City concluded that an EIR should be prepared.

The NOP for the EIR was distributed to the State Clearinghouse, interested agencies, and groups on May 16, 2016. Pursuant to Section 15082 of the CEQA Guidelines, recipients of the NOP were requested to provide responses within 30 days after their receipt of the NOP. The 30-day NOP public review period ended June 14, 2016. Comments received during the NOP public review period were considered during the preparation of this EIR. The NOP and NOP comments are included in Appendix A of this EIR. Based on the scope of analysis for this EIR, the following issues were determined to be potentially significant, and are therefore, addressed in Chapter 3, Environmental Analysis, of this document:

- Aesthetics
- Agriculture & Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning

- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

Five comment letters/emails were received during the NOP public review period expressing concern about tribal cultural resources, traffic, and utilities. These comments were considered as part of the analyses prepared and presented in Chapter 3 of this EIR.

The EIR will be made available for review to the public and public agencies for 45 days to provide comments on the “sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated” (14 CCR 15204). Copies of the Draft EIR, Specific Plan and Appendices are available from **September 13, 2016 through October 27, 2016** at the City of Covina Planning Division located at 125 East College Street, Covina, California 91723. During this period, comments from the general public, organizations, and agencies regarding environmental issues analyzed in the Draft EIR and the Draft EIR’s accuracy and completeness may be submitted to the lead agency at the following address:

Brian K. Lee, AICP, Director of Community Development  
City of Covina, Planning Division  
125 East College Street  
Covina, California 91723  
Email: [blee@covinaca.gov](mailto:blee@covinaca.gov)

As the lead agency for the project, the City has assumed responsibility for preparing this document. The decision to consider the project is within the purview of the City Planning Commission and City Council. The City will use the information included in this EIR to consider potential impacts to the physical environment associated with the proposed project when considering approval of the project. As set forth in Section 15021 of the CEQA Guidelines, the City, as lead agency, has the duty to avoid or minimize environmental damage where feasible. Furthermore, 14 CCR 15021(d) states that:

*CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors and in particular the goal of providing a decent home and satisfying living environment for every Californian. An agency shall prepare a statement of overriding considerations as described in Section 15093 to reflect the ultimate balancing of*

*competing public objectives when the agency decides to approve a project that will cause one or more significant effects on the environment.*

Prior to approval of the proposed project, the City, as the lead agency and decision-making entity, is required to certify that this EIR has been completed in accordance with CEQA, that the proposed project has been reviewed and the information in this EIR has been considered, and that this EIR reflects the independent judgment of the City. CEQA also requires the City to adopt “findings” with respect to each significant environmental effect identified in the EIR) (Pub. Res. Code Section 21081; Cal. Code Regs., Title 14, Section 15091). For each significant effect, CEQA requires the approving agency to make one or more of the following findings:

- The proposed project has been altered to avoid or substantially lessen significant impacts identified in the Final EIR.
- The responsibility to carry out such changes or alterations is under the jurisdiction of another agency.
- Specific economic, legal, social, technological, or other considerations, which make infeasible the mitigation measures or alternatives identified in the Final EIR.

If the City concludes that the proposed project will result in significant effects that cannot be substantially lessened or avoided by feasible mitigation measures and alternatives, the City must adopt a “statement of overriding considerations” prior to approval of the proposed project (Pub. Res. Code Section 21081 (b)). Such statements are intended under CEQA to provide a written means by which the lead agency balances in writing the benefits of the proposed project and the significant and unavoidable environmental impacts. Where the lead agency concludes that the economic, legal, social, technological, or other benefits outweigh the unavoidable environmental impacts, the lead agency may find such impacts “acceptable” and approve the proposed project.

In addition, public agencies, when approving a project, must also adopt a Mitigation Monitoring and Reporting Program describing the changes that were incorporated into the proposed project or made a condition of project approval in order to mitigate or avoid significant effects on the environment (Pub. Res. Code Section 21081.6). The Mitigation Monitoring and Reporting Program is adopted at the time of project approval and is designed to ensure compliance during project implementation. Upon approval of the proposed project, the City will be responsible for implementation of the proposed project’s Mitigation Monitoring and Reporting Program. This document will be attached to the Final EIR.

In accordance with CEQA, if the City Council decides to approve the project, it will be required to make findings for each environmental impact of the project that cannot be mitigated to a less than significant level. If the City determines that the benefits of the project outweigh unmitigated, significant environmental effects, the City will be required to adopt a statement of

overriding considerations stating the reasons supporting its action notwithstanding the project’s significant environmental effects.

### 1.2.3 EIR Organization

This EIR is organized as follows:

An **Executive Summary** of the EIR is provided at the beginning of this document. This summary outlines the conclusions of the environmental analysis and provides a summary of the proposed project and the project alternatives analyzed in the EIR. This section also includes a table summarizing all environmental impacts identified in this EIR along with the associated mitigation measures proposed to reduce or avoid each impact.

**Chapter 1.0, Introduction**, serves as a forward to this EIR, introducing the project, the applicable environmental procedures, and the organization of the EIR.

**Chapter 2.0, Project Description**, provides a thorough description of the proposed project elements, the purpose and need for the project, project objectives, and required discretionary approvals. This chapter also includes a description of the intended uses of the EIR and public agency actions.

**Chapter 3.0, Environmental Analysis**, describes the potential environmental effects of the proposed project, as well as proposed mitigation measures to reduce or avoid any potentially significant impacts. The discussion in Chapter 3.0 is organized by seventeen environmental issue areas as follows:

- Aesthetics
- Agriculture & Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

For each environmental issue area, the analysis and discussion are organized into seven subsections as described below:

- **Existing Conditions** - This subsection describes the physical environmental conditions in the vicinity of the proposed project at the time of publication of the Notice of Preparation. The environmental setting establishes the baseline conditions by which the City will determine whether specific Project-related impacts are significant.
- **Regulatory Setting** – This subsection describes the regulatory setting applicable to the environmental issue area and the proposed project at the time of publication of the Notice of Preparation.
- **Thresholds of Significance** – This subsection identifies a set of thresholds by which the level of impact is determined. Thresholds that were eliminated from further review in the EIR as part of the Initial Study analysis will be identified here.
- **Impacts Analysis** – This subsection provides a detailed analysis regarding the environmental effects of the proposed project, and whether the impacts of the proposed project would meet or exceed the established significance criteria.
- **Cumulative Impacts** – This subsection discusses the cumulative effects of the project in combination with the effects of other projects in the vicinity. Two related projects were considered for the analysis of potential cumulative impacts.
  - The first related project is known as the Charter Oak Residential Development Project and is located at 800 North Banna Avenue, Covina, CA 91723 (approximately 1.7 miles southeast of the proposed project site). This project proposes the development of 63 detached single-family homes and a two-acre park on an 8.15-acre site. The second related project is known as the Covina Hassen Development Project and is located on three parcels as follows: Site B1, 401 North Citrus Avenue, Covina CA 91723; Site B2, 129-137 West Orange Street, Covina, CA 91723; and Site C located at the northeast corner of Park Avenue and East San Bernardino Road, Covina, CA 91723. A mixed-use structure consisting of a two-story office/retail building is proposed for Site B1. Eight residential townhome units are proposed for development on Site B2. A mixed-use development comprised of approximately 10 upper-floor residential townhome units and approximately 2,330 square feet of ground floor retail space is proposed for Site C. The Covina Hassen Development Project is located approximately 0.6 mile southwest of the project site.
- **Mitigation Measures** – This subsection identifies potentially feasible mitigation measures that would avoid or substantially reduce significant adverse project impacts.
- **Significance After Mitigation** – This subsection discusses whether project-related impacts would be reduced to below a level of significance with implementation of the mitigation measures identified in the EIR. If applicable, this subsection also identifies any

residual significant and unavoidable adverse effects of the proposed project that would result even with implementation of mitigation measures.

In addition to the seven subsections listed above, full citations for all documents referred to in each environmental issue area discussion are included at the end of each section or chapter (*References*).

**Chapter 4.0, Alternatives**, discusses alternatives to the proposed project, including a No Project Alternative. This subsection describes the rationale for selecting the range of alternatives discussed in the EIR and identifies the alternatives considered by the City that were rejected from further discussion as infeasible during the scoping process. Lastly, Chapter 4.0 includes a discussion of the environmental effects of the alternatives that were carried forward for analysis and identifies the environmentally superior alternative.

**Chapter 5.0, Other CEQA Requirements**, addresses if there are any significant environmental effects that cannot be avoided, any significant irreversible environmental changes that would result from implementation of the proposed project, and any growth-inducing impacts associated with the proposed project.

**Chapter 6.0, List of Preparers**, gives names and contact information of those responsible for writing this EIR.

Appendices include various technical studies prepared for the proposed project, as listed in the Table of Contents.

The City, as the designated lead agency for the proposed project, is responsible for enforcing and verifying that each mitigation measure is implemented as required; however, the project applicants shall be responsible for implementing the mitigation measures as required by the proposed project. As part of the Final EIR process, a mitigation monitoring and reporting program will be prepared.

## **CHAPTER 2.0 PROJECT DESCRIPTION**

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### **2.1 INTRODUCTION**

The purpose of this project description is to describe the Covina Transit-Oriented Mixed-Use Development Project (project or proposed project) in a way that is meaningful to the public, reviewing agencies, and decision makers. As described in Section 15124 of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.), a complete project description must contain the following information but is not required to supply extensive detail beyond that needed for evaluation and review of environmental impacts: (1) the location and boundaries of the proposed project on a regional and detailed map; (2) a statement of objectives sought by the proposed project; (3) a general description of the project's technical, economic, and environmental characteristics; and (4) a statement briefly describing the intended uses of the environmental impact report (EIR).

### **2.2 PROJECT LOCATION**

The project site is located in the City of Covina (City) in the southeastern portion of Los Angeles County (County), approximately 22 miles east of downtown Los Angeles (see Figures 2-1 and 2-2). The proposed project site is composed of a former K-Mart property, located at 1162 North Citrus Avenue, and an existing private school property, located at 177 East Covina Boulevard (see Figure 2-3). The project site encompasses approximately 10.66 acres on three parcels (Assessor's Parcel Numbers (APN) 8406-019-019, 8406-019-020 and 8406-019-017).

The proposed project is located in an urban setting and is bounded by North Citrus Avenue to the west, East Covina Boulevard to the south, and residential developments to the north and east. Major circulation corridors in the vicinity of the proposed project site include Interstate (I-) 210 approximately 1.3 miles north, I-605 approximately 5.4 miles west, I-10 approximately 1.9 miles south, and State Route (SR-) 57 approximately 3.9 miles east.

### **2.3 PROJECT OBJECTIVES**

The proposed project is a result of coordination between three distinct entities, each of which would design, own and operate their respective portion of the overall mixed-use development. The City would design, own and operate the iTEC component; MLC Holdings, Inc./Meritage Homes (MLC) would develop the residential townhome component; and Foothill Transit would design, own and operate the Transit Center and Park & Ride facility. As such, the proposed project objectives include City objectives, Foothill Transit objectives, and objectives of the applicant. (Note: The City is an applicant, along with Foothill Transit and MLC)

The City's and Foothill Transit's objectives are as follows:

- Repurpose the project site with a development concept that is innovative, high-quality in design, meets the community's need for public facilities, infrastructure, transportation and transit-related residences.
- Revitalize the project site with a development that creates a regional destination to attract new visitors to Covina, raises the positive image profile of Covina in the region and meets the daily needs of Covina residents and businesses.
- Introduce an innovative use of the property that will have a positive impact upon adjoining commercial properties.
- Close a north/south "transportation gap" that currently exists between the Metro Gold Line, the Covina Metrolink Station, and the I-10 Freeway.
- Add new high-quality residences that will meet an emerging need for entry-level homeownership opportunities, focused on access to the regional transportation network.

Additionally, Foothill Transit's objectives are also as follows:

- Increase the regional accessibility and mobility of bus patrons within Covina and nearby cities.
- Provide a transit center and parking facility in an area that will satisfy the parking demands for Foothill Transit customers, while decreasing on-street parking along city streets parallel to the proposed transit center location.
- Reduce automobile vehicle miles traveled (VMT) and associated emissions to benefit air quality.
- Include facility design features that minimize environmental impacts on surrounding land uses.

MLC's objectives are as follows:

- Create a mixed-use, transit oriented project in the City of Covina.
- Incorporate a new residential community into an existing core of nearby retail services, restaurants, theatres and transit amenities.
- Minimize the impact to the regional environment through the incorporation of a mixed-use, transit oriented community.
- Provide a dedicated community area that includes a swimming pool, barbeque area, associated furniture, showers and restrooms for residents and guests of the community to enjoy time relaxing with family and friends.

- Provide an opportunity for residents to minimize the use of their cars and reduce the time spent commuting and reallocate that time to spend with family.
- Build homes and deliver the American dream in a sustainable and environmentally friendly manner.

## **2.4 EXISTING CONDITIONS**

### **2.4.1 Existing Site Conditions and Surrounding Land Uses**

The proposed 10.66-acre project site is composed of a former K-Mart property and an existing private school property. The former K-Mart store has been closed for several years and is currently a vacant commercial building. The former structure included an automobile service facility, located on the south end of the project site facing North Citrus Avenue. The private school property includes a small one-story structure that resembles a residence. There is an existing strip mall of approximately 21,719 square feet located on the northeast corner of North Citrus Avenue and East Covina Boulevard, which is not part of the project site.

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 site is designated as General Commercial in the City’s General Plan (City of Covina 2000) and is zoned C-3A (Regional or Community Shopping Center).

In relation to circulation, Foothill Transit is the primary public transit operator in the immediate area. Foothill Transit operates throughout the San Gabriel and Pomona Valleys, including express bus routes to Pasadena and Downtown Los Angeles. Foothill Transit bus line 281 (Glendora - West Covina - Puente Hills Mall) runs north-south along North Citrus Avenue. Existing northbound and southbound stops for line 281 are located at the corner of North Citrus Avenue and East Covina Boulevard. Line 281 serves Azusa, Glendora, San Dimas, West Covina, La Puente, and Industry. Line 281 operates daily with pick-up every 30 minutes.

### **2.4.2 California Environmental Quality Act Baseline**

The baseline for a project is normally defined as the physical conditions that exist when the Notice of Preparation (NOP) is published. The NOP for the Covina Transit-Oriented Mixed-Use Project was published on May 16, 2016. Hence, for the analysis of all CEQA topics addressed in this EIR, the baseline is generally defined as May 2016. Baseline variability may occur depending on the specific CEQA topic.

## 2.5 PROJECT CHARACTERISTICS

### 2.5.1 Project Components

The proposed project would involve a General Plan Amendment (GPA) to develop a mixed-use residential, transit-oriented development (TOD) project. The proposed project would consist of three primary components: 1) a Transit Center and Park & Ride facility; 2) the Covina Innovation, Technology, and Event Center (iTEC) - an event center and professional office incubator space; and 3) residential townhome units. The proposed project is a result of coordination between three distinct entities, each of which would design, own and operate their respective portion of the overall mixed-use development. The City would design, own and operate the iTEC component; MLC would develop the residential townhome component; and Foothill Transit would design, own and operate the Transit Center and Park & Ride facility. The Transit Center and associated Park & Ride facility would be funded through a federal grant, and the Federal Government and the State have determined that this component of the proposed project is excluded from the National Environmental Protection Act (NEPA) in accordance with 23 CFR 771.118 because the project would not individually or cumulatively have a significant impact on the environment as defined by NEPA. Therefore, the Transit Center and associated Park & Ride facility component of the proposed project is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and a separate Categorical Exclusion (CE) will be prepared and filed pursuant to NEPA.

Redevelopment of the entire project site is proceeding under a specific plan. The proposed project's specific plan will replace the current underlying zoning. The specific plan will provide and articulate the scope of development, the allowable uses (permitted and CUP), general development design guidelines, and specific development approval (i.e., how the parking structure will be approved with a specific design, the architectural design of the townhomes, future iTEC buildings, etc.). The specific plan will also provide a "minor modification" provision to allow for the approval of minor modifications to previously approved design components.

Although a CE will be prepared as per NEPA for the Transit Center and associated Park & Ride facility component of the proposed project, since a specific plan is being prepared for the overall proposed project, CEQA Guidelines section 15003 requires consideration of the "whole of an action, not simply its constituent parts" to be analyzed as part of the EIR; therefore, this EIR includes information related to the development of the Transit Center and parking garage in the analysis, where applicable. Therefore, even though environmental clearance for the Transit Center and parking garage would be processed as a NEPA component and would not be processed under the CEQA lead agency (City), this component will still be analyzed in the EIR at the same level of detail under CEQA as the event center/office space and residential townhome components. The details of each component are described in greater detail below.

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

This component would be located south of the residential component and north of the Covina iTEC component of the proposed project, consisting of a parking structure, transit-related retail, a bus depot, and electric bus charging stations (see Figure 2-4). The Transit Center and Park & Ride component of the proposed project would comprise approximately 2.99 acres of the total 10.66-acre project site. The parking structure would be located adjacent to the proposed residential uses, with ingress along North Citrus Avenue and egress along East Covina Boulevard, and would be approximately three levels tall and approximately 50,000 square feet in footprint. The parking structure would support approximately 350 to 400 parking stalls. 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. As described above, this project component would be owned and operated by Foothill Transit, which is governed by a Joint Powers Authority of 22 member cities and the County of Los Angeles. Foothill Transit serves the San Gabriel and Pomona Valleys, including a fixed-route bus public transit service in the San Gabriel Valley and in the greater Los Angeles metropolitan area.

Foothill Transit anticipates daily ridership to be 350 to 400 for the proposed Covina Express Line. In addition, Foothill Transit has an existing local line (#281) that goes through the City of Covina, which has a total ridership of approximately 40,000 per month for the entire line. Hours of operation for the proposed Covina Express Line would be between 5:30am and 8:30am and again between 3:00pm and 7:00pm, Monday through Friday. Operating hours for the local line service is between 5:00am and 9:00pm during weekdays and between 6:00am and 7:00pm on weekends. Foothill Transit anticipates the Covina Express Line to be comprised of three buses per hour during the peak times. This local line will operate four buses per hour (two in each direction).

### **2.5.1.2 Covina Innovation, Technology, and Event Center (iTEC)**

The iTEC would be situated in the southeastern portion of the project site and would consist of the following uses (square footages are approximate): 10,000 square feet of event center space; 11,000 square feet of business/technology incubation areas that would provide 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 be adjacent to the iTEC to the east with 111 spaces allocated for the event center. The iTEC would be a maximum of two stories (up to approximately 35 feet in height). The iTEC component of the proposed project would comprise approximately 1.55 acres of the total 10.66-acre project site (see Figure 2-4).

### 2.5.1.3 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 (see Figure 2-4). Each unit would average approximately 1,900 square feet in size, for a total residential square footage of approximately 228,000 square feet. The individual units would be comprised of the following: 1) no more than 26 three-bedroom units; 2) no more than 47 three-bedroom plus den (or additional bedroom) units; and 3) no more than 47 four-bedroom units. The three-story residential buildings would be no more than 36 feet in height to the top of the roof (29 feet to the eaves) and configured in a courtyard arrangement allowing interaction between residents. The units are expected to include small private patios at the ground level to allow for outdoor living. This component of the project would include a private recreation area of approximately 7,400 square feet along the eastern site boundary. The residential component would include two attached garage parking spaces for each unit (up to 240) and approximately .58 on-site guest parking stalls per unit (up to 69), for a total of approximately over 300 spaces.

### 2.5.2 Circulation and Access

There are currently four primary vehicular points of entry to the project site off North Citrus Avenue and two additional entrances off of East Covina Boulevard. No vehicular access is afforded off of North Fairvale Avenue, east of the project site. Access to the proposed project with its ultimate build-out will primarily be from North Citrus Avenue. Vehicular access would be designed to ensure minimum conflict between pedestrians, automobiles, and service vehicles. Site lines, pedestrian walkways, and lighting are factors to be considered in final site design. Vehicular entrances would be well-lit and designed to avoid conflicts with on-street parking.

The street layout for the residential component of the proposed project would afford adequate and efficient access for homeowners, emergency services, and service vehicles/waste haulers. The residential component will have its primary ingress and egress from North Citrus Avenue, north of the transit facility parking structure entry. A restricted emergency vehicle access point to North Citrus Avenue will be located at the northerly edge of the residential component. There will be no other vehicle access points to the residential component of the proposed project. A pedestrian-only access point along the southerly boundary of the residential component of the proposed project will be provided to allow the residents to access the Transit Center and Park & Ride Facility, as well as the City's iTEC components.

The Transit Center and Park & Ride Facility will have two vehicular access points along North Citrus Avenue. A direct unimpeded automobile ingress/egress to access the parking structure and the small retail pad will be accessible from North Citrus Avenue. Also, a bus-only ingress will be accessible from North Citrus Avenue. The Transit Center entry would be designed for one-way

“bus only” traffic. The entry would be from North Citrus Avenue to serve the bus loading and unloading bays. The buses would exit the Transit Center onto East Covina Boulevard via an exit-only access driveway.

The City’s iTEC component will be accessible from East Covina Boulevard into a surface parking lot. Shared parking for the City’s iTEC component will be available in the Park & Ride parking structure during off-peak Park & Ride times (i.e., weekday evenings and weekends). Pedestrian access between the City’s iTEC component and the Transit Center and Park & Ride Facility will be available.

The streetscape design between all three components of the proposed project would establish an attractive and inviting pedestrian environment. A meandering paseo or walkway would link the residential units to the main street, which would include guest parking and an east-west linkage to both North Citrus Avenue and the rest of the project site to the south. An enhanced crossing and pedestrian pathway of travel would be located mid-way along the Transit Center entry, joining the parking structure with the Transit Center and iTEC components. The crossing would continue south toward East Covina Boulevard and west to North Citrus Avenue to connect with the residential project.

### **2.5.3 Parking**

See Sections 2.5.1.1, 2.5.1.2 and 2.5.1.3. The parking structure associated with the Transit Center would support approximately 350 to 400 parking stalls. The residential component would include two attached garage parking spaces for each unit (up to 240) and approximately .58 on-site guest parking stalls per unit (up to 69), for a total of approximately over 300 spaces. Parking will be provided consistent with mixed-use, transit oriented standards and comply with the project’s specific plan and zoning requirements. Handicap and bicycle parking will be provided in accordance with California’s Building Standards Codes (Physical Access Regulations) which are found in Title 24 of the California Code of Regulations, and are designed to comply with the requirements of the Americans with Disabilities Act (ADA) and State statutes, as well as with applicable requirements set forth by the City of Covina. The event center part of the City’s iTEC would include 111 spaces.

### **2.5.4 Utilities**

Utility structures become a larger design focus as density increases and uses vary. The various structures and boxes would be carefully sited and coordinated with landscaping before final engineering plans are completed. It is expected that overhead power lines along the property frontage would be undergrounded as part of the proposed development. Electrical services to the project site would be provided by Southern California Edison (SCE). Natural gas services would be provided by The Gas Company. Telecommunication services would be provided by Time

Warner, Charter Spectrum, or Frontier Communications. Potable water would be supplied to the site by Azusa Valley Water Company. Sewer service would be provided by the City.

### **2.5.5 Landscaping**

The objective of the landscaping concept is to provide a distinctive visual impression and project identity, and assure an attractive environment that enhances the lives of the residents and visitors. The landscape concept and thematic design of the overall project would apply to each component of the proposed project, creating cohesion and familiarity amongst the various uses. Appropriate plant selections utilizing drought tolerant, adaptable and low maintenance plant species, as well as efficient irrigation techniques, will be important to achieve water conservation goals for the proposed project. Similarly, the project lighting, wall, and site furnishing features would be similar in design and materials. The Design Guidelines contemplated as part of the entitlements would set forth the specific design theme, palette and materials to be used at the project site.

Landscaping for the City component will be drought-tolerant plant material. Landscaping will occur primarily in the planter areas within the surface parking lot. The public plaza feature of the City component will be comprised of decorative hardscape with tree wells and raised planters.

### **2.5.6 Sustainable Design Features**

The parking structure proposed as part of the Transit Center will include provisions for electric bus charging stations, electric vehicle charging stations, photovoltaic canopies on the roof, and energy-efficient lighting.

The Covina iTEC component of the proposed project will include rooftop solar panels and use LED lighting fixtures. Additionally, the structures will be constructed to comply with green building codes. Plumbing fixtures will include low-flow toilets, automatic cut-off water faucets, and air blade hand dryers. Landscaping will consist of drought-tolerant/native California plants, mulch groundcover, drip irrigation, moisture sensors, and the construction of bio-swailes infiltration systems. Hardscaping will use pavers in plaza areas and within the surface parking lots. There would also be at least one electric vehicle charging station in the surface parking lot.

The residential component of the proposed project will surpass ENERGY STAR certification standards. Sustainable building materials and components such as spray-foam insulation, Low-E2 or Low-E3 vinyl windows, energy-efficient heating, ventilation and air conditioning (HVAC) units, weather-sensing irrigation, water-efficient faucets, and compact fluorescent lighting fixtures will be included in each unit and the overall residential structure.

## 2.5.7 Construction and Phasing

Construction of the overall proposed project is anticipated to take approximately 57 months. 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). Details regarding the construction of each individual project component are provided below.

The land development sequence of the proposed project is anticipated to take approximately 10 months, projected to start in February 2017 and finish in November 2017. The first phase would entail the demolition of all existing structures at the project site. The materials from the existing buildings would be separated, sorted, and recycled. Concrete and asphalt would be crushed on-site and reused in the new development as road base, thereby minimizing haul trips. The structures to be demolished include the 98,880-square foot K-mart building and a single 2,186-square foot private school structure. The demolition would take place from February 2017 to March 2017 and require a crew of eight workers. There would be a maximum of 2,000 cubic yards of export during this phase. A mid-sized horizontal impact crusher would be used as part of the demolition phase to recycle concrete and asphalt.

The second phase would entail a rough grade of the entire site, which would take 1.5 months and necessitate a crew of nine workers. Equipment required during this phase would include one (1) excavator, one (1) grader, one (1) to three (3) rubber-tired dozers, and one (1) to (4) backhoes. This phase would require approximately 5,000 cubic yards of export over an 6-week period, resulting in approximately 313 export truckloads.

Following the rough grade of the entire project site, underground wet and dry utilities would be installed throughout the project site, which would take approximately five months to complete. After the installation of utilities, street improvements including curb and gutter construction would take place. This phase would take place over two months. Following the street improvements, construction development of the three major components would begin.

### 2.5.7.1 Transit Center and Park & Ride Facility

Construction of the Transit Center and Park & Ride facility is anticipated to take approximately 13 months from November 2017 to December 2018. Demolition of the existing structures on-site would be done by the applicant of the residential component as

part of preparing the overall project site. See section 2.5.7, above, for details on demolition activities at the project site.

The first phase of construction for the Transit Center would include the installation and connection of underground utilities and related trenching activities, which would take approximately two months and require a crew of four workers. Equipment required during this phase would include two (2) backhoes and one (1) trencher.

The second phase of construction for the Transit Center and Park & Ride facility would entail light grading. This phase would take approximately three weeks and necessitate a crew of eight workers. Equipment required during this phase would include two (2) backhoes, one (1) grader, one (1) rubber-tired dozer, and two (2) scrapers. Pile driving (for building foundation) and/or blasting of rock is not anticipated as part of project construction. There would be a maximum of 19,000 cubic yards soil excavated and cut during this phase.

The third phase would entail construction of the parking structure, foundations, vertical, electrical and plumbing rough-in over an approximately 10-month period. These activities would involve the use of one (1) crane, three (3) forklifts, one (1) generator set, three (3) welders, and two (2) pumps.

The fourth phase would consist of the application of paint and other coatings over an approximately two-month period, which would overlap with the last two months of construction of the parking structure. This activity would involve the use of an air compressor.

The fifth and final phase would include paving and landscaping around the Transit Center and Park & Ride facility. This phase would last approximately 6 weeks, which like the architectural coating phase would overlap with the end of building construction. It would require a peak crew of 10 people, and involve the use of two (2) pieces of paving equipment, two (2) pavers, and two (2) rollers.

### **2.5.7.2 Covina iTEC**

Construction of the iTEC component is anticipated to take approximately 30 months, or 3 years, beginning in 2019 and ending in 2021.

The first phase of construction of this component would entail site preparation and excavation, which would take one week and necessitate a crew of 12 workers. Equipment required during this phase would include two (2) crawler tractors, four (4) excavators, two (2) backhoes, and one (1) crushing machine.

The second phase would entail fine grading over an approximate two-month period. This activity would involve the use of two (2) backhoes and six (6) scrapers. Pile driving (for building foundation) and/or blasting of rock is not anticipated as part of project construction.

The third phase of construction would entail the vertical and interior construction of the iTEC center and related structures. This phase would last approximately 24 months, or 2 years. Equipment employed during this phase would include the use of one (1) crane, two (2) forklifts, two (2) generator sets, one (1) backhoe, and two (2) welders.

The fourth phase would include painting and finishing of the Covina iTEC center and related buildings. This phase would take approximately six weeks. This phase would involve the use of two (2) air compressors.

The fifth phase would include the installation of underground utilities and related trenching activities. This phase would take approximately 12 weeks, or 3 months, and would require a peak crew of five. Equipment employed during this phase would include the use of two (2) excavators, one (1) backhoe, and one (1) trencher.

The sixth phase would include paving and curb construction. This phase would take approximately four weeks to complete and would require a crew of four workers. Equipment employed during this phase would include one (1) paver, associated paving equipment, and one (1) loader.

### **2.5.7.3 Residential Townhome Units**

The construction of the townhomes is anticipated to take approximately 17 months from December 2017 through April 2019, which would overlap with the construction of both the Transit Center and Park & Ride Facility and the iTEC center. Construction would be separated into sections, with two or three buildings in each section. Each section would take six months to complete with a total of 10 sections. The sections would start a month apart from each other for a maximum of up to four sections under construction at any one time.

The construction sequence would start with trenching for the purposes of installing utilities. In total across all sections, installation of utilities is estimated to take 6 weeks. This phase would require a peak construction crew of 4 workers and involve the use of (1) tractor, loader, or backhoe.

The second phase would entail construction of the building envelope, including mechanical, electrical and plumbing work. In total, across all sections, this phase would take approximately 11.5 months, would require a peak construction crew of 45 workers, and involve the use of one

(1) crane, three (3) forklifts, one (1) generator set, three (3) backhoes, and one (1) welder. There would be a maximum of 2,000 cubic yards of export during this phase.

The third phase would include painting and finishing of the townhomes. In total, for all sections, this phase would take approximately 3 months. This phase would involve the use of one (1) air compressors and have a peak construction crew of 5 people.

The fourth phase would entail paving (pouring) of foundation. Across all sections this phase would last approximately 2 months, require a peak construction crew of eight workers, and involve the use of two (2) pavers, two (2) pieces of associated paving equipment, and two (2) rollers.

### **2.5.8 Discretionary Actions**

The proposed project would require the following land use entitlements to allow for multi-family residential development and public use development on the former commercial site:

1. Development Agreement with Purchase Agreement of 1.5 acres for Public Use;
2. General Plan Amendment to change 10.66 acres from the existing General Commercial (GC) land use designation to the Covina Forward Specific Plan land use designation;
3. Specific Plan to create a transit-oriented mixed-use development consisting of a residential component, a transit center component, and a civic/community use component, and to establish three distinct Planning Areas as follows:
  - a. Planning Area 1 – A transit-oriented attached single-family residential development on approximately 6.12 acres that will allow up to a maximum density of 22 dwelling unit per acre with accessory common area, recreation facilities and other amenities, as well as a pedestrian access link to Planning Area 2;
  - b. Planning Area 2 – A transit center on approximately 2.99 acres that will allow a transit center of up to a six-bay bus plaza, a “Park and Ride” vehicle parking structure accommodating between 350 and 400 vehicles, a retail building of up to 4,800 square feet, and approximately 5,000 square foot of pedestrian plaza accessible to Planning Area 3;
  - c. Planning Area 3 – A civic component on approximately 1.55 acres that will envision accommodating a potential menu of civic-oriented uses, such as but not limited to, approximately 10,000 square feet of civic event center space, approximately 5,000 to 10,000 square feet of professional office space, or approximately 10,000 to 15,000 square feet of a senior/community center. A surface parking area will be provided to service the civic uses;

4. Zone Change to change the 10.66-acre project site from the existing C-3A Commercial Zone (Regional or Community Shopping Center) to the Covina Forward Specific Plan Zone;
5. Subdivision map (Tentative Tract Map 74512) for the public use parcels and the for-sale residential development; and
6. Site Plan Review for the residential development and public use development.

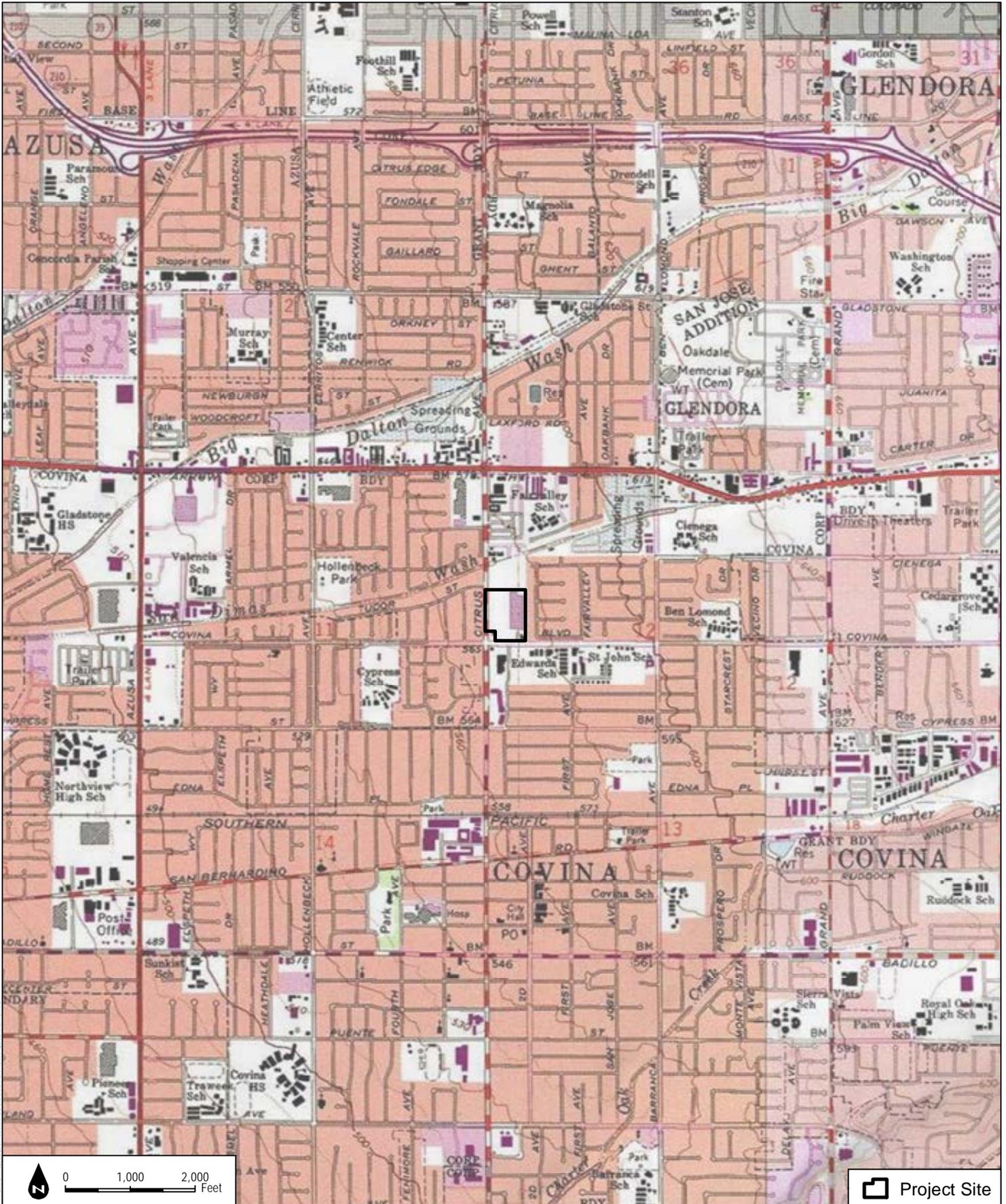
## **2.6 REFERENCES**

City of Covina. 2000. City of Covina General Plan. [http://www.covinaca.gov/sites/default/files/fileattachments/planning\\_commission/page/1073/land\\_use.pdf](http://www.covinaca.gov/sites/default/files/fileattachments/planning_commission/page/1073/land_use.pdf)

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SOURCE: USGS 7.5-Minute Series Baldwin Park Quadrangle.

**FIGURE 2-2**  
Vicinity Map



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## **CHAPTER 3.0 ENVIRONMENTAL ANALYSIS**

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The following sections contain an analysis, by issue area, of the potentially significant environmental effects of the proposed project. The environmental issue areas analyzed in this section are as follows:

- Aesthetics (Section 3.1)
- Agriculture and Forestry Resources (Section 3.2)
- Air Quality (Section 3.3)
- Biological Resources (Section 3.4)
- Cultural Resources (Section 3.5)
- Geology and Soils (Section 3.6)
- Greenhouse Gas Emissions (Section 3.7)
- Hazards and Hazardous Materials (Section 3.8)
- Hydrology and Water Quality (Section 3.9)
- Land Use and Planning (Section 3.10)
- Mineral Resources (Section 3.11)
- Noise (Section 3.12)
- Population and Housing (Section 3.13)
- Public Services (Section 3.14)
- Recreation (Section 3.15)
- Transportation and Traffic (Section 3.16)
- Utilities and Service Systems (Section 3.17)

The discussions of each environmental issue area include the following subsections:

- Existing Conditions
- Regulatory Setting
- Thresholds of Significance
- Impacts Analysis
- Cumulative Impacts
- Mitigation Measures
- Significance after Mitigation

The Transportation/Traffic section of the EIR also includes a Methodology section.

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## **3.1 AESTHETICS**

This section describes the existing visual setting and resources of the Covina Transit-Oriented Mixed-Use Development Project (project or proposed project) site and vicinity, identifies associated regulatory requirements, and analyzes the proposed project's impacts to aesthetics. The following discussion focuses on the existing aesthetic resources in, and the visual character of, the City of Covina and more specifically, the proposed project area.

### **3.1.1 Existing Conditions**

#### **Scenic Vistas**

While the City of Covina's General Plan Natural Resources and Open Space Element (City of Covina 2000) does not list any scenic vistas or views that have been specifically designated by the City, the proposed project site is located in the City of Covina at the foot of the San Gabriel Mountains in the San Gabriel Valley. Similar to existing views available from adjacent properties and nearby roadways, including Covina Boulevard and Citrus Avenue, northerly views to the dark, rugged silhouette of the San Gabriel Mountain ridgelines are available from the proposed project site. However, existing on-site landscape trees within the former K-Mart parking lot are capable of screening or obscuring mountainous terrain from view.

#### **Scenic Highways**

The City of Covina's General Plan Natural Resources and Open Space Element (City of Covina 2000) does not identify or designate scenic routes of travel within the City boundaries. However, the California Department of Transportation (Caltrans) maintains the California Scenic Highway Program and identifies segments of California highways and adjacent corridor as containing outstanding natural beauty.

Within the proposed project area, State Route (SR-) 39 between Interstate (I-) 210 and SR-2 in the San Gabriel Mountains has been identified as an eligible state scenic highway (Caltrans 2016a). At I-210, SR-39 is located approximately 1.7 miles northwest of the proposed project site. Between I-210 near La Cañada-Flintridge and northeast to the San Bernardino County line, SR-2 is an officially designated state scenic highway (Caltrans 2016b). At its nearest location (i.e., the intersection of SR-39 and SR-2), SR-2 is located approximately 17 miles north of the proposed project site.

#### **Visual Character**

The City of Covina is a mature, suburban community characterized by predominantly low rise/low intensity residential, commercial, and light manufacturing uses. According to the

General Plan Land Use element, the City is almost entirely built out, although future development is expected and is anticipated to occur on remaining vacant as well as on underutilized properties (City of Covina 2000). The majority of the City is situated on flat terrain; however, the hilly enclave of Covina Hills is located in the southeastern portion of the Planning Area and the rugged San Gabriel Mountains are located in close proximity north of the City limits.

The proposed project is located in a built-up, urban setting and is bound by a two-story stucco and wood exterior townhome development to the north and single-family and primarily single-story residential ranch-style homes to the west and east. A seemingly new, three-story townhome development featuring beige and off-white colored stucco exteriors and slightly pitched red clay tile roofs is located along North Citrus Avenue, approximately 400 feet south of the proposed project site. Strip mall commercial and neighborhood serving uses (i.e., small restaurants, yoga and dances studios, and gas stations) housed in single-story, attached, white stucco exterior buildings featuring dark green awnings and red roll formed metal roof panels are located to the south, as is the two-story Village Green Senior Apartment development and two-story single-family residential neighborhood off Second Avenue. While residential development to the north and east is located adjacent to the proposed project site (these uses are separated by four- to five-foot tall concrete masonry unit walls or wood fencing), residential development to the west and south are separated from the project site by North Citrus Avenue (four lanes and an unraised median) and East Covina Boulevard (four lanes and an unraised median), respectfully. Sidewalks are installed adjacent to North Citrus Avenue and East Covina Boulevard and a Foothill Transit Route 281 bus stop is located on North Citrus Avenue just north of the East Covina Boulevard intersection (a small, uncovered bench and trash receptacle are installed near the Route 281 bus stop sign). Aboveground telephone and electrical distribution lines run parallel to North Citrus Avenue and East Covina Boulevard and are supported by tall wooden poles ranging from approximately 30 feet to 70 feet in height.

The proposed 10.66-acre project site is rectangular in shape and is comprised of a former K-Mart property and an existing private school property. A long, rectangular, two-story vacant commercial building that previously supported a K-Mart shopping center and an attached auto service/repair center remains on-site, as does an expansive asphalt surface parking lot featuring regularly spaced mature landscape trees, occasional pockets of low shrubs, and tall lighting poles. Mature landscape trees along the western project boundary have grown dense due to lack of maintenance and as a result, existing development on the proposed project site is intermittently obscured from pedestrians, motorists, and residents to the west. The K-Mart property is currently surrounded by six-foot tall chain link fencing fitted with semi-transparent blue fabric. A small single-story residential structure and several mature trees dot the private school property located on the southeastern corner of the proposed project site.

## **Light and Glare**

The proposed project site is located in an urbanized area of the City in which existing sources of nighttime lighting and glare occur. For example, tall, overhead lighting poles are installed on the existing parking lot that comprises a large portion of the proposed project site and similar lighting poles and fixtures are installed along North Citrus Avenue and East Covina Boulevard. Also, residential development is located to the north, east, west and south of the proposed project site and exterior mounted security/safety lighting and interior lighting contribute to the nighttime lighting environment in the project area. Gas stations, restaurants, and other commercial retail and neighborhood serving businesses are present in the area (several are located in continuous strip or shopping center type developments). Exterior and interior lighting and advertisement signage associated with these uses operate during nighttime hour and contribute lighting to the environment. Lastly, vehicles traveling on area roads and in area parking lots are also a source of nighttime lighting in the project area.

The majority of development in the surrounding area displays stucco, concrete masonry unit (CMU), and wood exteriors and trim. Use of particularly reflective building materials such as unfinished or unpainted stainless steel does not occur within the immediate project area. Roll formed metal roof paneling is common atop the strip mall commercial and neighborhood serving uses development to the south of the proposed project site; however, the paneling is painted and has been weathered and as a result, is not particularly reflective.

### **3.1.2 Regulatory Setting**

#### **Federal**

There are no federal regulations applicable to aesthetic resources in the City of Covina.

#### **State**

##### ***California Scenic Highway Program***

The California Scenic Highway Program was created in 1963 with the intent to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. The state laws that govern the California Scenic Highway Program are Sections 260 through 263 of the Streets and Highways Code. A highway may be designated “scenic” based on the natural landscape visible to travelers, the scenic quality of the landscape, and the extent to which development intrudes on the views of the highway. The California Scenic Highway Program includes both officially designated scenic highways and highways that are eligible for designation. It is the responsibility of local jurisdictions to apply for scenic highway approval, which requires the adoption of a corridor protection program (Caltrans 2008).

Within the proposed project vicinity, SR-39 is an eligible state scenic highway (Caltrans 2016a), but its closest location to the project site is approximately 1.7 miles away. More specifically, for an approximate 30-mile long segment from SR-210 near Azusa to the Angeles Crest Highway (SR-2), SR-30 is an eligible state scenic highway (Caltrans 2016b). The nearest officially designated state scenic highway, SR-2, is located more than 17 miles north of the proposed project site in the San Gabriel Mountains.

## **Local**

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

The following policies of the City of Covina General Plan Land Use Element pertain to scenic resources and/or aesthetic character and therefore are applicable to an aesthetics analysis of the proposed project:

- **Objective 1, General Land Use, Policy 7:** Require that new or expanded commercial, industrial, and medium- to high-density residential projects, when adjacent to single-family residences, hospitals, nursing homes, schools, day care centers, and other sensitive uses, incorporate sufficient physical and visual buffers to ensure compatibility. Such buffers shall include, but not be limited to, building setback and architecture, landscaping, walls, and other physical and aesthetic elements and shall adequately protect the single family residences or sensitive uses from noise, light, trash, vehicular traffic, and other visual and environmental disturbances.
- **Objective 1, General Land Use, Policy 10:** Preserve the predominantly low-rise, low- to medium-intensity character of Covina’s residential neighborhoods and commercial and industrial districts.
- **Objective 1, Residential, Policy 1:** Permit development at density ranges and quantities that reflect existing and desired scales of building construction and revitalization in the community, as well as physical and environmental constraints, that address the intent of regional housing obligations, that will allow for moderate future growth, and that will not inhibit the City’s ability to meet street capacities and to provide other infrastructure, adequate community services, and utilities.
- **Objective 1, Residential, Policy 4:** Preserve the predominantly low-rise, low- to medium-density character of Covina’s neighborhoods.
- **Objective 1, Residential, Policy 5:** Protect, to the greatest extent possible, single-family detached neighborhoods from incompatible encroachments.
- **Objective 1, Residential, Policy 14:** Require, except where community goals, objectives, and policies are best furthered, that both new and remodeled residential

developments comply with Zoning and other standards, incorporate adequate amenities, and achieve a high level of architectural and site design quality to ensure a high quality of life for local residents and to ensure long-term building maintenance and viability.

- **Objective 3, Residential, Policy ee:** Maintain and, where possible, enhance Covina’s attractive appearance, positive image, and small-town character.

### **3.1.3 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 aesthetic impacts. Impacts to aesthetic would be significant if the proposed project would:

- A. Have a substantial adverse effect on a scenic vista.
- B. Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- C. Substantially degrade the existing visual character or quality of the site and its surroundings.
- D. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

### **3.1.4 Impacts Analysis**

#### ***A. Would the project have a substantial adverse effect on a scenic vista?***

The proposed project site is located in an urbanized area of the City and has been previously developed for commercial retail uses. In addition to a long, rectangular, two-story vacant commercial building that previously supported a K-Mart shopping center and an attached auto service business, the site is comprised of an expansive asphalt surface parking lot occasionally dotted with mature landscape trees and tall lighting poles. A private school property that currently supports a small single-story residential structure and several mature trees occupies the southeastern corner of the proposed project site.

The proposed project site is located in the City of Covina which is situated at the foot of the San Gabriel Mountains in the San Gabriel Valley. While views to the dark, rugged silhouette of the San Gabriel Mountain ridgelines are available from the proposed project site (mountains are occasionally obstructed from view due to the presence of mature on-site trees), similar views to the local mountainous terrain are available in the immediate surrounding area and throughout the City. Therefore, for purposes of this analysis, these

views are not considered unique in the City. Furthermore, the City's General Plan does not list any scenic vistas or views that have been specifically designated by the City.

As with other project sites in the City of Covina where views across the site to the San Gabriel Mountains are available, the Covina Transit-Oriented Mixed-Use Development could partially obstruct views of the mountains from vantage points along East Covina Boulevard. The proposed two-story iTEC (approximately 35 feet in height) would be developed along the site's southern boundary, adjacent to East Covina Boulevard, while the proposed parking garage and town-home development would be set back from East Covina Boulevard. More specifically, the three-level parking garage would be set back approximately 200 feet from East Covina Boulevard and the three-story townhome development would be set back approximately 400 feet from East Covina Boulevard. Due to the setbacks, both the proposed parking garage and townhome development would be less visually prominent when viewed from East Covina Boulevard. Furthermore, the presence of mature trees on the proposed project site and along the East Covina Boulevard corridor at times obstructs the San Gabriel Mountains from existing views afforded to passing motorists and nearby residents.

While development of the proposed project would occur under a specific plan, the building heights for proposed project development would conform to the permitted building height applicable to development within the underlying C-3A (Regional or Community Shopping Center) zone. Building heights of up to 75 feet are permitted in the C-3A zone. The proposed two-story iTEC, would be approximately up to 35 feet in height. As previously stated, existing views to mountainous terrain across the project site are occasionally obstructed by vertical features (i.e., buildings and trees) and upon development of the proposed project, views to the area's scenic resources would continue to be obstructed. Lastly, the City does not designate any scenic vistas in its General Plan and due to similar views available throughout the City, views across the project site are not considered to be unique. Therefore, implementation and development of the proposed project would not have a substantial adverse effect on scenic vistas. Impacts are considered **less than significant**, and as such, no mitigation is required.

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

The proposed project site is primarily developed as a commercial retail site and does not contain rock outcroppings or historic buildings. Mature landscape trees are present throughout the project site within the surface parking lot and include species of eucalyptus, palm, pear, and carrotwood trees. While redevelopment of the proposed project site would entail the removal of existing trees and other parking lot vegetation,

the proposed project includes a landscape plan that would ensure a consistent landscape theme across the approximate 10.66-acre site. Furthermore, at its nearest point just north of the I-210 freeway, SR-39 (an eligible state scenic highway) is located approximately 1.7 miles northwest of the proposed project site. Due to the presence of intervening development and landscaping, the proposed project site would not be visible in southerly views along the segment of SR-39 located in the City of Azusa. On forest service lands located north of the City of Azusa, the proposed project site would not be visible due to intervening terrain (SR-39 traverses the canyons of the San Gabriel Mountains and adjacent terrain limits the availability of particularly long views to the south). The nearest officially designated state scenic highway, SR-2, is located more than 17 miles north of the proposed project site in the San Gabriel Mountains and would not be visible to motorists. Since the proposed project site is not visible from an officially designated state scenic highway, **no impacts** to scenic resources within a state scenic highway would occur.

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

**Construction**

Construction of the overall proposed project is anticipated to take approximately 37 months and would occur sometime between 2017 and 2021. Similar to existing conditions, the proposed project site would be fenced off during construction to deter unauthorized access and for safety and security purposes. Construction activities would include site preparation, grading of the entire 10.66-acre site, installation of public and private utilities, vertical construction; application of architectural coatings, paving of surface parking areas, public improvements, and installation of landscaping. Construction equipment including, but not limited to, backhoes, excavators, graders, rubber tired dozers, a crushing machine for concrete and asphalt, and hauling trucks and materials would be staged on-site during construction activities, so as not to obstruct access to surrounding streets.

During the approximate 37-month construction period, the proposed project site would undergo temporary transformations in visual character. For example, at the onset of construction, the existing K-Mart building and asphalt parking lot would be demolished and the entire site would be graded. The visual appearance of the project site would change from that of a developed but vacant and underutilized site to an active construction site characterized by exposed tan soils and relatively large moving vehicles and equipment. Existing mature trees on the project site and along the perimeter would also be removed, thereby enhancing off-site viewing opportunities to

the project site; however, the installation of temporary fabric-paneled chain-link construction fencing would partially obscure horizontal site elements (i.e., exposed soils) from the view of most receptors in the surrounding area. Furthermore, the vacant graded site would be a temporary visual experience to receptors as the pouring of building foundations and framing of buildings during vertical construction would re-introduce permanent vertical forms to the project site. This characterization would also be temporary as applications of architectural coatings are undertaken, surface parking areas are prepared and paved, and the project site begins to display a familiar developed character. The installation of site furnishings, utilities, and drought-tolerant and adaptable landscaping would also help the site achieve a developed appearance and aid in the transition from construction site to new residential neighborhood, transit center, and event center/business and technology incubation area development. Visual changes to the project site would be experienced temporarily and the project site would progressively transition from an active construction zone to a finished project. Due to the temporary nature of construction, the visual changes anticipated during construction stages would not be permanent and the proposed project would not substantially degrade the existing visual character of the project site and surrounding area. Impacts are considered **less than significant**. No mitigation is required during construction.

### **Residential Townhome Units**

As previously stated, the proposed project site is located in a built-up, urban setting. A two-story townhome development is located to the north, single-story, single-family residential neighborhoods are located to the east and west (across North Citrus Avenue), and a commercial strip mall, a two-story senior apartment development, and a two-story single-family residential neighborhood off Second Avenue are located to the south (across East Covina Boulevard). The northern portion of the project site would be developed with up to 120 townhome units within three-story, modern-style buildings configured in a courtyard arrangement. A colored site plan and street-level rendering of the proposed residential townhome neighborhood are included on Figure 3.1-1. While the proposed townhome development would display a style and architecture unique from that of current adjacent townhome developments to the north and south along North Citrus Avenue, new townhomes would be constructed at a similar scale as existing multi-family residential development. However, along the project site's northeastern border, four new three-story townhome buildings would be located within twenty feet of the easterly property line which abuts existing fences/screen walls of single-story, single-family residences. Under existing conditions, the vacant two-story K-Mart building is aligned lengthwise with single-family residences and as a result, a continuous cream-colored wall is present in southerly views from residential backyards. Proposed residential development would be arranged such that the side profile of townhome buildings would

face existing single-family home backyards which would reduce view blockage associated with the existing K-Mart building and with the introduction of three side-by-side townhome units. In addition, the proposed project would install landscape trees between townhome development and the easterly property line to act as a visual buffer. Therefore, with the installation of landscaping and due to the arrangement of townhome buildings along the easterly project property line, the proposed townhome development would not substantially block existing views or degrade the existing visual character or quality of the project site and its surroundings. Impacts are considered **less than significant**. No mitigation is required.

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

In addition to an outdoor bus depot and an approximately 4,800-square-foot single-story retail building with covered outdoor seating, a three-level, approximately 50,000-square-foot parking structure (capable of accommodating 350 to 400 vehicles) would be constructed south of the proposed townhome development in the middle of the project site. Several bus stops with covered bench seating would be installed within the interior of the project site and a new gently curved roadway would be constructed from North Citrus Avenue to East Covina Boulevard to better accommodate the rerouted bus stops and riders opting to use the Park & Ride Facility. Bird's eye view renderings of the bus depot, single-story retail building and covered outdoor seating area, and the three-level parking structure are included as Figure 3.1-2. While buses do not currently access the interior of the project site, Foothill Transit Routes 281 and 492 operate nearby on North Citrus Avenue (bus pockets are not installed and frequent bus stops can cause temporary traffic congestion). Retail uses are commonplace along the North Citrus Avenue and East Covina Boulevard corridors (the project site also previously supported commercial retail uses). The three-level parking structure would be similar in building scale to the existing vacant commercial K-Mart building located on-site and would be smaller in size (50,000 square feet to approximately 100,000 square feet). Similar to the proposed townhome development, the parking structure would be set back from the easterly property line and landscaping would be installed between the structure and single-family residential lots to provide a visual buffer between the uses. Therefore, with the installation of landscaping and the proposed setback from the easterly project property line, the proposed Transit Center and Park & Ride Facility would not substantially degrade the existing visual character or quality of the project site and its surroundings. Impacts are considered **less than significant**. No mitigation is required.

### Covina iTEC

Located in the southeastern portion of the project site, the iTEC would consist of a 10,000-square-foot event center, 11,000-square-foot business/technology incubation area, and 20,000 square feet of outdoor plaza/public space area. Although building heights of up to 75 feet are permitted in the underlying C-3A commercial zone (regional or community shopping center), the event center and business/technology incubation area would be situated in a building approximately up to 35 feet in height and would be surrounded by a large surface parking lot and landscaping. Architectural plans and/or renderings for the iTEC building have not yet been prepared for review, and therefore, the design theme and character proposed for this use are not yet known. A large portion of the existing site is utilized as a surface parking lot and street trees and other landscaping generally line the North Citrus Avenue and East Covina Boulevard corridors. The proposed two-story and approximately up to 35 feet in height event center/ business-technology incubation area would be consistent with the generally low-rise, low- to medium-intensity character of surrounding residential neighborhoods and commercial centers. Residential development in the immediate surrounding area is generally limited to three stories in height and with the exception of grocery and department stores and commercial development in the project area, consists of single-story strip mall development and rectangular, stand-alone restaurants. As such, aesthetics impacts of the iTEC component of the proposed project would be **less than significant**. No mitigation is required.

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

Although existing buildings on the proposed project site are currently vacant and the project site is not accessible to the public, existing parking lot lighting installed on-site is assumed to operate during nighttime hours to deter unauthorized access and general security. Upon implementation of the proposed project, existing development and sources of lighting on the project site would be demolished and new interior and exterior lighting would be installed to support the proposed Transit Center and Park & Ride Facility, Covina iTEC, and the approximate six-acre residential townhome development. New lighting elements would also be installed to support pedestrian walkways, the 7,400-square-foot recreation area, vehicle points of entry, project site interior roadways, and unassigned parking areas. New uses and facilities proposed as part of the overall project would result in an increase in the number of lighting sources currently present on the proposed project site. Furthermore, the variety of proposed uses on the project site are likely to entail the introduction of new lighting types (i.e., decorative, accent, pathway,

in-ground, outdoor public space, etc.), fixtures, and support structures that are not currently present on the project site.

As previously stated, the proposed project site is located in an urbanized area of the City in which existing sources of nighttime lighting and glare operate. Despite the proposed project's location in an area where existing (and similar) sources of nighttime lighting operate, the project site is located immediately adjacent to existing residential development to the north and east. If improperly installed and maintained, new lighting associated with proposed project components could spillover from the project site to adjacent residential uses and affect existing nighttime views. To date, a detailed lighting plan and schedule has not been developed, and as such, the specific location and intensity of lighting proposed for the project components (and the potential for spillover effects) is not known. Because a specific lighting plan and scheme has not yet been developed for the overall proposed project, the introduction of new lighting associated with the proposed project could cause potentially significant impacts. As such, the implementation of mitigation measures **MM-AES-1** and **MM-AES-2** would ensure potential impacts are reduced to a less-than-significant level. Therefore, impacts are considered **less than significant with mitigation incorporated**.

Implementation of the proposed project is not anticipated to result in the introduction of new sources of substantial glare to the project site that would affect existing day time views. While proposed project components would include windows and other glass features and may include exterior metallic elements and trims (i.e., exterior staircases associated with the parking structure, shade structures for the proposed retail component, residential balcony railing, etc.), these elements would be relatively minor in the context of the proposed project and would be similar to existing architectural elements present in the surrounding area. Furthermore, these elements are not anticipated to be overly reflective and would be partially screened by perimeter project development and landscaping. Therefore, the proposed project would not create a new source of substantial glare that would adversely affect daytime views in the area and impacts would be **less than significant**. No further mitigation is required to address potential light and glare impacts.

### **3.1.5 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.

### **Scenic Vistas**

A cumulative impact to scenic vistas would occur if cumulative projects, in combination with the proposed project, resulted in the substantial degradation of quality or obstruction of particularly scenic views available from a recognized scenic vista. As stated in Section 3.1.1, the City of Covina is located at the foot of the San Gabriel Mountains and views of mountainous terrain are generally available throughout the City. While cumulative development would not combine with the proposed project to further affect the availability of scenic views across the project site and to the San Gabriel Mountains (projects considered in the cumulative scenario are located more than 0.6 mile from the proposed project site), development (or redevelopment) of parcels across the City of Covina could conceivably degrade the quality of existing available views or, depending on proposed mass and scale, could obstruct or screen scenic resources from an existing view. However, the proposed project is not located along a scenic corridor and is instead located in a built out suburban setting. Therefore, it is unlikely that the proposed project would be visible along with future cumulative projects from any scenic viewpoint or from a scenic corridor to surrounding scenic mountainous terrain. As such, the proposed project would not contribute considerably to a potential cumulative significant impact. Cumulative impacts are considered **less than significant**. No mitigation is required.

### **Scenic Highways**

Since the proposed project site is not visible from an officially designated state scenic highway, development of the proposed project would not result in impacts to scenic resources within a state scenic highway. Therefore, development of the proposed project would not contribute to a potential cumulative significant impact. Cumulative impacts are considered **less than significant**. No mitigation is required.

### **Visual Character**

Construction and operation of the proposed project was determined to result in less than significant impacts to the existing visual character and quality of the project site and surrounding area. Projects considered in the cumulative scenario would generally be subject to the City's underlying zoning standards that include regulations pertaining to permitted uses, minimum lot dimensions, and maximum building height. Furthermore, the cumulative projects consist of the development of detached single-family homes and a park on an existing school site within a single-family residential neighborhood (i.e., Charter Oak Residential Development Project) and the development of office/retail/residential uses within an existing commercial (primarily

auto-related)/residential neighborhood (i.e., Covina Hassen Development Project). In addition, these projects are proposed where existing residential uses occur, and as such, would not entail a significant visual change such that the existing visual character or quality of the project site and its surroundings would be substantially degraded. With the exception of the project site that is zoned C-3A and has maximum permitted building height of 75 feet (additional height may be permitted with a CUP), building heights on properties in the surrounding area are generally limited to 35 feet. Building heights of up to 50 feet are permitted on commercially zoned properties located south of the project site and East Covina Boulevard; however, existing development on these properties is primarily composed of single-story commercial strip development.

The proposed two-story and approximately up to 35 feet in height event center/business-technology incubation area would be consistent with the generally low-rise, low- to medium-intensity character of surrounding residential neighborhoods and commercial centers. The three-level parking structure proposed for the Transit Center and Park & Ride Facility would also be consistent with the generally low-rise, low- to medium-intensity character of surrounding residential neighborhoods and commercial centers. The residential development in the immediate surrounding area is generally limited to three stories (up to 35 feet) in height, and with the exception of grocery/department stores and commercial development in the project area, consists of single-story strip mall development and rectangular, stand-alone restaurants. As such, the cumulative aesthetics impacts of the proposed project would be **less than significant**. No mitigation is required.

### **Light and Glare**

Similar to the proposed project, lighting and building materials associated with cumulative development would be subject to review and approval by the City of Covina Planning Department. If detailed information regarding proposed lighting and building materials are not known during preparation of necessary environmental documentation for cumulative projects, then the adoption of applicant-proposed measures or mitigation measures would likely be required by the City of Covina to ensure that lighting and glare impacts are less than significant. Lighting for the proposed project would be provided throughout the project site and to ensure minimal sky glow and light trespass onto adjacent properties, mitigation measures **MM-AES-1** and **MM-AES-2** would be implemented. Therefore, with the implementation of these mitigation measures, the proposed project would not contribute considerably to a potential significant cumulative impact. Cumulative impacts are considered **less than significant with mitigation incorporated**.

### 3.1.6 Mitigation Measures

**MM-AES-1** New sources of exterior lighting on the project site shall be shielded and directed downward to avoid light spillover onto adjacent residential developments to the north and east. Exterior overhead lighting shall also be of the minimum required intensity to provide for safety and security of project residents and visitors. Nighttime operation of new sources of lighting shall be consistent with that of existing lighting sources in the area.

**MM-AES-2** Prior to the issuance of building permits, the project applicants shall prepare and submit to the City for review a photometric study for the proposed residential townhome development and parking structure to ensure that off-site residential land uses to the north and east are not subjected to unnecessary light spillover and trespass. A detailed lighting plan shall be developed for the residential townhome development and parking structure and shall be utilized by a qualified photometric specialist to prepare the photometric study. If excessive light spillover is identified in the photometric, then appropriate measures including but not limited to use of lower intensity lighting shall be considered to avoid unnecessary light spillover and trespass.

### 3.1.7 Significance After Mitigation

With implementation of mitigation measures **MM-AES-1** and **MM-AES-2**, potential impacts to existing nighttime views resulting from the introduction of project site lighting would be **less than significant**.

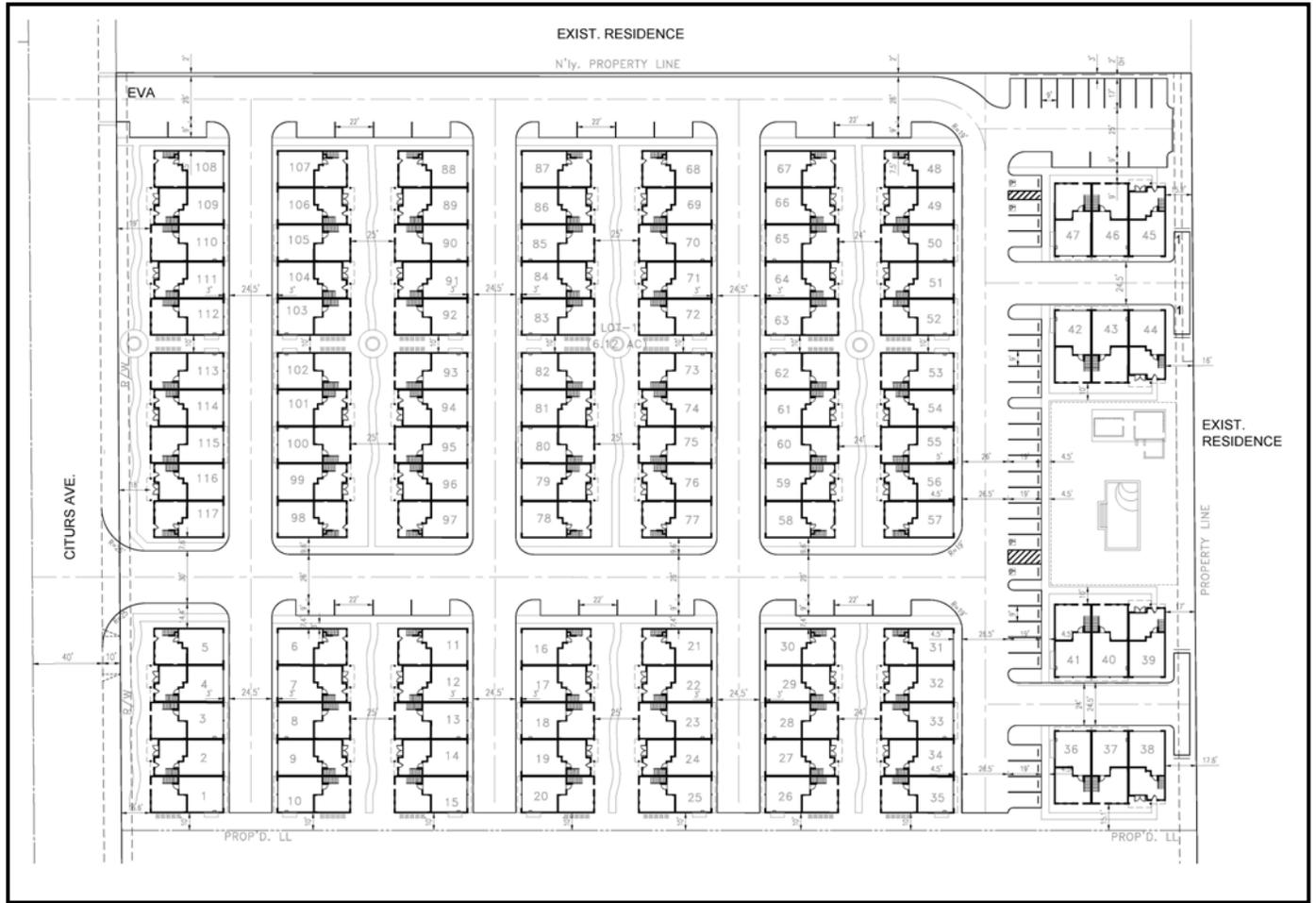
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SOURCE: KTG 2016

**FIGURE 3.1-1**  
**Site Plan and Street Level Rendering of Residential Townhome Units**

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## 3.2 AGRICULTURE AND FORESTRY RESOURCES

This section describes the existing agricultural and forestry resources; identifies associated regulatory requirements; and evaluates potential adverse impacts related to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), conflict with existing zoning for agricultural use or Williamson Act contract, conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, and loss of forest land as a result of implementing the proposed Covina Transit-Oriented Mixed-Use Development Project (project or proposed project).

### 3.2.1 Existing Conditions

The project site is located in a highly urbanized area surrounded by existing development in the City of Covina (City). The City, including the project site, is not part of the California Department of Conservation's (DOC's) Farmland Mapping and Monitoring Program (FMMP) study area (DOC 2016a). There are no agricultural uses on the project site, and the project site is not currently, nor was previously, zoned for agricultural use. Additionally, there are no forest lands on the project site. The project site is designated as General Commercial in the City's General Plan (City of Covina 2000) and is zoned C-3A (Regional or Community Shopping Center). The project site is composed of a former K-Mart property and an existing private school property. The former K-Mart store has been closed for approximately two years and is currently a vacant commercial building with surface parking and associated ornamental landscape and infrastructure improvements.

### 3.2.2 Regulatory Setting

#### Federal

##### *Farmland Protection Policy Act*

The U.S. Department of Agriculture administers the Farmland Protection Policy Act of 1981. This Act is intended to minimize the extent to which federal programs contribute to the unnecessary conversion of Farmland to nonagricultural uses. The act also requires these programs to be compatible with state, local, and private efforts to protect Farmland.

#### State

##### *California Public Resources Code*

Section 4526 of the California Public Resources Code defines timberland as land (other than land owned by the federal government and land designated by the State Board of Forestry and Fire Protection as experimental forest land) that is available for, and capable of, growing

a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the State Board of Forestry and Fire Protection on a forest district basis after consultation with the forest district committees and others.

According to Section 12220 (g) of the Public Resources Code, forest land refers to “land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.”

#### ***California Civil Code Section 3482.5 (The Right to Farm Act)***

The Right to Farm Act is designed to protect commercial agricultural operations from nuisance complaints that may arise when an agricultural operation is conducting business in a “manner consistent with proper and accepted customs.” The code specifies that established operations that have been in business for three or more years that were not nuisances at the time they began shall not be considered a nuisance as a result of a new land use.

#### ***Farmland Mapping and Monitoring Program (FMMP)***

The FMMP, established in 1982, produces maps and statistical data used for analyzing impacts to California’s agricultural resources. Agricultural land is rated according to the soil quality and irrigation status, with the best quality land called Prime Farmland. Maps are updated every two years, with current land use information gathered from aerial photographs, a computer mapping system, public review, and field reconnaissance.

The DOC classifies and maps land within the state as Prime Farmland, Farmland of Statewide Importance, Unique Farmland (collectively referred to as Important Farmland), and Grazing Land to provide information regarding Important Farmland conversion to decisions makers for use in planning the present and future use of California’s agricultural land resources. As stated previously, the City, including the project site, is not part of the DOC’s FMMP study area (DOC 2016a).

#### ***California Land Conservation Act (Williamson Act)***

The Williamson Act of 1965 was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program requires a 10-year contract between the county and the land owner. While in contract, the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement. The goal of the Williamson Act is to protect agriculture and open space.

### *California Government Code*

Government Code Section 51104 (g) defines a timberland production zone as an area that has been zoned pursuant to Section 51112 or 51113 and is devoted to, and used for, growing and harvesting timber, or for growing and harvesting timber and compatible uses.

### **Local**

#### *City of Covina General Plan*

The City's General Plan Natural Resources and Open Space Element notes that the City is approximately 99 percent built out and does not contain noteworthy, usable agricultural soils, important agricultural areas, and does not contain forest lands. As such, there are no relevant goals and policies related to the protection of agricultural and forestry resources applicable to the proposed project.

### **3.2.3 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 agriculture and forestry resources impacts. Impacts related to agriculture and forestry resources would be significant if the proposed project would:

- A. Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses.
- B. Conflict with existing zoning for agricultural use, or a Williamson Act contract.
- C. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).
- D. Result in the loss of forest land or conversion of forest land to non-forest use.
- E. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

### 3.2.4 Impacts Analysis

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

The City, including the project site, was not part of the DOC's FMMP study area (DOC 2016a). There are no Class I (prime agriculture) soils within the City limits and limited Class II (potential prime agriculture) soils are located generally in the eastern portion of the community. Most of the soils in the City range from categories III to VII (which vary from "limited agricultural use potential" to "unsuited for agriculture") (City of Covina 2000). There are no agricultural uses on the project site, and the project site is not currently, nor was previously, zoned for agricultural use. The project site is designated as General Commercial in the City's General Plan (City of Covina 2000) and is zoned C-3A (Regional or Community Shopping Center). The project site is comprised of a former K-Mart property and an existing private school property that currently supports a small single-story residential structure and ornamental landscaping. Since the project site is currently developed with a vacant commercial building, small single-story residential structure on the private school property, and no agricultural uses are on the project site, no conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use would occur. As such, **no impact** would occur.

- B. *Would the proposed project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

The City's zoning and General Plan land use map indicate that no portion of the project site is located within an area that is zoned for agricultural use. The project site is designated as General Commercial in the City's General Plan (City of Covina 2000) and is zoned C-3A (Regional or Community Shopping Center). The project site is comprised of a former K-Mart property developed with a vacant commercial building and an existing private school property developed with a small single-story residential structure. According to the DOC's Williamson Act Map (DOC 2016b), there are no Williamson Act contracts on the project site. Since the project site is not an agricultural land use and is not under a Williamson Act contract, **no impact** to an agricultural use or Williamson Act contract would occur.

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

The project site is designated as General Commercial in the City's General Plan (City of Covina 2000) and is zoned C-3A (Regional or Community Shopping Center). No forest land, timberland, or Timberland Production areas (as defined in the Public Resources Codes (PRC) 12220(g) and 4526 or Government Code 51104(g)) are located within, or adjacent to, the project site. Therefore, the proposed project would not conflict with existing zoning for forest land, timberland, or Timberland Production areas, or result in the loss or conversion of forest lands to non-forest uses, as none exist. **No impact** would occur.

- D. *Would the proposed project result in the loss of forest land or conversion of forest land to non-forest use?*

There are no forest lands within the City, including the project site (City of Covina 2000). The project site is comprised of a former K-Mart property and an existing private school property. Since the project site is currently developed with a vacant commercial building, small single-story residential structure on the private school property, and no forest lands are on the project site, no conversion of forest land to non-forest use would occur. As such, **no impact** would occur.

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

Please refer to responses 3.2.4A, 3.2.4B, 3.2.4C, and 3.2.4D. There are no agricultural uses on the project site, and the project site is not currently, nor was previously, zoned for agricultural use. There are no forest lands within the City, including the project site (City of Covina 2000). The project site is designated as General Commercial in the City's General Plan (City of Covina 2000) and is zoned C-3A (Regional or Community Shopping Center). The project site is comprised of a former K-Mart property and an existing private school property. Since the project site is currently developed with a vacant commercial building, small single-story residential structure on the private school property, and no agricultural uses or forest lands are on the project site, no conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use or conversion of forest land to non-forest use would occur. As such, **no impact** would occur.

### 3.2.5 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.

As described above, the proposed project would not result in impacts related to agricultural resources, Prime Farmland, Unique Farmland, or Farmland of Statewide Important, Williamson Act contract, forest lands, timberland, or Timberland Production areas. The project site is currently developed with a vacant commercial building, a private school property, surface parking, and ornamental landscape. There are no agricultural zoned lands in the City; therefore cumulative projects within the City would not impact agricultural uses. The City and surrounding jurisdictions were not part of the DOC's FMMP study area (DOC 2016a). Similar to the proposed project, the two related projects are located generally in an urbanized area, impacts to agricultural uses, Farmland, forest lands, timberland, or Timberland Production areas are not likely. According to the DOC's Williamson Act Map (DOC 2016b), there are no Williamson Act contracts in the City or the surrounding jurisdictions. Future development of projects would be required to be consistent with the applicable jurisdiction's zoning and land use designations. Because of the developed nature of the area, and because the project would not impact agricultural uses, Farmland, Williamson Act contracts, forest lands, timberland, or Timberland Production areas, the proposed project would not contribute to a cumulative significant impact related to agriculture and forestry resources. Thus, **no cumulative impact** would occur.

### 3.2.6 Mitigation Measures

No significant agriculture or forest resources impacts would occur, and therefore, no mitigation measures are required.

### 3.2.7 Significance After Mitigation

The proposed project would not result in adverse impacts to Farmland identified by the FMMP or the Williamson Act. Additionally, as previously discussed, the proposed project would not result in any significant impact to identified forest land, timberland, or land zoned for Timberland Production. No land identified in these categories exists within, or in the surrounding area of, the project site. Therefore, there would be **no impact** to agricultural and forestry resources within or directly surrounding the proposed project site.

### 3.2.8 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). 2016a. Los Angeles County Important Farmland 2014.  
Accessed July 27, 2016: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf>.
- DOC. 2016b. Los Angeles County Williamson Act 2015/2016. Accessed July 27, 2016:  
[ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA\\_15\\_16\\_WA.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_15_16_WA.pdf).

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### 3.3 AIR QUALITY

This section describes the existing air quality setting of the project area; identifies associated regulatory requirements; evaluates the project's potential to conflict with an applicable air quality plan, violate any air quality standard or contribute substantially to an existing or project violation, result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard, expose sensitive receptors to substantial pollutant concentrations, or create of objectionable odors affecting a substantial number of people; and identifies mitigation measures related to implementation of the Covina Transit-Oriented Mixed-Use Development Project (project or proposed project). Air quality modeling data and associated information has been included as part of Appendix B.

#### 3.3.1 Existing Conditions

##### Climate and Meteorology

The proposed project is in Los Angeles County within the City of Covina, which lies at an elevation of approximately 558 feet above mean sea level. The project site is located within the South Coast Air Basin (SCAB), which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and is within the jurisdictional boundaries of the Southern Coast Air Quality Management District (SCAQMD). The SCAB is a 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and is characterized as having a Mediterranean climate (typified as semiarid with mild winters, warm summers, and moderate rainfall).

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific; as a result, the climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the SCAB is a function of the area's natural physical characteristics (e.g., weather and topography) and of manufactured influences (e.g., development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the SCAB.

##### Climate

Moderate temperatures, comfortable humidity, and limited precipitation characterize the climate in the SCAB. The average annual temperature varies little throughout the SCAB, averaging 75 degrees Fahrenheit (°F). However, with a less pronounced oceanic influence, the eastern inland portions of the SCAB show greater variability in annual minimum and maximum temperatures.

All portions of the SCAB have recorded temperatures over 100°F in recent years. Although the SCAB has a semiarid climate, the air near the surface is moist because of the presence of a shallow marine layer. Except for infrequent periods when dry air is brought into the SCAB by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as “high fog,” are a characteristic climate feature. Annual average relative humidity is 70% at the coast and 57% in the eastern part of the SCAB. Precipitation in the SCAB is typically 9 to 14 inches annually and is rarely in the form of snow or hail because of typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the SCAB.

The City’s average temperatures range from a high of 94 degrees Fahrenheit (F) in August to a low of 38 degrees Fahrenheit in December. Annual precipitation is approximately 9.89 inches, falling mostly from January through April (WRCC 2015).

### **Sunlight**

The presence and intensity of sunlight are necessary prerequisites for the formation of photochemical smog. Under the influence of the ultraviolet radiation of sunlight, certain “primary” pollutants (mainly reactive hydrocarbons and oxides of nitrogen (NO<sub>x</sub>)<sup>1</sup>) react to form “secondary” pollutants (primarily oxidants). Since this process is time dependent, secondary pollutants can be formed many miles downwind of the emission sources. Due to the prevailing daytime winds and time-delayed nature of photochemical smog, oxidant concentrations are highest in the inland areas of Southern California.

### **Temperature Inversions**

Under ideal meteorological conditions and irrespective of topography, pollutants emitted into the air mix and disperse into the upper atmosphere. However, the Southern California region frequently experiences temperature inversions in which pollutants are trapped and accumulate close to the ground. The inversion, a layer of warm, dry air overlaying cool, moist marine air, is a normal condition in coastal Southern California. The cool, damp, and hazy sea air capped by coastal clouds is heavier than the warm, clear air, which acts as a lid through which the cooler marine layer cannot rise. The height of the inversion is important in determining pollutant concentration. When the inversion is approximately 2,500 feet above mean sea level (amsl), the sea breezes carry the pollutants inland to escape over the mountain slopes or through the passes. At a height of 1,200 feet amsl, the terrain prevents the pollutants from entering the upper atmosphere, resulting in the pollutants settling in the foothill communities. Below 1,200 feet

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<sup>1</sup> NO<sub>x</sub> is a general term pertaining to compounds of nitric oxide (NO), nitrogen dioxide (NO<sub>2</sub>) and other oxides of nitrogen.

amsl, the inversion puts a tight lid on pollutants, concentrating them in a shallow layer over the entire coastal basin. Usually, inversions are lower before sunrise than during the daylight hours.

Mixing heights for inversions are lower in the summer and inversions are more persistent, being partly responsible for the high levels of ozone (O<sub>3</sub>, also referenced to as ozone herein) observed during summer months in the SCAB. Smog in Southern California is generally the result of these temperature inversions combining with coastal day winds and local mountains to contain the pollutants for long periods, allowing them to form secondary pollutants by reacting in the presence of sunlight. The SCAB has a limited ability to disperse these pollutants due to typically low wind speeds and the surrounding mountain ranges. The project site is located in an area that is susceptible to air inversions. This traps a layer of stagnant air near the ground where pollutants are further concentrated. These inversions produce haziness, which is caused by moisture, suspended dust, and a variety of chemical aerosols emitted by trucks, automobiles, furnaces, and other sources.

## **Pollutants and Effects**

### ***Criteria Air Pollutants***

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The federal and state standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include O<sub>3</sub>, nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), particulate matter with an aerodynamic diameter equal to or less than 10 microns (PM<sub>10</sub>), particulate matter with an aerodynamic diameter equal to or less than 2.5 microns (PM<sub>2.5</sub>), and lead. These pollutants, as well as toxic air contaminants (TACs), are discussed in the following text.<sup>2</sup> In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants.

**Ozone.** O<sub>3</sub> is a strong-smelling, pale blue, reactive, toxic chemical gas consisting of three oxygen atoms. It is a secondary pollutant formed in the atmosphere by a photochemical process involving the sun's energy and O<sub>3</sub> precursors, such as hydrocarbons and NO<sub>x</sub>. These precursors are mainly NO<sub>x</sub> and volatile organic compounds (VOCs). The maximum effects of precursor emissions on O<sub>3</sub> concentrations usually occur several hours after they are emitted and many miles from the source. Meteorology and terrain play major roles in O<sub>3</sub> formation, and ideal conditions occur during summer and early autumn on days with low wind speeds or stagnant air,

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<sup>2</sup> The descriptions of each of the criteria air pollutants and associated health effects are based on the EPA's Criteria Air Pollutants (2016a) and the CARB Glossary of Air Pollutant Terms (2016a).

warm temperatures, and cloudless skies. O<sub>3</sub> exists in the upper atmosphere ozone layer as well as at the Earth's surface in the troposphere. The O<sub>3</sub> that the Environmental Protection Agency (EPA) and California Air Resources Board (CARB) regulate as a criteria air pollutant is produced close to the ground level, where people live, exercise, and breathe. Ground-level ozone is a harmful air pollutant that causes numerous adverse health effect and is thus, considered “bad” ozone. Stratospheric ozone, or “good” ozone, occurs naturally in the upper atmosphere, where it reduces the amount of ultraviolet light (i.e., solar radiation) entering the earth’s atmosphere. Without the protection of the beneficial stratospheric ozone layer, plant and animal life would be seriously harmed.

O<sub>3</sub> in the troposphere causes numerous adverse health effects; short-term exposures (lasting for a few hours) to O<sub>3</sub> at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. These health problems are particularly acute in sensitive receptors such as the sick, the elderly, and young children.

**Nitrogen Dioxide.** NO<sub>2</sub> is a brownish, highly reactive gas that is present in all urban atmospheres. The major mechanism for the formation of NO<sub>2</sub> in the atmosphere is the oxidation of the primary air pollutant nitric oxide, which is a colorless, odorless gas. NO<sub>x</sub> plays a major role, together with VOCs, in the atmospheric reactions that produce O<sub>3</sub>. NO<sub>x</sub> is formed from fuel combustion under high temperature or pressure. In addition, NO<sub>x</sub> is an important precursor to acid rain and may affect both terrestrial and aquatic ecosystems. The two major emissions sources are transportation and stationary fuel combustion sources such as electric utility and industrial boilers.

NO<sub>2</sub> can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections.

**Carbon Monoxide.** CO is a colorless, odorless gas formed by the incomplete combustion of hydrocarbon, or fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, such as the project location, automobile exhaust accounts for the majority of CO emissions. CO is a nonreactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions—primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, which is a typical situation at dusk in urban areas from November to February. The highest levels of CO typically occur during the colder months of the year, when inversion conditions are more frequent.

In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions.

**Sulfur Dioxide.** SO<sub>2</sub> is a colorless, pungent gas formed primarily from incomplete combustion of sulfur-containing fossil fuels. The main sources of SO<sub>2</sub> are coal and oil used in power plants and industries; as such, the highest levels of SO<sub>2</sub> are generally found near large industrial complexes. In recent years, SO<sub>2</sub> concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO<sub>2</sub> and limits on the sulfur content of fuels.

SO<sub>2</sub> is an irritant gas that attacks the throat and lungs and can cause acute respiratory symptoms and diminished ventilator function in children. When combined with particulate matter, SO<sub>2</sub> can injure lung tissue and reduce visibility and the level of sunlight. SO<sub>2</sub> can also yellow plant leaves and erode iron and steel.

**Particulate Matter.** Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. PM<sub>2.5</sub> and PM<sub>10</sub> represent fractions of particulate matter. Coarse particulate matter (PM<sub>10</sub>) is about 1/7 the thickness of a human hair. Major sources of PM<sub>10</sub> include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood-burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions. Fine particulate matter (PM<sub>2.5</sub>) is roughly 1/28 the diameter of a human hair. PM<sub>2.5</sub> results from fuel combustion (e.g., from motor vehicles and power generation and industrial facilities), residential fireplaces, and woodstoves. In addition, PM<sub>2.5</sub> can be formed in the atmosphere from gases such as sulfur oxides (SO<sub>x</sub>), NO<sub>x</sub>, and VOCs.

PM<sub>2.5</sub> and PM<sub>10</sub> pose a greater health risk than larger-size particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. PM<sub>2.5</sub> and PM<sub>10</sub> can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances such as lead, sulfates, and nitrates can cause lung damage directly or be absorbed into the blood stream, causing damage elsewhere in the body. Additionally, these substances can transport adsorbed gases such as chlorides or ammonium into the lungs, also causing injury. Whereas PM<sub>10</sub> tends to collect in the upper portion of the respiratory system, PM<sub>2.5</sub> is so tiny that it can penetrate deeper into the lungs and damage lung tissue. Suspended particulates also damage and discolor surfaces on which they settle and produce haze and reduce regional visibility.

People with influenza, people with chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death as a result of breathing particulate matter. People with bronchitis can expect aggravated symptoms from breathing in particulate matter. Children may experience a decline in lung function due to breathing in PM<sub>10</sub> and PM<sub>2.5</sub>. Other groups considered sensitive are smokers, people who cannot breathe well through their noses, and exercising athletes (because many breathe through their mouths).

**Lead.** Lead in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturing of batteries, paints, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phaseout of leaded gasoline reduced the overall inventory of airborne lead by nearly 95%. With the phaseout of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities are becoming lead-emissions sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth. Children are highly susceptible to the effects of lead.

**Volatile Organic Compounds.** Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of O<sub>3</sub> are referred to and regulated as VOCs (also referred to as reactive organic gases). Combustion engine exhaust, oil refineries, and fossil-fueled power plants are the sources of hydrocarbons. Other sources of hydrocarbons include evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint.

The primary health effects of VOCs result from the formation of O<sub>3</sub> and its related health effects. High levels of VOCs in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered TACs. There are no separate health standards for VOCs as a group.

### ***Non-Criteria Air Pollutants***

**Toxic Air Contaminants.** A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute and/or chronic noncancer health effects. A toxic substance released into the air is considered a TAC. TACs are identified by federal and state agencies based on a review of available scientific evidence. In the state of California, TACs are identified through a two-step process that was

established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics “Hot Spots” Information and Assessment Act, Assembly Bill (AB) 2588, was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere. The law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hotspots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years.

Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources, such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources, such as automobiles; and area sources, such as landfills. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and noncarcinogenic effects. Noncarcinogenic effects typically affect one or more target organ systems and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC.

**Diesel Particulate Matter.** Diesel particulate matter (DPM) is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases, gas and particle, both of which contribute to health risks. The California Air Resources Board (CARB) classified “particulate emissions from diesel-fueled engines” (i.e., DPM; 17 CCR 93000) as a TAC in August 1998. DPM is emitted from a broad range of diesel engines: on-road diesel engines of trucks, buses, and cars and off-road diesel engines including locomotives, marine vessels, and heavy-duty construction equipment, among others. Approximately 70% of all airborne cancer risk in California is associated with DPM (CARB 2000). To reduce the cancer risk associated with DPM, CARB adopted a diesel risk reduction plan in 2000 (CARB 2000).

### **Sensitive Receptors**

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases. Facilities and structures where these air pollution-sensitive people live or spend considerable amounts of time are known as sensitive receptors. Land uses where air pollution-sensitive individuals are most likely to spend time include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (sensitive sites or sensitive land uses) (CARB 2005). The SCAQMD identifies sensitive

receptors as residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993).

The nearest off-site sensitive receptors to the proposed project are residences adjacent to the project site. However, as the construction proposed townhomes are completed residents will move in.

### **3.3.2 Regulatory Setting**

Regulatory oversight for air quality in the SCAB is maintained by the EPA at the federal level, CARB at the state level, and by the SCAQMD at the local level. Applicable laws, regulations and standards of these three agencies are described in the following subsections.

#### **Federal**

The federal Clean Air Act, passed in 1970 and last amended in 1990 forms the basis for the national air pollution control effort. The EPA is responsible for implementing most aspects of the Clean Air Act, including the setting of National Ambient Air Quality Standards (NAAQS; federal standards) for major air pollutants hazardous air pollution standards, approval of state attainment plans, motor vehicle emission standards, stationary source emissions standards and permits, acid rain control measures, stratospheric O<sub>3</sub> protection, and enforcement provisions. Federal standards are established for criteria pollutants under the Clean Air Act, which are O<sub>3</sub>, CO, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and lead.

The federal standards describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The federal standards (other than for O<sub>3</sub>, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. Federal standards for O<sub>3</sub>, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are based on statistical calculations over 1- to 3-year periods, depending on the pollutant. The Clean Air Act requires the EPA to reassess the federal standards at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the federal standards must prepare a state implementation plan that demonstrates how those areas will attain the standards within mandated time frames.

The federal Clean Air Act delegates the regulation of air pollution control and the enforcement of the federal standards to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels.

## State

CARB has established California Ambient Air Quality Standards (state standards; CAAQS), which are generally more restrictive than the federal standards. The state standards describe adverse conditions; that is, pollution levels must be below these standards before a basin can attain the standard. The state standards for O<sub>3</sub>, CO, SO<sub>2</sub> (1 hour and 24 hours), NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. The federal and state standards are presented in Table 3.3-1, Ambient Air Quality Standards.

**Table 3.3-1  
Ambient Air Quality Standards**

Pollutant	Average Time	California Standards <sup>a</sup>	National Standards <sup>b</sup>	
		Concentration <sup>c</sup>	Primary <sup>c,d</sup>	Secondary <sup>c,e</sup>
O <sub>3</sub>	1 hour	0.09 ppm (180 µg/m <sup>3</sup> )	—	Same as primary standard
	8 hours	0.070 ppm (137 µg/m <sup>3</sup> )	0.070 ppm (137 µg/m <sup>3</sup> )	
NO <sub>2</sub> <sup>f</sup>	1 hour	0.18 ppm (339 µg/m <sup>3</sup> )	0.100 ppm (188 µg/m <sup>3</sup> )	Same as primary standard
	Annual arithmetic mean	0.030 ppm (57 µg/m <sup>3</sup> )	0.053 ppm (100 µg/m <sup>3</sup> )	
CO	1 hour	20 ppm (23 mg/m <sup>3</sup> )	35 ppm (40 mg/m <sup>3</sup> )	None
	8 hours	9.0 ppm (10 mg/m <sup>3</sup> )	9 ppm (10 mg/m <sup>3</sup> )	
SO <sub>2</sub> <sup>g</sup>	1 hour	0.25 ppm (655 µg/m <sup>3</sup> )	0.075 ppm (196 µg/m <sup>3</sup> )	—
	3 hours	—	—	0.5 ppm (1,300 µg/m <sup>3</sup> )
	24 hours	0.04 ppm (105 µg/m <sup>3</sup> )	0.14 ppm (for certain areas) <sup>g</sup>	—
	Annual	—	0.030 ppm (for certain areas) <sup>g</sup>	—
PM <sub>10</sub> <sup>h</sup>	24 hours	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	Same as primary standard
	Annual arithmetic mean	20 µg/m <sup>3</sup>	—	
PM <sub>2.5</sub> <sup>h</sup>	24 hours	No separate state standard	35 µg/m <sup>3</sup>	Same as primary standard
	Annual arithmetic mean	12 µg/m <sup>3</sup>	12.0 µg/m <sup>3</sup>	
Pb <sup>j</sup>	30-day average	1.5 µg/m <sup>3</sup>	—	—
	Calendar quarter	—	1.5 µg/m <sup>3</sup> (for certain areas) <sup>j</sup>	Same as primary standard
	Rolling 3-month average	—	0.15 µg/m <sup>3</sup>	
H <sub>2</sub> S	1-hour	0.03 ppm (42 µg/m <sup>3</sup> )	—	—
Vinyl chloride <sup>i</sup>	24-hour	0.01 ppm (26 µg/m <sup>3</sup> )	—	—
SO <sub>4</sub>	24-hour	25 µg/m <sup>3</sup>	—	—

**Table 3.3-1  
Ambient Air Quality Standards**

Pollutant	Average Time	California Standards <sup>a</sup>	National Standards <sup>b</sup>	
		Concentration <sup>c</sup>	Primary <sup>c,d</sup>	Secondary <sup>c,e</sup>
Visibility-reducing particles	8-hour (10:00 a.m. to 6:00 p.m. PST)	Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70%	—	—

**Source:** CARB 2016a.

**Notes:** O<sub>3</sub> = ozone; ppm= parts per million by volume; µg/m<sup>3</sup> = micrograms per cubic meter; NO<sub>2</sub> = nitrogen dioxide; CO = carbon monoxide; mg/m<sup>3</sup> = milligrams per cubic meter; SO<sub>2</sub> = sulfur dioxide; PM<sub>10</sub> = coarse particulate matter; PM<sub>2.5</sub> = fine particulate matter; Pb = lead; H<sub>2</sub>S = hydrogen sulfide; SO<sub>4</sub> = sulfates; PST = Pacific standard time.

- <sup>a</sup> State standards for O<sub>3</sub>, CO, SO<sub>2</sub> (1-hour and 24-hour), NO<sub>2</sub>, and suspended particulate matter—PM<sub>10</sub>, PM<sub>2.5</sub>, and visibility-reducing particles—are values that are not to be exceeded. All others are not to be equaled or exceeded. The CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- <sup>b</sup> National standards (other than O<sub>3</sub>, NO<sub>2</sub>, SO<sub>2</sub>, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The O<sub>3</sub> standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM<sub>10</sub>, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m<sup>3</sup> is equal to or less than 1. For PM<sub>2.5</sub>, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.
- <sup>c</sup> Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25° Celsius (C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- <sup>d</sup> National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
- <sup>e</sup> National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- <sup>f</sup> To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb). Note that the national 1-hour standard is in units of ppb, whereas California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- <sup>g</sup> In 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO<sub>2</sub> national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment of the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
- <sup>h</sup> On December 14, 2012, the national annual PM<sub>2.5</sub> primary standard was lowered from 15 µg/m<sup>3</sup> to 12.0 µg/m<sup>3</sup>. The existing national 24-hour PM<sub>2.5</sub> standards (primary and secondary) were retained at 35 µg/m<sup>3</sup>, as was the annual secondary standard of 15 µg/m<sup>3</sup>. The existing 24-hour PM<sub>10</sub> standards (primary and secondary) of 150 µg/m<sup>3</sup> also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- <sup>i</sup> CARB has identified Pb and vinyl chloride as TACs with no .
- <sup>j</sup> The national standard for Pb was revised on October 15, 2008, to a rolling 3-month average. The 1978 Pb standard (1.5 µg/m<sup>3</sup> as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

## Local

### *South Coast Air Quality Management District*

The SCAQMD is the regional agency responsible for the regulation and enforcement of federal, state, and local air pollution control regulations in the SCAB, where the project is located. The SCAQMD operates monitoring stations in the SCAB, develops rules and regulations for

stationary sources and equipment, prepares emissions inventory and air quality management planning documents, and conducts source testing and inspections. The SCAQMD's Air Quality Management Plans (AQMPs) include control measures and strategies to be implemented to attain state and federal ambient air quality standards in the SCAB. The SCAQMD then implements these control measures as regulations to control or reduce criteria pollutant emissions from stationary sources or equipment.

The current AQMP was adopted by the SCAQMD governing board in December 2012 (SCAQMD 2013). The previous AQMP, adopted in 2007 (SCAQMD 2007), was prepared by SCAQMD and the Southern California Association of Governments (SCAG). The 2007 AQMP proposed policies and measures to achieve federal and state standards for improved air quality in the SCAB and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under SCAQMD jurisdiction. As part of the 2007 AQMP, the SCAQMD requested that the EPA “bump up” the O<sub>3</sub> nonattainment status from “severe” to “extreme” to allow additional time for the SCAB to achieve attainment of the federal standard. The EPA approved the redesignation of the SCAB to an extreme O<sub>3</sub> nonattainment area, which was effective as of June 2010.

The 2012 AQMP is designed to meet applicable federal and state requirements for O<sub>3</sub> and particulate matter. The 2012 AQMP demonstrates attainment of the federal 24-hour PM<sub>2.5</sub> standard by 2014 in the SCAB through adoption of all feasible measures. The 2012 AQMP also updates the EPA-approved 8-hour O<sub>3</sub> control plan with new measures designed to reduce reliance on the Clean Air Act Section 182(e)(5) long-term measures for NO<sub>x</sub> and VOC reductions. Based on general plans for cities and counties in the SCAB, demographic growth forecasts for various socioeconomic categories (i.e., population, housing, employment by industry) developed by the SCAG for their 2012 *Regional Transportation Plan/Sustainable Communities Strategy* (2012 RTP/SCS) were used in the 2012 AQMP. In addition, emissions reductions resulting from SCAQMD regulations adopted by June 2012 and CARB regulations adopted by August 2011 are included in the baseline. The 2012 AQMP reduction and control measures, which are outlined to mitigate emissions, are based on existing and projected land use and development. The Final 2012 AQMP was approved by CARB on January 25, 2013, and was reviewed by the EPA with a final ruling on April 14, 2016.

On June 30, 2016, the SCAQMD released the draft 2016 AQMP for public review. The draft 2016 AQMP is a regional blueprint for achieving air quality standards and healthful air. The draft 2016 AQMP represents a new approach, focusing on available, proven, and cost effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in GHGs and toxic risk, as well as efficiencies in energy use, transportation, and goods movement (SCAQMD 2016). Because mobile sources are the principal contributor to the SCAB's air quality challenges, the SCAQMD has been and will continue to be closely engaged with CARB and the EPA, who have primary responsibility for these sources. The draft 2016

AQMP recognizes the critical importance of working with other agencies to develop funding and other incentives that encourage the accelerated transition of vehicles, buildings, and industrial facilities to cleaner technologies in a manner that benefits not only air quality but also local businesses and the regional economy. These “win-win” scenarios are key to implementation of this draft 2016 AQMP with broad support from a wide range of stakeholders.

Because the 2016 AQMP is in draft form, the current approved SCAQMD AQMP is the 2012 AQMP.

#### Applicable Rules

Emissions that would result from stationary and area sources during operation under the project may be subject to SCAQMD rules and regulations. The SCAQMD rules applicable to the project may include the following:

- **Rule 401 – Visible Emissions:** This rule establishes the limit for visible emissions from stationary sources.
- **Rule 402 – Nuisance:** This rule prohibits the discharge of air pollutants from a facility that cause injury, detriment, nuisance, or annoyance to the public or damage to business or property.
- **Rule 403 – Fugitive Dust:** This rule requires fugitive dust sources to implement best available control measures for all sources to ensure all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM<sub>10</sub> emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust.
- **Rule 431.2 – Sulfur Content of Liquid Fuels:** The purpose of this rule is to limit the sulfur content in diesel and other liquid fuels for the purpose of reducing the formation of SO<sub>x</sub> and particulates during combustion and of enabling the use of add-on control devices for diesel-fueled internal combustion engines. The rule applies to all refiners, importers, and other fuel suppliers such as distributors, marketers, and retailers, as well as to users of diesel, low-sulfur diesel, and other liquid fuels for stationary-source applications in the SCAQMD. The rule also affects diesel fuel supplied for mobile sources.
- **Rule 1110.2 – Emissions from Gaseous- and Liquid-Fueled Engines:** This rule applies to stationary and portable engines rated at greater than 50 horsepower. The purpose of Rule 1110.2 is to reduce NO<sub>x</sub>, VOCs, and CO emissions from engines. Emergency engines, including those powering standby generators, are generally exempt from the emissions and monitoring requirements of this rule because they have permit conditions that limit operation to 200 hours or less per year as determined by an elapsed operating time meter.

- **Rule 1113 – Architectural Coatings:** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

## Regional and Local Air Quality Conditions

### *South Coast Air Basin Attainment Classification*

Pursuant to the 1990 federal Clean Air Act amendments, the EPA classifies air basins (or portions thereof) as “attainment” or “nonattainment” for each criteria air pollutant, based on whether the NAAQS have been achieved. Generally, if the recorded concentrations of a pollutant are lower than the standard, the area is classified as “attainment” for that pollutant. If an area exceeds the standard, the area is classified as “nonattainment” for that pollutant. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated as “unclassified” or “unclassifiable.” The designation of “unclassifiable/attainment” means that the area meets the standard or is expected to be meet the standard despite a lack of monitoring data. Areas that achieve the standards after a nonattainment designation are re-designated as maintenance areas and must have approved Maintenance Plans to ensure continued attainment of the standards. The California Clean Air Act, like its federal counterpart, called for the designation of areas as “attainment” or “nonattainment,” but based on CAAQS rather than the NAAQS. Table 3.3-2 depicts the current attainment status of the project site with respect to the NAAQS and CAAQS. The attainment classifications for the criteria pollutants are outlined in Table 3.3-2.

**Table 3.3-2**  
**South Coast Air Basin Attainment Classification**

Pollutant	Averaging Time	Designation/Classification
<i>Federal Standards</i>		
O <sub>3</sub>	8 hours	Nonattainment/Extreme
NO <sub>2</sub>	1 hour	Unclassifiable/attainment
	Annual arithmetic mean	Attainment (maintenance)
CO	1 hour; 8 hours	Attainment (maintenance)
SO <sub>2</sub>	24 hours; annual arithmetic mean	Unclassifiable/attainment
PM <sub>10</sub>	24 hours	Attainment (maintenance)
PM <sub>2.5</sub>	24 hours; annual arithmetic mean	Nonattainment
Pb	Quarter	Unclassifiable/attainment
	3-month average	Nonattainment

**Table 3.3-2**  
**South Coast Air Basin Attainment Classification**

Pollutant	Averaging Time	Designation/Classification
<i>State Standards</i>		
O <sub>3</sub>	1 hour; 8 hours	Nonattainment
NO <sub>2</sub>	1 hour; annual arithmetic mean	Attainment
CO	1 hour; 8 hours	Attainment
SO <sub>2</sub>	1 hour; 24 hours	Attainment
PM <sub>10</sub>	24 hours; annual arithmetic mean	Nonattainment
PM <sub>2.5</sub>	Annual arithmetic mean	Nonattainment
Pb <sup>a</sup>	30-day average	Attainment
Sulfates (SO <sub>4</sub> )	24 hours	Attainment
Hydrogen sulfide (H <sub>2</sub> S)	1 hour	Unclassified
Vinyl chloride <sup>a</sup>	24 hours	No designation
Visibility-reducing particles	8 hours (10:00 a.m.–6:00 p.m.)	Unclassified

**Sources:** EPA 2015b (federal); CARB 2014 (state).

**Notes:** O<sub>3</sub> = ozone; NO<sub>2</sub> = nitrogen dioxide; CO = carbon monoxide; SO<sub>2</sub> = sulfur dioxide; PM<sub>10</sub> = coarse particulate matter; PM<sub>2.5</sub> = fine particulate matter; Pb = lead.

<sup>a</sup> CARB has identified lead and vinyl chloride as TACs with no threshold level of exposure for adverse health effects determined.

In summary, the SCAB is designated as a nonattainment area for federal and state O<sub>3</sub> standards and federal and state PM<sub>2.5</sub> standards. The SCAB is designated as a nonattainment area for state PM<sub>10</sub> standards; however, it is designated as an attainment area for federal PM<sub>10</sub> standards. The SCAB is designated as an attainment area for federal and state CO standards, federal and state NO<sub>2</sub> standards, and federal and state SO<sub>2</sub> standards. While the SCAB has been designated as nonattainment for the federal rolling 3-month average lead standard, it is designated attainment for the state lead standard (EPA 2016b; CARB 2016c).

### ***Local Ambient Air Quality***

CARB, air districts, and other agencies monitor ambient air quality at approximately 250 air quality monitoring stations across the state. The project site's local ambient air quality is monitored by the SCAQMD. Air quality monitoring stations usually measure pollutant concentrations 10 feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. The Azusa Monitoring Station, located at 803 North Loren Avenue, Azusa, California. Air quality data for O<sub>3</sub>, NO<sub>2</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> from the Azusa monitoring station are provided in Table 3.3-3. Because SO<sub>2</sub> is not monitored at the Azusa monitoring station, SO<sub>2</sub> measurements were taken from the Los Angeles Monitoring Station is located at 1630 North Main Street, Los Angeles. Representative air quality data from 2013 through 2015 are provided in Table 3.3-3, Ambient Air Quality Data.

**Table 3.3-3  
Ambient Air Quality Data**

Pollutant	Averaging Time	2013	2014	2015	Most Stringent Ambient Air Quality Standard	Monitoring Station
O <sub>3</sub>	1 hour	0.115 ppm	0.123 ppm	0.112 ppm	0.09 ppm	Azusa <sup>a</sup>
	State exceedances	7	11	21	—	
	8 hours	0.085 ppm	0.092 ppm	0.096 ppm	0.070 ppm	
	Federal exceedances	6	11	17	—	
	State exceedances	15	20	28	—	
NO <sub>2</sub>	1 hour	0.077 ppm	0.070 ppm	0.071 ppm	0.100 ppm	Azusa <sup>a</sup>
	Annual	0.018 ppm	0.018 ppm	0.015 ppm	0.030 ppm	
CO	1 hour	3.1 ppm	2.3 ppm	2.1 ppm	20 ppm	Azusa <sup>a</sup>
	8 hours	1.7 ppm	1.9 ppm	1.3 ppm	9.0 ppm	
SO <sub>2</sub>	1 hour	0.006 ppm	0.005 ppm	0.013 ppm	0.25 ppm	Los Angeles <sup>b</sup>
	24 hours	0.002 ppm	0.001 ppm	0.001 ppm	0.040 ppm	
PM <sub>10</sub>	24 hours	76 µg/m <sup>3</sup>	96.0 µg/m <sup>3</sup>	99.0 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>	Azusa <sup>a</sup>
	Federal exceedances	0	0	0	—	
	State exceedances	36	129	75.6	—	
	Annual	32 µg/m <sup>3</sup>	43.0 µg/m <sup>3</sup>	36.2 µg/m <sup>3</sup>	20 µg/m <sup>3</sup>	
PM <sub>2.5</sub>	24 hours	29.6 µg/m <sup>3</sup>	32.0 µg/m <sup>3</sup>	70.3 µg/m <sup>3</sup>	35 µg/m <sup>3</sup>	Azusa <sup>a</sup>
	Federal exceedances	0	N/A	6.1	—	
	Annual	10.5 µg/m <sup>3</sup>	N/A µg/m <sup>3</sup>	9.8 µg/m <sup>3</sup>	12 µg/m <sup>3</sup>	

**Sources:** CARB 2015b; EPA 2014b.

**Notes:** ppm = parts per million; O<sub>3</sub> = ozone; PM<sub>10</sub> = coarse particulate matter; µg/m<sup>3</sup> = micrograms per cubic meter; N/A = not available; PM<sub>2.5</sub> = fine particulate matter; NO<sub>2</sub> = nitrogen dioxide; CO = carbon monoxide; SO<sub>2</sub> = sulfur dioxide. Data were taken from CARB iADAM (2015b; <http://www.arb.ca.gov/adam>) or EPA AirData (2014c; <http://www.epa.gov/airdata/>) and represent the highest concentrations experienced over a given year. Exceedances of federal and state standards are only shown for ozone and particulate matter. Daily exceedances for particulate matter are estimated days because PM<sub>10</sub> and PM<sub>2.5</sub> are not monitored daily. All other criteria pollutants did not exceed either federal or state standards during the years shown. There is no federal standard for 1-hour ozone, annual PM<sub>10</sub>, or 24-hour SO<sub>2</sub>, nor is there a state 24-hour standard for PM<sub>2.5</sub>.

<sup>a</sup> Azusa Monitoring Station is located at 803 North Loren Avenue, Azusa, California.

<sup>b</sup> Los Angeles Monitoring Station is located at 1630 North Main Street, Los Angeles, California

### ***City of Covina General Plan, Natural Resources and Open Spaces Section***

The City of Covina’s General Plan does not numerate or list specific polices relating to Air Quality. However, it does provide a brief discussion of the City’s conformance with the SCAQMD’s AQMP (discussed in detail previously) and Regulation 15, which focuses on vehicle trip reduction and ridesharing programs for business. The intent of Regulation 15 is to significantly reduce emissions from commuting vehicles (Covina 2000).

### 3.3.3 Thresholds of Significance

The State of California has developed guidelines to address the significance of air quality impacts based on Appendix G of the CEQA Guidelines, which provides guidance that a project would have a significant environmental impact if it would (14 CCR 15000 et seq.):

- A. Conflict with or obstruct implementation of the applicable air quality plan.
- B. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- C. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- D. Expose sensitive receptors to substantial pollutant concentrations.
- E. Create objectionable odors affecting a substantial number of people.

Appendix G of the CEQA Guidelines indicates that, where available, the significance criteria established by the applicable air quality management district or pollution control district may be relied on to determine whether the project would have a significant impact on air quality. The SCAQMD CEQA Air Quality Handbook, as revised in March 2015, sets forth quantitative emission significance thresholds below which a project would not have a significant impact on ambient air quality. Project-related air quality impacts estimated in this environmental analysis would be considered significant if any of the applicable significance thresholds presented in Table 3.3-4 are exceeded.

A project would result in a substantial contribution to an existing air quality violation of the NAAQS or CAAQS for O<sub>3</sub> (see Table 3.3-1), which is a nonattainment pollutant, if the project's construction or operational emissions would exceed the SCAQMD VOC or NO<sub>x</sub> thresholds shown in Table 3.3-4. These emission-based thresholds for O<sub>3</sub> precursors are intended to serve as a surrogate for an "ozone significance threshold" (i.e., the potential for adverse O<sub>3</sub> impacts to occur) because O<sub>3</sub> itself is not emitted directly (see the previous discussion of O<sub>3</sub> and its sources), and the effects of an individual project's emissions of O<sub>3</sub> precursors (VOC and NO<sub>x</sub>) on O<sub>3</sub> levels in ambient air cannot be determined through air quality models or other quantitative methods.

**Table 3.3-4  
SCAQMD Air Quality Significance Thresholds**

<b>Criteria Pollutants Mass Daily Thresholds</b>		
<i>Pollutant</i>	<i>Construction (pounds per day)</i>	<i>Operation (pounds per day)</i>
VOCs	75	55
NO <sub>x</sub>	100	55
CO	550	550
SO <sub>x</sub>	150	150
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55
Lead <sup>a</sup>	3	3
<b>TACs and Odor Thresholds</b>		
TACs <sup>b</sup>	Maximum incremental cancer risk $\geq$ 10 in 1 million Chronic and acute hazard index $\geq$ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
<b>Ambient Air Quality Standards for Criteria Pollutants<sup>c</sup></b>		
NO <sub>2</sub> 1-hour average NO <sub>2</sub> annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.030 ppm (state) and 0.0534 ppm (federal)	
CO 1-hour average CO 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
PM <sub>10</sub> 24-hour average PM <sub>10</sub> annual average	10.4 $\mu\text{g}/\text{m}^3$ (construction) <sup>d</sup> 2.5 $\mu\text{g}/\text{m}^3$ (operation) 1.0 $\mu\text{g}/\text{m}^3$	
PM <sub>2.5</sub> 24-hour average	10.4 $\mu\text{g}/\text{m}^3$ (construction) <sup>d</sup> 2.5 $\mu\text{g}/\text{m}^3$ (operation)	

**Source:** SCAQMD 2015.

**Notes:**  $\mu\text{g}/\text{m}^3$  = micrograms per cubic meter; CO = carbon monoxide; NO<sub>2</sub> = nitrogen dioxide; NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = coarse particulate matter; PM<sub>2.5</sub> = fine particulate matter; ppm = parts per million; SCAQMD = South Coast Air Quality Management District; SO<sub>x</sub> = sulfur oxides; TAC = toxic air contaminant; VOC = volatile organic compounds

GHG emissions thresholds for industrial projects, as added in the March 2015 revision to the SCAQMD Air Quality Significance Thresholds, were not included in Table 5 as they will be addressed within the GHG emissions analysis and not the air quality study.

<sup>a</sup> The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

<sup>b</sup> TACs include carcinogens and noncarcinogens.

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

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

In addition to the above-listed emission-based thresholds, SCAQMD also recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the project as a result of construction activities, referred to as a localized significance threshold (LST) analysis.

For project sites of 5 acres or less, the SCAQMD LST Methodology (2009) includes lookup tables that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance criteria (i.e., the emissions would not cause an exceedance of the applicable concentration limits for NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) without performing project-specific dispersion modeling. Although the proposed development area of the site is greater than 5 acres (estimated to be 10.66 acres), the project would disturb less than 5 acres in 1 day, as discussed in detail in the following text, so it is appropriate to use the lookup tables for the LST evaluation.

The LST significance thresholds for NO<sub>2</sub> and CO represent the allowable increase in concentrations above background levels in the vicinity of a project that would not cause or contribute to an exceedance of the relevant ambient air quality standards, while the threshold for PM<sub>10</sub> represents compliance with Rule 403 (Fugitive Dust). The LST significance threshold for PM<sub>2.5</sub> is intended to ensure that construction emissions do not contribute substantially to existing exceedances of the PM<sub>2.5</sub> ambient air quality standards. The allowable emission rates depend on the following parameters:

- Source-receptor area (SRA) in which the project is located
- Size of the project site
- Distance between the project site and the nearest sensitive receptor (e.g., residences, schools, hospitals)

The project site is located in SRA 9 (East San Gabriel Valley). The SCAQMD provides guidance for applying California Emissions Estimator Model (CalEEMod) to the LSTs. LST pollutant screening level concentration data is currently published for 1-, 2-, and 5-acre sites for varying distances. The maximum number of acres disturbed on the peak day was estimated using the “Fact Sheet for Applying CalEEMod to Localized Significance Thresholds” (SCAQMD 2011), which provides estimated acres per 8-hour day for crawler tractors, graders, rubber tired dozers, and scrapers. Based on the SCAQMD guidance, and assuming an excavator can grade 0.5 acres per 8-hour day (similar to graders, dozers, and tractors), it was estimated that the maximum acres on the project site that would be disturbed by off-road equipment would be 4 acres per day in 2017, 1.5 acres per day in 2018 and 5 acres per day in 2019.

The nearest sensitive-receptor land uses (a residence) would be located directly adjacent or within the project site, as at least some of the townhomes are anticipated to be occupied while other segments of the proposed project are still under construction. As such, the LST receptor distance was assumed to be 82 feet (25 meters), which is the shortest distance provided by the SCAQMD lookup tables. The LST values from the SCAQMD lookup tables for SRA 9 (East San Gabriel Valley) for a one-acre project site and a receptor distance of 25 meters are shown in Table 3.3-5.

**Table 3.3-5**  
**Localized Significance Thresholds for Source Receptor Area 9**  
**(East San Gabriel Valley)**

Pollutant	Threshold (pounds/day)
NO <sub>2</sub>	89
CO	623
PM <sub>10</sub>	5
PM <sub>2.5</sub>	3

**Source:** SCAQMD 2009.

**Notes:** CO = carbon monoxide; NO<sub>2</sub> = nitrogen dioxide; PM<sub>10</sub> = coarse particulate matter; PM<sub>2.5</sub> = fine particulate matter; ppm = parts per million  
 LST thresholds were determined based on the values for 1.5-acre site at a distance of 25 meters from the nearest sensitive receptor.

### 3.3.4 Impacts Analysis

#### A. *Would the project conflict with or obstruct implementation of the applicable air quality Plan?*

As previously discussed, the project site is located within the SCAB under the jurisdiction of the SCAQMD, which is the local agency responsible for administration and enforcement of air quality regulations for the area. The SCAQMD *CEQA Air Quality Handbook* states that, “new or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP” (SCAQMD 1993). Strict consistency with all aspects of the plan is usually not required. The SCAQMD has established criteria for determining consistency with the 2012 AQMP in Chapter 12, Sections 12.2 and 12.3, in the SCAQMD *CEQA Air Quality Handbook* (SCAQMD 1993). The criteria are as follows (SCAQMD 1993):

- **Consistency Criterion No. 1:** The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The proposed project will not exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

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

Based on the air quality modeling analysis completed for the proposed project, which is discussed in detail under Section 3.3(B) below, short-term construction emissions would not result in significant impacts based on the SCAQMD mass daily thresholds of

significance presented in Table 3.3-4. In addition, the analysis for long-term operational air quality impacts showed local pollutant concentrations would not be projected to exceed the air quality standards. Thus, no long-term impacts would occur and no mitigation measures are required and the proposed project would be consistent with Criteria 1.

### **Criterion 2 – Exceed Assumptions in the AQMP?**

While striving to achieve the NAAQS for O<sub>3</sub> and PM<sub>2.5</sub> through a variety of air quality control measures, the Final 2012 AQMP also accommodates planned growth in the SCAB. Projects are considered consistent with, and would not conflict with or obstruct implementation of, the AQMP if the growth in socioeconomic factors (e.g., population, employment) is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD *CEQA Air Quality Handbook*). The future emissions forecasts are primarily based on demographic and economic growth projections provided by SCAG. Thus, demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy were used to estimate future emissions in the Final 2012 AQMP (SCAQMD 2013).

The project site is currently developed with a vacant large shopping center (former K-Mart), auto care facility, large parking lot, and private school. The project site is currently designated as General Commercial in the City's General Plan (City of Covina 2000) and is zoned C-3A (regional or Community Shopping Center). The project site is not currently located within a specific plan area.

The proposed project would require a General Plan Amendment (GPA) to develop a mixed-use transit-oriented development (TOD) project. Along with the GPA, The Covina Transit-Oriented Mixed-Use Development Specific Plan is proposed as part of the project to accommodate and plan for the mix of residential, civic and transportation-related land uses on the project site. The proposed Specific Plan would allow for the development of the residential development prohibited within the current zoning. The proposed project would result in direct population growth as a result of the residential component and would create a minimal number of employees to operate and support the Transit Center and Park & Ride Facility and event center. The residential component of the proposed project includes 120 townhome units. Based on the California Department of Finance (DOF) average household size estimates for the City of Covina, there are approximately 3.06 persons per household. (DOF 2016). Therefore, at full build-out, the proposed project is estimated to provide housing for up to 360 residents.

According to the SCAG Growth Forecasts (Appendix to the 2012-2035 RTP/SCS), population is expected to grow from 48,200 in 2012 to 48,800 in 2020 to 50,600 in 2035 in the City of Covina (SCAG 2015). The increase in population by 360 persons would be minimal in comparison to the anticipated increase of the SCAG Growth Forecasts. Additionally, according to the SCAG Growth Forecasts, employment is expected to grow 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%. The proposed project would add a negligible number of employees to operate and support the Transit Center and Park & Ride and event center components of the proposed project.

Overall, the proposed project would directly lead to population growth within the City through the addition of new employees and residents. The SCAG 2012-2035 RTP/SCS was developed based on the growth factors assumed within the general plans of the participating jurisdictions. Since the C-3A zone does not currently allow for residential uses, the C-3A zone was not evaluated as such in the SCAG 2012-2035 RTP/SCS. Consequently, the GPA and Zone Change would change the project site's (10.66 acres, 6.12 acres allotted for the residential component) land use designation from C-3A to Covina Transit-Oriented Mixed-Use Development Specific Plan. However, the employee growth associated with re-designation of the project site would be minimal (360 residents divided by either existing SCAG Growth Forecast of 48,800 in 2020 equals <1%) in comparison to the anticipated increase of the SCAG Growth Forecast.

Since the proposed project would be consistent with the SCAG 2012–2035 RTP/SCS, the proposed project would also be consistent with the SCAQMD AQMP because demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2012 RTP were used to estimate future emissions in the Final 2012 AQMP (SCAQMD 2012). The proposed project would, therefore, meet Consistency Criterion No. 2 of the SCAQMD *CEQA Air Quality Handbook* because the proposed project would not exceed the assumptions in the AQMP or increments based on the year of project build-out and phase. Additionally, the proposed project's infill development and transportation-orientated design would provide housing near existing infrastructure and could result in a reduction of miles traveled and associated air emissions from the residents' trips to work and other activities. Impacts are considered **less than significant**. No mitigation is required.

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

**Construction Emissions**

Construction of the proposed project would result in the temporary addition of pollutants to the local airshed by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (i.e., on-road haul trucks, vendor trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions. Therefore, such emissions levels can only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts.

Criteria air pollutant emissions associated with construction activity were quantified using CalEEMod. Construction emissions were calculated for the estimated worst-case day over the construction period associated with each phase and reported as the maximum daily emissions estimated during each year of construction (2017 through 2021). Default values provided by the program were used where detailed project information was not available.

Consistent with the Project Description (Section 2.0), it was assumed that the project would include construction of approximately 120 townhomes with 7,400 square feet of recreational open space, a 50,000-square-foot parking garage, a 35,000-square-foot parking lot, a 10,000-square-foot community event center, 11,000 square feet of office space, and 4,800 square feet of retail space. The remainder of the 10.66-acre project site would either be paved or landscaped.

Construction of the proposed project is estimated to begin in February of 2017 and be completed in March 2021. For purposes of estimating project construction emissions, the analysis contained herein is based on the following assumptions (duration of phases is approximate):

- Land Development: February 2017 – November 2017
- Residential Construction: December 2017 – April 2019
- Foothill Transit Construction: December 2017 – November 2018
- Community Event Center Construction: January 2019 – February 2021

Detailed construction scheduling assumptions are provided in Appendix B.

The construction equipment mix and estimated hours of equipment operation per day used for the air pollutant emissions modeling of the project are shown in Tables 3.3-6 through 3.3-9. Table 3.3-6 presents construction scenario assumptions for site demolition, site preparation and grading, trenching for utilities, and paving. Construction assumptions for each land use development are presented separately: Table 3.3-7 presents assumptions for the residential townhome units, Table 3.3-8 presents assumptions for the Transit Center and Park & Ride Facility, and Table 3.3-9 presents assumptions for the City’s iTEC.

For this analysis, it was assumed that heavy construction equipment would operate 5 days a week (22 days per month) during project construction. Table 3.3-6 through 3.3-9 also present the estimated number of workers anticipated for each construction phase. To estimate motor vehicle emissions generated by worker vehicles (i.e., light-duty trucks and automobiles), it was assumed that each worker would generate two one-way trips per day. Because no specific information regarding worker trips is known at this time, worker trips were estimated using CalEEMod defaults.

In addition to construction equipment operation and worker trips, emissions from haul trucks and vendor trucks (i.e., delivery trucks) were estimated. Haul truck trips were assumed to be required during the grading phase, and vendor trucks transporting concrete, steel, and other building materials were assumed to be required during the building construction phase. Project construction is anticipated to involve a total of approximately 10,000 cubic yards of import across the entire project, which would require an estimated 1,250 one-way haul trips during the grading phase. Vendor truck trips were estimated using CalEEMod default values, which are based on number of residential units and building square footage. The lengths of worker, vendor, and haul truck trips were estimated using CalEEMod default values.

Table 3.3-6 presents construction scenario assumptions for the land development, which includes site demolition, grading, trenching for utilities, and paving of the entire site.

**Table 3.3-6  
Land Development Construction Scenario Assumptions**

Construction Phase	One-way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Demolition	16	0	450	Concrete Industrial Saws	1	8
				Excavators	3	8
Grading	20	0	625	Excavators	2	8
				Graders	1	8
				Rubber Tired Dozers	1	8
				Scrapers	2	8
				Tractors/Loaders/Backhoes	2	8

**Table 3.3-6  
Land Development Construction Scenario Assumptions**

Construction Phase	One-way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Trenching	10	0	0	Excavators	2	8
				Tractors/Loaders/Backhoes	2	8
Paving	16	2	0	Pavers	2	8
				Paving Equipment	2	8
				Rollers	2	8

**Note:** See Appendix B for details.

Table 3.3-7 presents construction scenario assumptions for the development of 120 townhomes and 7,400 square feet of recreational open space.

**Table 3.3-7  
Residential Townhome Units Construction Scenario Assumptions**

Construction Phase	One-way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Trenching	4	0	450	Tractors/Loaders/Backhoes	1	7
Building Construction	90	14	625	Cranes	1	7
				Forklifts	3	7
				Generator sets	11	8
				Tractors/loaders/backhoes	3	7
				Welders	1	8
Paving	18	0	0	Pavers	2	8
				Paving equipment	2	8
				Rollers	2	8
Architectural coating	16	0	0	Air compressors	1	6

**Note:** See Appendix B for details.

Table 3.3-8 presents construction scenario assumptions for the development a 50,000-square-foot parking garage, a 35,000-square-foot parking lot, and 4,800 square feet of retail space.

**Table 3.3-8  
Transit Center and Park & Ride Construction Scenario Assumptions**

Construction Phase	One-way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Trenching	6	0	0	Tractors/Loaders/Backhoes	2	8
Grading	16	0	41	Excavators	1	8
				Graders	1	8
				Rubber Tired Dozers	1	8
				Tractors/loaders/backhoes	3	8
				Welders	1	8
Building construction	50	20	0	Cranes	1	7
				Forklifts	3	8
				Generator sets	1	8
				Tractors/loaders/backhoes	3	7
				Welders	1	8
				Pump	1	8
Paving	10	0	0	Pavers	2	8
				Paving equipment	2	8
				Rollers	2	8
				Cement and Mortar Mixers	2	6
				Tractors/Loaders/Backhoes	1	8
Architectural coating	20	0	0	Air compressors	1	6

**Note:** See Appendix B for details.

Table 3.3-9 presents construction scenario assumptions for development of a 10,000-square-foot community event center and 11,000 square feet of office space.

**Table 3.3-9  
iTEC Construction Scenario Assumptions**

Construction Phase	One-way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Site Preparation	10	0	0	Crawler Tractors	2	8
				Tractors/Loaders/Backhoes	2	8
Grading	20	0	15	Tractors/Loaders/Backhoes	2	7
				Scrapers	5	8
Building construction	28	12	0	Cranes	1	6
				Forklifts	2	6
				Generator sets	2	8
				Tractors/loaders/backhoes	1	6

**Table 3.3-9  
iTEC Construction Scenario Assumptions**

Construction Phase	One-way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Trenching	10	0	0	Welders	2	8
				Excavators	2	7
				Tractors/Loaders/Backhoes	1	8
				Trenchers	1	8
Paving	10	0	0	Pavers	1	6
				Paving equipment	1	8
				Rollers	1	7
				Loader	1	8
Architectural coating	6	0	0	Air compressors	1	6

**Note:** See Appendix B for details.

Implementation of the proposed project would generate air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, architectural coatings, and asphalt pavement application. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM<sub>10</sub> and PM<sub>2.5</sub> emissions. The proposed project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during the grading activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active sites three times per day depending on weather conditions. To account for dust control measures to comply with SCAQMD Rule 403 in the calculations, it was assumed that the active sites would be watered at least three times daily, resulting in a 61% reduction in fugitive dust as implemented by CalEEMod.

Internal combustion engines used by construction equipment, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOCs, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. The application of architectural coatings, such as exterior application/interior paint and other finishes, and the application of asphalt pavement would also produce VOC emissions; however, the contractor is required to procure architectural coatings from a supplier in compliance with the requirements of SCAQMD's Rule 1113 (Architectural Coatings).

Table 3.3-10, Estimated Maximum Daily Construction Emissions, presents the estimated maximum unmitigated daily construction emissions generated during construction of the Project in each year. The values shown are the maximum summer or winter daily

emissions (i.e., worst-case) results from CalEEMod. Details of the emission calculations are provided in Appendix B.

**Table 3.3-10**  
**Estimated Maximum Daily Construction Emissions**

Year	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	pounds per day					
<i>Land Development</i>						
2017	6.50	74.63	51.95	0.08	7.34	4.68
<i>Residential</i>						
2017	0.61	7.61	6.32	0.02	0.78	0.39
2018	30.12	24.98	23.68	0.04	2.64	1.73
2019	30.08	15.00	15.04	0.03	0.98	0.79
<i>Park and Ride</i>						
2017	0.66	6.12	5.11	0.01	0.53	0.44
2018	6.55	45.62	41.54	0.07	21.75	7.84
<i>iTEC Center</i>						
2019	6.76	80.47	52.57	0.10	3.59	3.07
2020	2.35	18.40	18.37	0.03	1.38	1.06
2021	4.75	16.81	18.00	0.03	1.24	00.93
<i>Combined Maximum Daily Emissions</i>						
2017	7.77	88.36	63.38	0.11	8.65	5.51
2018	36.67	70.60	65.22	0.11	24.39	9.57
2019	36.84	95.47	67.61	0.13	4.57	3.86
2020	2.35	18.41	18.37	0.03	1.38	1.06
2021	4.75	16.81	18.00	0.03	1.24	0.93
<b>Maximum daily emissions</b>	<b>36.84</b>	<b>95.47</b>	<b>67.61</b>	<b>0.13</b>	<b>24.39</b>	<b>9.57</b>
<i>SCAQMD Threshold</i>	75	100	550	150	150	55
<b>Threshold exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

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

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

As shown in Table 3.3-10, daily construction emission for the proposed project would not exceed the thresholds set by the SCAQMD significance thresholds for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, during proposed construction activities. Furthermore, construction-generated emissions would be temporary and would not represent a long-term source of criteria air pollutant emissions. Therefore, construction of the proposed project would result in a **less than significant impact**. No mitigation is required.

### Operational Emissions

Operation of the proposed project would produce VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, emissions associated vehicular traffic, area sources (consumer products, architectural

coatings, landscaping equipment), and energy sources (natural gas, appliances, space and water heating). CalEEMod was used to estimate daily emissions from operational sources.

On-road vehicular emissions associated with the proposed project were modeled using trip-generation rates from the traffic impact study (TIS) (Hartzog & Crabill, Inc., 2016; Appendix H). Emissions from energy sources include electricity and natural gas combustion for appliances and space and water heating. For the project, 2013 Title 24 values were used. Area sources include gasoline-powered landscape maintenance equipment, consumer products and architectural coatings for maintenance of buildings.

Table 3.3-11 summarizes the average daily mobile, energy and area emissions of criteria pollutants that would be generated by development of the proposed project, and how project-generated emissions compare to the SCAQMD thresholds of significance. The values shown are the maximum summer or winter daily emissions (i.e., foreseeable worst case) results from CalEEMod.

**Table 3.3-11**  
**Estimated Maximum Daily Operational Emissions**

Emission Source	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	<i>pounds per day</i>					
Area	9.95	0.12	9.98	0.00	0.05	0.05
Energy	0.06	0.52	0.26	0.00	0.04	0.04
Mobile	5.22	12.40	52.41	0.16	11.22	3.14
<b>Total</b>	<b>15.23</b>	<b>13.04</b>	<b>62.65</b>	<b>0.16</b>	<b>11.31</b>	<b>3.23</b>
<i>SCAQMD Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b>Threshold exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Source:** SCAQMD Air Quality Significance Thresholds, 2015.

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

Area sources = consumer product use, architectural coatings, and landscape maintenance equipment. Energy sources = natural gas. Mobile sources = motor vehicles.

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

See Appendix B for detailed results.

As shown in Table 3.3-11, emissions associated with operation of the proposed project would not exceed the SCAQMD thresholds for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>. Therefore, impacts would be **less than significant**. No mitigation is required.

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

In considering cumulative impacts from the proposed project, the assessment must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SCAB is designated as nonattainment for the NAAQS or CAAQS. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution to non-attainment status in the SCAB. If a project does not exceed thresholds and is determined to have less-than-significant project-specific impacts, it may still contribute to a significant cumulative impact on air quality. In this case, the basis for analyzing the project's cumulative considerable contribution is the project's potential to exceed SCAQMD thresholds and its consistency with the most recent AQMP.

The SCAB is in a nonattainment area of O<sub>3</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> under the NAAQS and CAAQS. The nonattainment status in the SCAB is the result of cumulative emissions from motor vehicles, off-road equipment, commercial and industrial facilities, and other emission sources. Projects that emit these pollutants or their precursors potentially contribute to poor air quality.

Implementation of the proposed project would generate emissions of VOCs, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> associated with its overall construction and operation. However as indicated in Table 3.3-10 and Table 3.3-11, the short-term construction emissions and long-term operational emissions (respectively) associated with the proposed project would not exceed SCAQMD significance thresholds. Furthermore, as discussed under item 3.3(A), the proposed project would not conflict with the SCAQMD 2012 AQMP, which addresses the cumulative emissions in the SCAB. Accordingly, the proposed project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants or their precursors. Thus, this impact would be **less than significant**. No mitigation is required.

*D. Would the project expose sensitive receptors to substantial pollutant concentrations?*

**Localized Significance Thresholds Analysis**

As discussed in Section 3.3.1, Sensitive Receptors, sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people

with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). Residential land uses are located north, east, and west of the proposed project site. The closest off-site sensitive receptors to the project site include residences located approximately 30 feet north of the project site boundary.

An LST analysis has been prepared to determine potential impacts to nearby sensitive receptors during construction of the proposed project. As indicated in the discussion of the thresholds of significance (Section 3.3.3), the SCAQMD also recommends the evaluation of localized NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> impacts as a result of construction activities to sensitive receptors in the immediate vicinity of the project site. The impacts were analyzed using methods consistent with those in the SCAQMD's *Final Localized Significance Threshold Methodology* (2009). According to the *Final Localized Significance Threshold Methodology*, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2009). Hauling of soils and construction materials associated with the project construction are not expected to cause substantial air quality impacts to sensitive receptors along off-site roadways. Emissions from the trucks would be relatively brief in nature and would cease once the trucks pass through the main streets.

Construction activities associated with the proposed project would result in temporary sources of on-site fugitive dust and construction equipment emissions. Off-site emissions from vendor trucks, haul trucks, and worker vehicle trips are not included in the LST analysis. The maximum allowable daily emissions that would satisfy the SCAQMD localized significance criteria for SRA 9 are presented in Table 3.3-6 and compared to the maximum daily on-site construction emissions generated during the project's construction, which are rounded up to the nearest whole number.

**Table 3.3-6  
Localized Significance Thresholds Analysis for Project Construction**

Pollutant	Project Construction Emissions (pounds/day)	LST Criteria (pounds/day)	Exceeds LST?
NO <sub>2</sub>	100	141	No
CO	42	1083	No
PM <sub>10</sub>	12	8	Yes
PM <sub>2.5</sub>	6	4	Yes

**Source:** SCAQMD 2009.

**Notes:** CO = carbon monoxide; LST = localized significance threshold; NO<sub>2</sub> = nitrogen dioxide; PM<sub>10</sub> = particulate matter; PM<sub>2.5</sub> = fine particulate matter  
See Appendix B for detailed results.

Localized significance thresholds are shown for 2.5-acre project sites corresponding to a distance to a sensitive receptor of 25 meters.

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

Greatest on-site emissions are associated with the grading phase.

As shown in Table 3.3-6, construction activities would not generate emissions in excess of site-specific LSTs for NO<sub>2</sub> and CO. However, construction activities would exceed the LSTs for PM<sub>10</sub> and PM<sub>2.5</sub>. Therefore, site-specific construction impacts during construction of the project could be potentially significant. However, diesel equipment would be subject to the CARB ATCM for in-use off-road diesel fleets, which would minimize diesel particulate matter emissions, and the implementation of mitigation measures **MM-AQ-1** and **MM-AQ-2** would ensure that localized emissions of PM<sub>10</sub> and PM<sub>2.5</sub> are reduced to levels below significance. Therefore, impacts are considered **less than significant with mitigation incorporated**.

### Health Impacts of Toxic Air Contaminants

In addition to impacts from criteria pollutants, project impacts may include emissions of pollutants identified by the State and federal government as TACs or HAPs. State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program and aimed at TACs that are a problem in California. The State has formally identified more than 200 substances as TACs, including the federal HAPs, and is adopting appropriate control measures for sources of these TACs. The following measures are required by State law to reduce diesel particulate emissions:

- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, Section 2449), the purpose of which is to reduce DPM and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles.
- All commercial diesel vehicles are subject to Title 13, Section 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to 5 minutes; electric auxiliary power units should be used whenever possible.

The greatest potential for TAC emissions during construction would be diesel particulate emissions from heavy equipment operations and heavy-duty trucks during construction of the proposed project and the associated health impacts to sensitive receptors. The closest sensitive receptors are existing residences located approximately 30 feet from the project's northern boundary. As shown in Table 3.3-10, maximum daily particulate matter (PM<sub>10</sub> or PM<sub>2.5</sub>) emissions generated by construction equipment operation and from hauling of soil during grading (exhaust particulate matter, or DPM), combined with fugitive dust generated by equipment operation and vehicle travel, would be well below the SCAQMD significance thresholds. Moreover, total construction of the

proposed project would last approximately 4.5 years, after which project-related TAC emissions would cease.

No residual TAC emissions and corresponding cancer risk are anticipated after construction, and no long-term sources of TAC emissions are anticipated during operation of the proposed project. Thus, the proposed project would not result in a long-term (i.e., 9-year, 30-year, or 70-year) source of TAC emissions. Therefore, the exposure of project-related TAC emission impacts to sensitive receptors would be **less than significant**. No mitigation is required.

### **Carbon Monoxide Hotspots**

Mobile source impacts occur on two scales of motion. Regionally, project-related travel would add to regional trip generation and increase the vehicle miles traveled within the local airshed and the SCAB. Locally, project-generated traffic would be added to the City's roadway system near the project site. If such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles "cold-started" and operating at pollution-inefficient speeds, and is operating on roadways already crowded with non-project traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. Because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing.

Projects contributing to adverse traffic impacts may result in the formation of CO hotspots. To verify that the proposed project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hotspots was conducted. The TIS (Hartzog & Crabill, Inc., 2016) evaluated whether there would be a decrease in the level of service (LOS) (i.e., increased congestion) at the intersections affected by the proposed project. The potential for CO hotspots was evaluated based on the results of the TIS. The California Department of Transportation Institute of Transportation Studies *Transportation Project-Level Carbon Monoxide Protocol* (CO Protocol; 1997) was followed. CO hotspots are typically evaluated when (1) the LOS of an intersection or roadway decreases to LOS E or worse; (2) signalization and/or channelization is added to an intersection; and (3) sensitive receptors such as residences, schools, and hospitals are located in the vicinity of the affected intersection or roadway segment.

The proposed project's TIS evaluated eight intersections under a 2017 scenario and a 2036 scenario; with and without the proposed project. As determined by the TIS, all intersections under the existing 2017 and existing plus project 2017 scenarios operate at acceptable LOS (LOS D or better) during the AM and PM peak hours, with the exception

of one intersection (North Citrus Avenue at Badillo Street) that operates at LOS E in the AM and PM peak hours. All intersections under the existing 2036 and existing plus project 2036 scenarios operate at acceptable LOS (LOS D or better) during the AM and PM peak hours, with the exception of one intersection (North Citrus Avenue at Badillo Street) that operates at LOS E in the AM and PM peak hour for the existing 2036 scenario; under the existing plus project 2036 scenario, the North Citrus Avenue at Badillo Street intersection is anticipated to operate at LOS E in the AM peak hour and F in the PM peak hour.

As explained in the TIS, 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. The TIS determined that no significant traffic impacts would occur at study intersections with implementation of the proposed project. In addition, commercial and retail land uses are located at each corner of the intersection of North Citrus Avenue at Badillo Street, and there are no sensitive receptors located near this intersection.

Based on the previous considerations, the proposed project would not negatively affect the LOS of intersections in the project vicinity and would not significantly contribute to a CO hotspot. In addition, no sensitive receptor land uses are located near the only study area intersection that would operate at an unacceptable LOS. As such, potential project-generated impacts associated with CO hotspots would be **less than significant**. No mitigation is required.

### **Health Impacts of Other Criteria Air Pollutants**

Construction and operation of the proposed project would result in emissions that would not exceed the SCAQMD thresholds for any criteria air pollutants including VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>. VOCs would be associated with motor vehicles, construction equipment, and architectural coatings; however, project-generated VOC emissions would not result in the exceedances of the SCAQMD thresholds as shown in Table 3.3-10. Generally, the VOCs in architectural coatings are of relatively low toxicity. Additionally, SCAQMD Rule 1113 restricts the VOC content of coatings for both construction and operational applications.

VOCs and NO<sub>x</sub> are precursors to O<sub>3</sub>, for which the SCAB is designated as nonattainment with respect to the NAAQS and CAAQS. The health effects associated with O<sub>3</sub> are generally associated with reduced lung function. The contribution of VOCs and NO<sub>x</sub> to

regional ambient O<sub>3</sub> concentrations is the result of complex photochemistry. The increases in O<sub>3</sub> concentrations in the SCAB due to O<sub>3</sub> precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O<sub>3</sub> concentrations would also depend on the time of year that the VOC emissions would occur because exceedances of the O<sub>3</sub> AAQS tend to occur between April and October when solar radiation is highest. The holistic effect of a single project's emissions of O<sub>3</sub> precursors is speculative due to the lack of quantitative methods to assess this impact. Nonetheless, the VOC and NO<sub>x</sub> emissions associated with project construction and operation could minimally contribute to regional O<sub>3</sub> concentrations and the associated health impacts. Because of the minimal contribution during construction and operation, health impacts would be considered less than significant.

Construction and operation of the proposed project would also not exceed thresholds for PM<sub>10</sub> or PM<sub>2.5</sub> and would not contribute to exceedances of the NAAQS and CAAQS for particulate matter or obstruct the SCAB from coming into attainment for these pollutants. The proposed project would also not result in substantial DPM emissions during construction and operation, and therefore, would not result in significant health effects related to DPM exposure. Additionally, the proposed project would be required to comply with SCAQMD Rule 403, which limits the amount of fugitive dust generated during construction. Due to the minimal contribution of particulate matter during construction and operation, health impacts would be considered less than significant.

Construction and operation of the proposed project would not contribute to exceedances of the NAAQS and CAAQS for NO<sub>2</sub>. Health impacts that result from NO<sub>2</sub> and NO<sub>x</sub> include respiratory irritation, which could be experienced by nearby receptors during the periods of heaviest use of off-road construction equipment. However, proposed project construction would be relatively short-term, and off-road construction equipment would be operating at various portions of the project site and would not be concentrated in one portion of the project site at any one time. In addition, existing NO<sub>2</sub> concentrations in the area are well below the NAAQS and CAAQS standards. Construction and operation of the proposed project would not require use of any stationary sources (e.g., diesel generators, boilers) that would create substantial, localized NO<sub>x</sub> impacts. Therefore, potential health impacts associated with NO<sub>2</sub> and NO<sub>x</sub> would be considered less than significant.

CO tends to be a localized impact associated with congested intersections. The associated potential for CO hotspots were discussed previously and are determined to be a **less-than-significant** impact. Thus, the project's CO emissions would not contribute to significant health effects associated with this pollutant. No mitigation is required.

In summary, construction and operation of the project would not result in exceedances of the SCAQMD significance thresholds for criteria pollutants and potential health impacts associated with criteria air pollutants would be **less than significant**. No mitigation is required.

***E. Would the project create objectionable odors affecting a substantial number of people?***

Odors are a form of air pollution that is most obvious to the general public and can present problems for both the source and surrounding community. Although offensive odors seldom cause physical harm, they can be annoying and cause concern. Construction and operation of the proposed project would not create objectionable odors affecting a substantial number of people.

***Construction Odor Impacts.*** Potential sources that may emit odors during construction activities include diesel equipment and gasoline fumes. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment. Odors from these sources would be localized and generally confined to the project site. Potential project-generated construction odors would be temporary as construction would occur over four years. Residences located within the project vicinity are not anticipated to be affected by construction odors. Additionally, the release of potential odor-causing compounds would tend to be during the workday, when many residents would not be home. Furthermore, the proposed project would utilize typical construction techniques in compliance with SCAQMD rules. As such, project construction would cause an odor nuisance, and odor impacts would be **less than significant**. No mitigation is required.

***Operational Odor Impacts.*** Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 2011). The Transit Center and Park & Ride Facility is a transportation land use that could generate odors associated with of buses idling. However, the bus traffic resulting from the operation of the Transit Center and Park & Ride Facility would not cause odors typically associated with large commercial vehicles because the buses would be fueled by natural gas instead of diesel. Therefore, project operations under all phases would result in a **less than significant** odor impact. No mitigation is required.

### 3.3.5 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.

Air pollution by nature is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. The potential for the proposed project to result in a cumulatively considerable impact, specifically a cumulatively considerable new increase of any criteria pollutant for which the project region is nonattainment under an applicable NAAQS and/or CAAQS, is addressed in Section 3.3.4. Cumulative air quality impacts would be **less than significant**. No mitigation is required.

### 3.3.6 Mitigation Measures

The project would generate on-site PM<sub>10</sub> and PM<sub>2.5</sub> emissions during construction associated with fugitive dust generation and exhaust from off-road diesel-powered construction equipment. Compliance with SCAQMD Rule 403 and an associated reduction in approximately 61% of fugitive dust emissions was assumed in the estimated project-generated emissions (Table 3.2-8 and Table 3.2-11). Consistent with SCAQMD Rule 403, it is required that fugitive dust generated by grading and construction activities be kept to a minimum with a goal of retaining dust on the project site, by following the dust control measures. The fugitive dust control measures outlined in mitigation measure **MM-AQ-1** shall be implemented to the extent feasible to reduce impacts to sensitive receptors. Mitigation measure **MM-AQ-2** is intended to reduce exhaust particulate matter emissions associated with equipment operation during earth moving activities.

**MM-AQ-1** The following dust control measures shall be implemented by the contractor/builder to reduce fugitive dust PM<sub>10</sub> and PM<sub>2.5</sub> emissions generated during earthmoving construction activities of all three components of the proposed project:

- a. During clearing, grading, earthmoving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems shall be used to prevent dust from leaving the project site and to create a crust after each day's activities cease.

- b. During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the project site. At a minimum, this would include wetting down such areas later in the morning, after work is completed for the day, and whenever winds exceed 15 miles per hour.
- c. Soil stockpiled for more than 2 days shall be covered, kept moist, or treated with soil binders to prevent dust generation.
- d. Speeds on unpaved roads shall be reduced to less than 15 miles per hour.
- e. All grading and excavation operations shall be halted when wind speeds exceed 25 miles per hour.
- f. Dirt and debris spilled onto paved surfaces at the project site and on the adjacent roadways shall be swept, vacuumed, and/or washed at the end of each workday.
- g. All trucks hauling dirt, sand, soil, or other loose material to and from the construction site shall be covered and/or a minimum 2 feet of freeboard shall be maintained.
- h. At a minimum, at each vehicle egress from the project site to a paved public road, a pad consisting of washed gravel (minimum size: 1 inch) shall be installed and maintained in clean condition to a depth of at least 6 inches and extending at least 30 feet wide and at least 50 feet long (or as otherwise directed by the SCAQMD).
- i. Any additional requirements of SCAQMD Rule 403 shall be reviewed and complied with.

**MM AQ-2** During project demolition, site preparation, and grading activities, off-road equipment with engines rated at 75 horsepower or greater, shall meet Tier 3 engine standards or better. An exemption from these requirements may be granted by the City of Covina in the event that the applicant documents that (1) equipment with the required tier is not reasonably available (e.g., reasonability factors to be considered include those available within Los Angeles County within the scheduled construction period), and (2) corresponding reductions in criteria pollutant emissions are achieved from other construction equipment. Based on the anticipated equipment for these phases, this measure would be applicable to, but not limited to, excavators, graders, rubber tired dozers, and tractors/loaders/backhoes used during earth moving activities.

### 3.3.7 Significance After Mitigation

Table 3.2-7 quantifies the project construction emissions with Tier 3 applied to off-road equipment with engines rated at 75 horsepower or greater per mitigation measure **MM-AQ-2**. As shown, implementation of mitigation measure **MM-AQ-2** would reduce LST impacts to less than significant levels. Additionally, implementation of mitigation measure **MM-AQ-1** would further minimize fugitive dust to the extent feasible.

**Table 3.3-7  
Localized Significance Thresholds Analysis for Project Construction**

Pollutant	Project Construction Emissions (pounds/day)	LST Criteria (pounds/day)	Exceeds LST?
NO <sub>2</sub>	47	141	No
CO	49	1083	No
PM <sub>10</sub>	5	8	No
PM <sub>2.5</sub>	4	4	No

Source: SCAQMD 2009.

Notes: CO = carbon monoxide; LST = localized significance threshold; NO<sub>2</sub> = nitrogen dioxide; PM<sub>10</sub> = particulate matter; PM<sub>2.5</sub> = fine particulate matter  
See Appendix B for detailed results.

Localized significance thresholds are shown for 2.5-acre project sites corresponding to a distance to a sensitive receptor of 25 meters.

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

Greatest on-site NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions are associated with the grading phase.

### 3.3.8 References

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## 3.4 BIOLOGICAL RESOURCES

This section describes the existing biological resources on the proposed Covina Transit-Oriented Mixed-Use Development Project (project or proposed project) site and in the proposed project's general vicinity. Analysis provided in this section identifies associated regulatory requirements and identifies potential impacts related to implementation of the proposed project.

### 3.4.1 Existing Conditions

Approximately 99% of the City is developed. Because the City is a flat, inland, mature, and generally built-out community, there are limited natural resources. The City does not contain any forests; rivers, lakes, or related water bodies; harbors; fisheries; or significant, endangered wildlife. Issues related to biological resources that are identified in the City's General Plan consist of the preservation of existing but generally limited vegetation, wildlife, and wildlife habitat. Many such resources are limited to the Covina Hills area, which is located approximately three miles southeast of the project site (City of Covina 2000). The project site and its surroundings are fully developed and urbanized. The project site contains paved areas and vacant structures, along with landscaping consisting of ornamental trees and landscape planters with shrubs and grass. Overall, the project site and the project vicinity are highly urbanized with few natural areas that could support wildlife.

#### Vegetation

Most vegetation in the City consists of common annual grasslands, plants, and ornamental trees, which pervade in various public places (e.g., street rights-of-way and parks) and private places. Areas of biological significance related to vegetation are located in the Covina Hills (approximately three miles southeast of the project site) and near Kahler Russell Park (approximately 1.3 miles southeast of the project site) (City of Covina 2000). The project site contains numerous ornamental trees located throughout the existing surface parking lot. The project site is also bordered to the west, along North Citrus Avenue, by landscaped planters containing several street trees and to the north by a row of trees that separate the project site from the adjacent development. The existing on-site trees and street trees are ornamental species.

#### Wildlife

According to the City's General Plan, it is not anticipated that the City contains any endangered or otherwise sensitive wildlife species. However, as stated in the General Plan, the Least Bell's vireo (*Vireo bellii pusillus*) and the Blainville's horned lizard (*Phrynosoma coronatum blainvillii*) have been previously reported near or within City limits. (The Least Bell's vireo is a state and federally endangered species, and the San Diego horned lizard is a state species of special concern.) As clarified in the General Plan, occurrence probability of these species is

considered low because current land use conditions are incompatible with these species' habitats. The locations in which these species were identified in the past have since been developed with uses that likely precluded habitat subsistence.

While the presence of sensitive wildlife species is unlikely within the City, the trees growing in the City's flatlands provide cover, feeding, and nesting habitat for birds and raptors. Within the project area, birds and raptors would have the potential to use on-site and surrounding ornamental trees for nesting. This could include sensitive or otherwise protected bird and raptor species. Bats would also have the potential to use the vacant structures on-site for roosting. However, aside from potential nesting, roosting, and foraging habitat for bats and birds, the project site is not anticipated to support wildlife populations.

### **California Natural Diversity Database Radius Search**

An electronic search of the California Natural Diversity Database (CNDDDB) for special-status species was conducted within a two-mile radius of the project site to determine what special-status species have been recorded in the project area. Several special-status species are known to occur within two miles of the project site, including Blainville's horned lizard (*Phrynosoma blainvillii*; state species of special concern), mesa horkelia (*Horkelia cuneata* var. *puberula*; California rare plant rank [CRPR] 1B.1), the American badger (*Taxidea taxus*; state species of special concern), and several protected bat species. The Blainville's horned lizard is most commonly found in lowlands along sandy washes with scattered low bushes. Because the project site is fully developed and does not support sandy washes, coast horned lizard would not be expected to occur. Mesa horkelia typically occurs in chaparral, cismontane woodland, and coastal scrub. The project site is fully developed and supports limited ornamental vegetation. Chaparral, woodlands, and coastal scrub are not present on the project site; as such, the project site does not contain suitable habitat for mesa horkelia. The American badger is most abundant in drier open areas of shrub, forest, and herbaceous habitats with friable soils. This species requires sufficient food, friable soils, and open, uncultivated ground. The project site is developed and contains no open, uncultivated ground, nor does it contain shrub, forest, or substantial amounts of herbaceous habitat. As such, the project site does not contain suitable habitat for American badger.

Protected bat species that have been identified within the two-mile radius of the project site consist of western yellow bat (*Lasiurus xanthinus*; state species of special concern/Western Bat Working Group [WBWG] H), big free-tailed bat (*Nyctinomops macrotis*; state species of special concern/WBWG MH), pallid bat (*Antrozous pallidus*; state species of special concern/WBWG H), hoary bat (*Lasiurus cinereus*; WBWG M), pocketed free-tailed bat (*Nyctinomops femorosaccus* state species of special concern/WBWG M), and western mastiff bat (*Eumops perotis californicus*; state species of special concern/WBWG H). The habitat for these species typically consists of naturalized areas such as riparian habitat, deserts, grasslands, woodlands,

coastal scrub, chaparral, palm oasis, desert wash, etc. (CDFW 2016). However, certain protected bat species, such as the pallid bat, have been observed far from their naturalized habitat areas (Hermanson and O’Shea 1983). The big free-tailed bat and the western mastiff bat are known to roost in buildings and trees, as well as caves, tunnels, and cliff faces. Although these species could potentially occur within the vacant structures and trees on-site, the big-free tailed bat prefers crevices in high cliffs or rock outcrops, and the western mastiff bats typically prefer tight crevices and vertical faces for take-off, which do not occur on-site. Thus, these species have a low- to moderate-potential to roost within the project site. The western yellow and hoary bats roost in trees. The western yellow bat is strongly affiliated with palm trees, while the hoary bat prefers medium to large trees with dense foliage. Although palm trees do not occur on the project site, based on aerial imagery, palm trees occur within the adjacent property approximately 120 feet south of the project site. Additionally, the mature trees on-site could provide suitable roosting habitat for hoary bats. Thus, both species have a moderate potential to occur within, or adjacent to, the project site. The pallid bat primarily roosts within caves, crevices, and mines, but can occasionally roost in hollow trees in buildings. This species prefers rocky outcrops, cliffs, and crevices adjacent to open habitats; thus, is not anticipated to roost on-site. The project site is developed within an urban setting; thus, provides low-quality habitat for these species if present. Nevertheless, all of these species could potentially use the project area for foraging, and the project site contains vacant structures and mature trees that could serve as roosting habitat for western yellow bat, hoary bat, and to a lesser degree western mastiff bat and big free-tailed bat.

### **3.4.2 Regulatory Setting**

The proposed project would be required to comply with applicable federal, state, and local regulations that establish policies to protect biological resources. Applicable regulations are summarized in the following paragraphs.

#### **Federal**

##### ***Federal Endangered Species Act***

The federal Endangered Species Act (FESA) of 1973 (16 U.S.C. 1531 et seq.), as amended, is administered by the U.S. Fish and Wildlife Service (USFWS) for most plant and animal species, and by the National Oceanic and Atmospheric Administration National Marine Fisheries Service for certain marine species. FESA is intended to provide a means to conserve the ecosystems upon which endangered and threatened species depend and to provide programs for the conservation of those species, thus preventing extinction of plants and wildlife. FESA defines an endangered species as “any species that is in danger of extinction throughout all or a significant portion of its range.” A threatened species is defined as “any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its

range.” Under FESA, it is unlawful to take any listed species; “take” is defined as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” FESA allows for the issuance of incidental take permits for listed species under Section 7, which is generally available for projects that also require other federal agency permits or other approvals, and under Section 10, which provides for the approval of habitat conservation plans on private property without any other federal agency involvement. Upon development of a habitat conservation plan, USFWS can issue incidental take permits for listed species.

### ***Migratory Bird Treaty Act of 1918***

The Migratory Bird Treaty Act of 1918 (16 U.S.C. 703–711 and/or Sections 3503–3801 of the California Fish and Game Code) makes it unlawful to possess, buy, sell, purchase, barter or “take” any migratory bird listed in Title 50 of the Code of Federal Regulations Part 10. Disturbances that cause nest abandonment and/or loss of reproductive effort or the loss of habitats upon which these birds depend are considered violations of the Migratory Bird Treaty Act.

### **State**

#### ***California Endangered Species Act***

The California Endangered Species Act (CESA; (California Fish and Game Code Section 2050 et seq.)) establishes the policy of the state to conserve, protect, restore, and enhance threatened or endangered species and their habitats. CESA mandates that state agencies should not approve projects that would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. For projects that affect both a state-listed and federally listed species, compliance with the federal Endangered Species Act will satisfy CESA if the California Department of Fish and Wildlife (CDFW) determines that the federal incidental take authorization is consistent with CESA under California Fish and Game Code Section 2080.1.

#### ***Native Plant Protection Act***

California’s Native Plant Protection Act (California Fish and Game Code Sections 1900–1913) requires all state agencies to use their authority to carry out programs to conserve endangered and rare native plants. Provisions of the Native Plant Protection Act prohibit the taking of listed plants from the wild and require notification of the CDFW at least 10 days in advance of any change in land use. This allows CDFW to salvage listed plant species that might otherwise be destroyed.

## Local

### *City of Covina General Plan*

The Natural Resources and Open Space Element of the City's General Plan identifies and establishes objectives and policies for conserving and protecting natural resources, including vegetation and wildlife. The following are objectives and policies that are relevant to the proposed project (City of Covina 2000):

- **Policy 2b:** Retain existing trees, such as oak woodlands, in their natural setting or incorporate into planned landscaping, to the greatest extent feasible.
- **Policy 2c:** In new construction or redevelopment proposals, preserve existing mature trees, whenever feasible, particularly those located within forty feet of any public right-of-way or within any existing or proposed parking lot.
- **Policy 2f:** Follow appropriate measures to handle and/or protect any officially recognized sensitive plant, animal, or other species that may be identified in the City.
- **Policy 2g:** Require that new and significantly expanded/remodeled private, quasi-public, and public developments, including parking lots, incorporate adequate landscaping, in accordance with City Zoning, Design Guidelines, and general landscape installation provisions, for both aesthetic and ecological reasons.
- **Policy 2h:** Provide for landscape improvements to the City's sidewalks, streets, civic properties, and related public spaces and facilities, in accordance with all applicable standards and provisions, for aesthetic and ecological reasons, to the greatest extent possible.
- **Policy 2k:** Require the reasonable upkeep and maintenance of landscaping in all private and quasi-public properties, in accordance with all applicable City standards and guidelines.
- **Policy 2l:** Require that the owners of residential, commercial, industrial, institutional, and other properties maintain all landscaping in City right-of-way areas.
- **Policy 3d:** Balance the City's obligation to preserve, protect, and maintain natural resources 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.

### *City of Covina Tree Preservation Ordinance*

Municipal Code Chapter 17.83 sets forth the provisions of the City's Tree Preservation Ordinance. This ordinance prohibits the damaging of designated heritage trees within the City. Heritage trees are defined in Section 17.83.020 of the ordinance as all species of oak tree and as

any individual tree or groups of trees that have been specifically designated as heritage trees by the City Council.

### 3.4.3 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 biological resource impacts. Impacts related to biological resources would be significant if the proposed project would:

- A. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- B. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- C. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- D. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- E. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- F. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

### 3.4.4 Impacts Analysis

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

Several special-status species have been identified within a two-mile radius of the project site, as reported in the electronic search results of the CNDDDB. As described in Section 3.4.1, the project site does not support habitat for these species, with the exception of

several protected bat species. Some of these bat species would have the potential to use the project area for foraging. Additionally, the vacant structures and trees on-site and adjacent to the site may provide suitable roosting habitat for western yellow bat, hoary bat, and to a lesser degree western mastiff bat and big-free tailed bat. The numerous mature trees within the project site and adjacent areas could also potentially provide suitable nesting habitat for protected bird species. The project site does not contain suitable habitat for other special-status wildlife or plant species.

The proposed project includes the removal of on-site trees and the demolition of existing on-site structures. In the event that special-status birds and/or bats are using the project site for nesting or roosting during construction, removal of the existing trees and structures would have the potential to adversely affect or kill the bird(s) and/or bat(s). Indirect impacts could also be caused by construction noise and increased human activity on the project site, having the potential to disturb nesting, breeding, and/or roosting activities. Mitigation measures **MM-BIO-1** and **MM-BIO-2** are set forth to address potential impacts to protected bird and bat species. Implementation of mitigation measure **MM-BIO-1** requires preconstruction nesting bird surveys to be conducted prior to ground disturbing activities within the general nesting season, as well as avoidance measures, including implementation of associated avoidance buffers and potential monitoring, to ensure that direct and indirect impacts to active nests are avoided, if detected. Implementation of mitigation measure **MM-BIO-2** requires preconstruction bat surveys to be conducted prior to ground disturbing activities (including tree impacts and demolition work), as well as avoidance and minimization measures that should be employed should special-status bats be identified during preconstruction surveys (i.e., maintain avoidance buffers, seasonal restrictions to avoid maternity roosts, and eviction techniques for non-breeding special-status bat roosts, if detected). Indirect effects due to construction noise and increased human activity would be minimized with the implementation of mitigation measure **MM-BIO-2**, which requires avoidance buffers associated with active special-status bat roosts, as well as eviction techniques for non-breeding special-status bat roosts, if detected. Construction activities are proposed to occur during daylight hours; thus, impacts to foraging bats are not anticipated due to the implementation of proposed project activities. The project site is developed and located within an urban environment; thus, currently providing low-quality habitat for bats, if present. The project site would remain developed post-construction; thus, long-term indirect impacts to special-status bats are anticipated to be minimal. Furthermore, mitigation measures **MM-BIO-1** and **MM-BIO-2** would ensure that if any protected bird and bat species are present on the project site, the individuals would be avoided and disturbances would be minimized. Therefore, impacts to special-status species are considered **less than significant with mitigation incorporated**.

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

There are no riparian habitats located within the project site. The nearest water is the San Dimas Wash, a channelized concrete wash that extends southwest/northeast approximately 400 feet north of the project site. Additionally, the Los Angeles County Flood Control District's Ben Lomond Spreading Grounds are located approximately 1,000 feet northeast of the project site and the Citrus Spreading Grounds are located approximately 2,500 feet northwest of the project site (USFWS 2016; Los Angeles County Department of Public Works 2016). Due to the distance between the project site and these features, as well as the intervening urban development, the proposed project would not have the potential to affect the wash or the spreading grounds. Vegetation on the project site consists of sparse ornamental plantings that do not constitute a sensitive natural community. **No impact** to riparian habitats or other sensitive natural communities would occur as a result of implementing the proposed project, since no such resources are present on the project site.

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

As previously stated, the project site does not contain any wetlands. There is a channelized concrete wash and two spreading ground areas within the project vicinity; however, distance and intervening urban development between the project site and these features would ensure that no effects occur as a result of developing the proposed project, including removal, fill, or hydrological interruption. **No impact** to federally protected wetlands would occur.

- D. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

There are no wetlands or water bodies located within the project site; therefore, the proposed project would have no potential to affect the movement of migratory fish. Wildlife movement corridors within the City generally consist of riparian areas that extend through the Covina Hills and Kahler Russell Park (City of Covina 2000). The project site is located over a mile from these corridors. The project site is fully

developed and is surrounded by existing urban development; as such, it is not part of a wildlife movement corridor and redevelopment of the project site would not have the potential to obstruct a movement corridor or otherwise prevent wildlife from using a movement corridor. However, there are numerous mature trees on the project site that provide potential nesting sites for birds that are protected under Section 3503.5 of the Fish and Game Code and under the Migratory Bird Treaty Act (1918). The project site also contains vacant structures that could provide suitable roosting habitat for bats.

Existing on-site trees would be removed as part of the proposed project. Tree removal and construction activities could adversely affect or kill individual birds, in the event that any are nesting in trees located on, or adjacent to, the project site. Additionally, existing on-site structures would be removed during construction. Demolition of such structures and other construction-related disturbances could adversely affect or kill individual bats, in the event that any were to be roosting in the existing structures. Construction activities would also elevate noise levels and could cause disturbance to nesting or roosting birds and bats. Construction activities may occur during breeding, reproduction, and juvenile rearing periods for nesting birds (i.e., between September 1–February 28). Thus, there is potential for construction activities to negatively affect breeding or reproduction of species on, or adjacent to, the project site. Implementation of mitigation measure **MM-BIO-1**, which requires preconstruction nesting bird surveys, avoidance buffers, and monitoring for construction activities proposed to occur during the nesting bird season (March 1 through August 31, and as early as February 1 for raptors) would reduce potential direct and indirect impacts to nesting and migratory birds to below a level of significance. Implementation of mitigation measure **MM-BIO-2**, which requires conducting preconstruction bat roost surveys prior to construction activities (i.e., tree trimming/removal activities and demolition work), avoidance buffers, seasonal restrictions to avoid maternity roosts, and eviction techniques for non-breeding special-status bat roosts, if detected, would reduce potential direct and indirect impacts to roosting bats to below a level of significance. Therefore, impacts are considered **less than significant with mitigation incorporated**.

Foraging bats could occasionally forage within the project site. Project activities are anticipated to occur during daylight hours; thus, foraging bats are not anticipated to be impacted by the proposed project activities. Additionally, long-term impacts are anticipated to be minimal. The project site is developed, located within an urban setting providing low-quality habitat for roosting bats, and would remain developed post-construction. Thus, long-term indirect impacts to would be **less than significant**. No further mitigation is required.

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

Municipal Code Chapter 17.83 sets forth the provisions of the City's Tree Preservation Ordinance. This ordinance prohibits the damaging of designated heritage trees within the City. Heritage trees are defined in Section 17.83.020 of the ordinance as all species of oak tree and as any individual tree or groups of trees that have been specifically designated as heritage trees by the City Council (Covina Municipal Code Chapter 17.83). The proposed project site does not contain any oak trees or trees that have been designated as heritage trees by the City Council. As such, proposed removal of on-site trees would not conflict with the City's Tree Preservation Ordinance.

The General Plan Natural Resources and Open Space Element sets forth several policies related to trees, as listed in Section 3.4.2. For example, Policy 2b states that "the City shall retain existing trees, such as oak woodlands, in their natural setting or incorporate into planned landscaping, to the greatest extent feasible." Policy 2c is similar, stating that existing mature trees should be preserved whenever feasible in redevelopment projects. The proposed project would not involve preservation of the existing mature trees on-site. Rather, the existing trees would need to be removed to accommodate the new structures and to reconfigure the project site. Retention of the on-site trees is considered infeasible; as such, the proposed project would not conflict with these policies. Policy 2g states that the City shall require new development to incorporate adequate landscaping, in accordance with City Zoning, Design Guidelines, and general landscape installation provisions. The other General Plan policies listed in Section 3.4.2 pertain to landscaping improvements and landscape maintenance. The proposed project would include new landscaping within the project site and along the project site's boundaries, and the landscaping would be designed and maintained as required by the City.

While the proposed project does not include the preservation of existing on-site trees, retention of such trees is not considered feasible. The trees would be replaced with landscaping consistent with City regulations. As stated in Policy 3d, the City shall balance preservation of natural resources with moderate growth and ongoing economic development, commercial revitalization, and residential construction. The proposed project would support economic growth, includes residential development, and provides community facilities and amenities. As such, while the proposed project would not retain on-site trees, it is consistent with the City's overall goals regarding biological resources and trees, as it supports growth and revitalization and would replace existing landscaping. Impacts are considered **less than significant**. No mitigation is required.

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

The General Plan does not designate any portions of the City as being within a habitat conservation plan (City of Covina 2000). Furthermore, the project area is not located within any of the regional conservation plans designated by the State (CDFW 2015). Therefore, implementation of the proposed project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. **No impact** would occur.

### 3.4.5 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.

As described above, the proposed project would not result in impacts to riparian habitats, wetlands, or sensitive natural communities, nor would it result in impacts due to conflicts with habitat conservation plans. The project site is located in an urbanized area and contains little to no habitat. Other proposed, planned, or reasonably foreseeable development in the project vicinity would also be anticipated to occur within the urbanized area of Covina and the surrounding urbanized cities. Because of the developed nature of the area, and because the proposed project would not impact riparian habitats, wetlands, and sensitive natural communities or conflict with habitat conservation plans, the proposed project would not considerably contribute to a cumulatively significant impact in these categories, nor would it lead to a new cumulatively significant impact. **No cumulative impact** would occur related to riparian habitats, wetlands, or sensitive natural communities or to conflicts with habitat conservation plans.

The project would have a less than significant impact relative to local policies protecting biological resources. The City has a Tree Preservation Ordinance and numerous policies in its General Plan that have been established to protect biological resources. While the landscaping and trees on the project site would change upon implementation of the proposed project, the proposed landscaping design and maintenance would be consistent with applicable General Plan policies and would be required to comply with the Municipal Code. Further, the project site does

not contain trees that are protected under the Tree Preservation Ordinance, so the removal of existing trees would not result in conflicts with this ordinance. Additionally, other proposed, planned, or reasonably foreseeable development in the project vicinity would also be subject to the same policies and guidelines. The changes in landscaping and trees on the project site would not considerably contribute to a cumulatively significant impact related to local policies, nor would it lead to a new cumulatively significant impact. Cumulative impacts due to conflicts with local regulations and protection of biological resources would be **less than significant**.

The proposed project would have a less than significant effect with mitigation incorporated relative to special-status species and wildlife movement. This is because the project site contains suitable bird nesting and bat roosting habitat, which could potentially be used by special-status species and/or species that are protected under the Migratory Bird Treaty Act. However, upon implementation of mitigation measures **MM-BIO-1** and **MM-BIO-2**, the project's effects would be less than significant. As such, the proposed project would not considerably contribute to a cumulatively significant impact to special-status species or wildlife movement, nor would it lead to a new cumulatively significant impact. Cumulative impacts to special-status species and wildlife movement would be **less than significant with mitigation incorporated**.

### **3.4.6 Mitigation Measures**

The project site contains mature trees that would have the potential to provide suitable nesting habitat for birds. The project site also contains vacant structures that would have the potential to provide suitable roosting habitat for bats. Several special-status bat species have been identified within a two mile radius of the project site, according to the CNDDDB. The following mitigation measures are set forth to address potential impacts to birds and bats.

**MM-BIO-1** Ground-disturbance and vegetation removal activities should take place outside of the general nesting bird season, from approximately March 1 through August 31 (as early as February 1 for raptors), to the greatest extent feasible. If vegetation removal and/or construction activities (including disturbances to vegetation, structures, and substrates) will occur during the general bird nesting season (i.e., between March 1 and August 31, and as early as February 1 for raptors), preconstruction surveys for nesting native birds and raptors shall be conducted by a qualified biologist, no more than 3 days prior to construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone (500-foot radius for raptors) to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds or raptors.

If active nests are found (CDFW defines “active” as any nest that is under construction or modification; USFWS defines “active” as any nest that is currently supporting viable eggs, chicks, or juveniles), clearing and construction shall be postponed or halted within a buffer area established by the qualified biologist that is suitable to the particular bird species and location of the nest (typically a starting point of 250 feet for most birds and 500 feet for raptors, but may be reduced as approved by a qualified biologist), until the nest is vacated and/or juveniles have fledged, as determined by the qualified biologist. The construction avoidance area shall be clearly demarcated in the field (i.e., fencing, staking, or flagging) for avoidance. A qualified biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur. The results of the surveys, including graphics showing the locations of any active nests detected, and documentation of any avoidance measures taken, shall be submitted to the City within 14 days of completion of the pre-construction surveys or construction monitoring to document compliance with applicable state and federal laws pertaining to the protection of native birds. Surveys, and resulting buffers, will be repeated if construction within any phase is paused for more than 30 days.

- MM-BIO-2** No more than 30 days prior to construction (including demolition work and tree trimming/removal activities), a qualified biologist will conduct a visual and acoustic preconstruction survey for roosting special-status bats and/or sign (i.e., guano) within 300 feet of suitable bat roosting habitat (i.e., buildings and/or trees). A minimum of one day and one evening will be included in the visual preconstruction survey, which should concentrate on the period when roosting bats are most detectable (i.e., when leaving the roosts between one hour before sunset and two hours after sunset). If special-status bats are not detected, no additional measures are required.

If an active maternity roost is identified, the maternity roost will not be directly disturbed, and construction activities will maintain an appropriate distance (e.g., 300-foot avoidance buffer) until the maternity roost is vacated and juveniles have fledged, as determined by a qualified biologist. The rearing season for native bat species in California is approximately March 1 through August 31. If non-breeding special-status bat roosts (hibernacula or non-maternity roosts) are found, the individuals shall be safely evicted, under the direction of a qualified biologist, by opening the roosting area to allow airflow through the cavity or other means determined appropriate by a qualified biologist (e.g., installation of one-way doors). If flushing species from a tree roost is required, this shall be done when

temperatures are sufficiently warm for bats to exit the roost, because bats do not typically leave their roost daily during winter months. In situations requiring one-way doors, a minimum of one week shall pass after doors are installed and temperatures should be sufficiently warm (for winter hibernacula) for bats to exit the roost. This action should allow all bats to leave during the course of one week. If a roost needs to be removed and a qualified biologist determines that the use of one-way doors is not necessary, the roost shall first be disturbed following the direction of the qualified biologist at dusk to allow bats to escape during the darker hours. Once the bats escape, the roost site shall be removed or the construction disturbance shall occur the next day (i.e., there shall be no less or more than one night between initial disturbance and the roost removal).

### 3.4.7 Significance After Mitigation

Upon implementation of mitigation measures **MM-BIO-1** and **MM-BIO-2**, potentially significant impacts to protected bird, raptor, and bat species would be reduced below a level of significance. Impacts would therefore be **less than significant with mitigation incorporated**.

### 3.4.8 References

- CDFW (California Department of Fish and Wildlife). 2015. *California Regional Conservation Plans* [map]. August 2015. Accessed August 9, 2016. <https://www.wildlife.ca.gov/Conservation/Planning/NCCP>.
- CDFW (California Department of Fish and Wildlife). 2016. “Data for sensitive species” [GIS data]. California Natural Diversity Database. Accessed August 9, 2016.
- City of Covina. 2000. *City of Covina General Plan*. Adopted April 2000. Accessed August 9, 2016. <http://www.covinaca.gov/city-departments/community-development/planning>.
- Hermanson, J.W. and T.J. O’Shea. 1983. “*Antrozous pallidus*.” *Mammalian Species* 213:1–8.
- Los Angeles County Department of Public Works. 2016. “Spreading Facility Information.” Accessed August 8, 2016. <https://dpw.lacounty.gov/wrd/SpreadingGround/>.
- USFWS (United States Fish and Wildlife Service). 2016. National Wetlands Inventory, *Wetlands Mapper*, Search by Address. Accessed August 8, 2016. <http://www.fws.gov/wetlands/Data/Mapper.html>.

## 3.5 CULTURAL RESOURCES

This section describes existing cultural resources conditions on the proposed Covina Transit-Oriented Mixed-Use Development Project (project or proposed project) site and within the proposed project's general vicinity. Analysis in this section identifies associated regulatory requirements and identifies potential impacts related to implementation of the proposed project.

### 3.5.1 Existing Conditions

#### California Historical Resources Information System (CHRIS) Records Search

As part of the cultural resources study prepared for the proposed project, staff at the South Central Coastal Information Center (SCCIC) conducted a CHRIS records search on June 15, 2016, for the proposed project site and surrounding one mile. This search included a review of their collection of mapped prehistoric, historic, and built-environment resources, Department of Parks & Recreation Site Records, technical reports, and ethnographic references. Additional consulted sources included historical maps of the project site, the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Historic Property Data File, and the lists of California State Historical Landmarks, California Points of Historical Interest, and the Archaeological Determinations of Eligibility. The confidential results of the records search and a bibliography of prior cultural resources studies are on record at the City of Covina Planning Department. This information is not available to the public for review.

#### *Previously Conducted Cultural Resources Studies*

The SCCIC records indicate that 11 cultural resource investigations have been conducted within a one-mile search radius of the proposed project site (see Table 3.5-1). While areas surrounding the proposed project site were subject to previous cultural resource investigations, none of these studies overlap the current proposed project. The majority of these investigations were conducted on relatively small parcels (less than one acre). Two of the investigations were general overview linear studies with one of these spanning multiple counties.

**Table 3.5-1  
Previously Conducted Cultural Resources Studies Within One-Mile of the Project Site**

SCCIC Report Number	Title	Author	Year	Proximity to Project Site
LA-03002	A Phase I Cultural Resources Survey of 3.19 Acres at 17525 Ast Arrow Highway Azusa District, Los Angeles County, California	Maki, Mary K.	1994	Outside

**Table 3.5-1  
Previously Conducted Cultural Resources Studies Within One-Mile of the Project Site**

SCCIC Report Number	Title	Author	Year	Proximity to Project Site
LA-05001	Negative Phase 1 Archaeological Survey of Approximately 0.5 Acres for the Senior Housing Creation Project, 522 and 554 North Citrus Avenue Covina, California 91723	Maki, Mary K.	2000	Outside
LA-05067	Los Angeles County Road Department Historic Property Survey Gladstone Street - Cash Contract 2854	City of Los Angeles	1979	Outside
LA-06295	NEPA Screening for Wireless Telecommunication Site - Oakdale, 668 Arrow Grand Circle, Covina (Los Angeles County), California	Bell, Heather	2001	Outside
LA-07096	Cultural Resource Assessment Cingular Wireless Facility No. SB 362-01 Covina, Los Angeles County, California	Harper, Caprice D.	2004	Outside
LA-07239	Cultural Resource Records Search Results and Site Visit for Sprint Telecommunications Facility Candidate LA60xC008G (Covina Plaza), 948 North Citrus Avenue, Covina, Los Angeles County, California	Bonner, Wayne H.	2004	Outside
LA-08249	Cultural Resources Records Search and Survey Report for the Reclaimed Water Backbone Transmission Project, Los Angeles County, California	Peterson, Patricia A.	2002	Outside
LA-08672	Cultural Resources Records Search and Site Visit Results for Royal Street Communications, LLC. Telecommunications Facility Candidate LA0415B (Arrow Highway) 176 East Arrow Highway, Covina, Los Angeles County, California	Bonner, Wayne H. and Sarah A. Williams	2006	Outside
LA-10641	Preliminary Historical/Archaeological Resources Study, San Bernardino Line Positive Train Control Project, Southern California Regional Rail Authority, Counties of Los Angeles and San Bernardino	Tang, Bai "Tom"	2010	Outside
LA-11223	Cultural Resource Records Search and Site Survey - Clear Wireless, LLC Site CA-LOS0119A Covina Center for the Performing Arts, 104 North Citrus Avenue, Covina, Los Angeles County, California 91723	Loftus, Shannon	2011	Outside
LA-12756	Cultural Resources Records Search and Site Visit Results for Verizon Wireless Candidate LIONS 5607 North Barranca Avenue, Azusa, Los Angeles County, California	Bonner, Diane and Carrie Wills	2014	Outside

### ***Previously Recorded Cultural Resources***

According to the SCCIC records, there are no previously recorded cultural resources within the project site. There are three previously recorded cultural resources within the surrounding one-

mile search radius (see Table 3.5-2). These resources include one multi-component site (P-19-187085) and two built environment resources (P-19-188983 and P-19-189466). The CRHR-listed multi-component site consists of a plaque noting the Mojave Road State Historical Landmark and the prehistoric pathway itself. For centuries, the Mojave Road provided access for Native Americans to travel from the Mojave Desert to present day Los Angeles. By the early nineteenth century, the path was worked into a military wagon road. While the plaque is located on Bureau of Land Management (BLM) land in San Bernardino County, a segment of the original route of the Mojave Road traverses the City of Covina. The NRHP eligible Boulder Dam – Los Angeles 287.5 kV Transmission Line (P-19-188983) was constructed in the 1930s to provide electrical power to the developing City of Los Angeles. The Covina Center for the Performing Arts (P-19-189466), built circa 1920, was found not eligible for the NRHP. Eight additional unmapped built environment resources included in the California Historic Property Data File are also located within one mile of the project site.

**Table 3.5.-2  
Previously Recorded Cultural Resources Within One-Mile of the Project Site**

Primary Number	Trinomial	Resource Description	Recorded By/Year	NRHP/CRHR Eligibility Status	Proximity to Project Site
19-187085	—	Prehistoric: Segment of the Mojave Road  Historic: State Historical Landmark No. 963: The Mojave Road	Elder, Sandra J. 1989	Listed on CRHR	Prehistoric component: Outside  Historic component: Outside, San Bernardino County
19-188983	—	Historic: Boulder Dam – Los Angeles 287.5 kV Transmission Line	Van Wormer, S. and C. Dolan	Eligible for the NRHP	Outside
19-189466	—	Historic: Covina Theater	Loftus, Shannon L.	Not eligible for NRHP but may be eligible for local listing	Outside

## Native American Coordination

### *Sacred Lands File Search and Tribal Coordination Efforts*

As part of the process of identifying cultural resources within or near the project site, the California Native American Heritage Commission (NAHC) was contacted to request a review of the Sacred Lands File (SLF) on June 9, 2016. The NAHC emailed a response on August 11, 2016, which stated that the SLF search was completed with negative results. Because the SLF search does not include an exhaustive list of Native American cultural resources, the NAHC suggested contacting Native American individuals and/or tribal organizations who may have

direct knowledge of cultural resources in or near the project site. The NAHC provided the contact list along with the SLF search results. Documents related to the NAHC SLF search are included in Appendix C.

Dudek prepared and sent letters to each of the five persons and entities on the contact list requesting information about cultural sites and resources in or near the project site. These letters, mailed on August 16, 2016, contained a brief description of the proposed project, a summary of the SLF and SCCIC search results, cultural resources survey results, and reference maps. Recipients were asked to reply within 15 days of receipt of the letter should they have any knowledge of cultural resources in the area. No responses have been received to date.

### ***Assembly Bill (AB) 52***

The proposed project is subject to compliance with AB 52 (PRC 21074), which requires consideration of impacts to “tribal cultural resources” as part of the CEQA process, and requires the lead agency, the City of Covina, to notify any groups (who have requested notification) of the proposed project who are traditionally or culturally affiliated with the geographic area of the project site. The City received ten (10) requests for formal AB 52 notification of proposed CEQA projects from California Native American Tribes who are traditionally and culturally affiliated with the geographic area. The City prepared and sent notification letters to each of the ten individuals on May 12, 2016. Two responses were received from the following individuals:

- Michael Mirelez, Cultural Resource Coordinator, Torres Martinez Desert Cahuilla Indians (May 17, 2016)
- Leslie Mouriquand, Consultant, San Manuel Band of Mission Indians (July 21, 2016)

No requests for formal government-to-government consultation were made by either tribe. Mr. Mirelez requested notification of the project when it has been deemed complete. Ms. Mouriquand requested consideration of limited archaeological monitoring with tribal participation if grading is to be deeper than previously disturbed depths on the project site. The City does not anticipate excavation depths to exceed a level of previous disturbance. All records related to AB 52 are on file with the City.

### ***Senate Bill (SB) 18***

Because the proposed project requires a general plan amendment, the City is required to comply with SB 18 (California Government Code, Sections 65352.3 and 65352.4), which requires the City to notify applicable Native American tribes/groups/individuals of the proposed project before the general plan is amended. On July 27, 2016 and August 9, 2016, the City sent the SB 18 notification of project letters to each of the 13 contacts, five of which were listed on the SB 18

Local Government Tribal Consultation List provided by the NAHC. No responses have been received to date. However, the 90-day response window remains open until November 7, 2016. All records related to SB 18 are on file with the City.

### **Pedestrian Survey**

A pedestrian survey of the project site was conducted on July 25, 2016, using a methodology consistent with the Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716). The purpose of the survey was to identify and record any potential historic built environment resources (i.e., buildings, structures, and objects) located within the project site. Because the entire project site is currently developed, an archaeological survey was not warranted. A reconnaissance-level pedestrian survey was also conducted. This method focused the survey effort on identifying all built environment resources constructed more than 45 years ago. The properties at 177 East Covina Boulevard and 1162 North Citrus Avenue were examined and photographed during the survey. Detailed notes were taken on the condition of each property and their associated elements. All fieldwork was documented using field notes, digital photography, iPad technology with close-scale field maps, and aerial photographs. Location-specific photographs were taken using an Apple 3rd Generation iPad equipped with 8 megapixel resolution and georeferenced PDF maps of the project parcel. Accuracy of this device ranged between 3 meters and 10 meters.

The survey resulted in the identification of two built environment resources including the private school located at 117 East Covina Boulevard and the vacant K-Mart department store located at 1162 North Citrus Avenue. Together these properties comprise the 10.66-acre project site. All built environment elements on the project site were recorded and evaluated for historical significance and integrity in consideration of NRHP, CRHR, and City of Covina local landmark eligibility criteria. The Department of Parks and Recreation Series 523 forms (DPR forms) are provided in Appendix C.

### **Building Development Research**

In-person archival research was conducted at the City of Covina Building Department on July 25, 2016. The purpose of this research was to obtain building development and ownership/occupant information and to acquire plans and maps. Information obtained at the City was limited to building permits, which provide information on several alterations on each property as well as ownership/occupancy information. Building records for the property at 117 East Covina Boulevard ranged from 1954 to 2002 and from 1968 to 1992 for the property at 1162 North Citrus Avenue. All available building records on file with the City of Covina Building Department were reviewed. Historic maps and aerial photographs were also consulted to further understand the development of the subject properties and neighborhood (NETR 2012).

## 3.5.2 Regulatory Setting

### Federal

While there is no federal nexus for this project, buildings within the project site were evaluated in consideration of the National Register of Historic Places (NRHP) designation criteria and integrity requirements. The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service (NPS), under the U.S. Department of the Interior, the NRHP was authorized under the National Historic Preservation Act (NHPA), as amended. Its listings encompass all National Historic Landmarks, as well as historic areas administered by NPS.

NRHP guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the NRHP. For a property to be listed in or determined eligible for listing, it must be demonstrated to possess integrity and to meet at least one of the following criteria:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

Integrity is defined in NRHP guidance, *How to Apply the National Register Criteria*, as “the ability of a property to convey its significance. To be listed in the NRHP, a property must not only be shown to be significant under the NRHP criteria, but it also must have integrity” (NPS 1990). NRHP guidance further asserts that properties be completed at least 50 years ago to be considered for eligibility. Properties completed fewer than 50 years before evaluation must be proven to be “exceptionally important” (criteria consideration G) to be considered for listing.

## State

### *California Register of Historical Resources (CRHR)*

In California, the term “historical resource” includes but is not limited to “any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.” (PRC section 5020.1(j).) In 1992, the California legislature established the CRHR “to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change.” (PRC section 5024.1(a).) The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated below. According to PRC Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains “substantial integrity,” and (ii) meets at least one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Is associated with the lives of persons important in our past.
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history.
- In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than fifty years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see Cal. Code Regs., tit. 14, section 4852(d)(2)).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

### *California Environmental Quality Act*

As described further below, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological, historic, and tribal cultural resources:

- PRC section 21083.2(g) defines “unique archaeological resource.”
- PRC section 21084.1 and CEQA Guidelines section 15064.5(a) defines “historical resources.” In addition, CEQA Guidelines section 15064.5(b) defines the phrase “substantial adverse change in the significance of an historical resource;” it also defines the circumstances when a project would materially impair the significance of an historical resource.
- PRC section 21074(a) defines “tribal cultural resources.”
- PRC section 5097.98 and CEQA Guidelines section 15064.5(e): Set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
- PRC sections 21083.2(b)-(c) and CEQA Guidelines section 15126.4: Provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context, and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

More specifically, under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource." (PRC section 21084.1; CEQA Guidelines section 15064.5(b).) If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of PRC section 5024.1(q)), it is a "historical resource" and is presumed to be historically or culturally significant for purposes of CEQA. (PRC section 21084.1; CEQA Guidelines section 15064.5(a).) The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption. (PRC section 21084.1; CEQA Guidelines section 15064.5(a).)

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." (CEQA Guidelines section 15064.5(b)(1); PR Code section 5020.1(q).)

In turn, the significance of an historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the PRC or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

(CEQA Guidelines section 15064.5(b)(2).) Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any "historical resources," then evaluates whether that project will cause a substantial adverse change in the significance of a historical resource such that the resource's historical significance is materially impaired.

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (Section 21083.2[a], [b], and [c]).

Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Impacts to non-unique archaeological resources are generally not considered a significant environmental impact (PRC section 21083.2(a); CEQA Guidelines section 15064.5(c)(4).)

However, if a non-unique archaeological resource qualifies as tribal cultural resource (PRC 21074(c); 21083.2(h)), further consideration of significant impacts is required.

CEQA Guidelines section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. As described below, these procedures are detailed in PRC section 5097.98.

### ***California Health and Safety Code***

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. Health and Safety Code section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains shall occur until the County coroner has examined the remains (section 7050.5b). PRC Section 5097.98 also outlines the process to be followed in the event that remains are discovered. If the coroner determines or has reason to believe the remains are those of a Native American, the coroner must contact the California Native American Heritage Commission (NAHC) within 24 hours (section 7050.5c). The NAHC will notify the Most Likely Descendant. With the permission of the landowner, the Most Likely Descendant may inspect the site of discovery. The inspection must be completed within 48 hours of notification of the Most Likely Descendant by the NAHC. The Most Likely Descendant may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

### **Local**

#### ***City of Covina Historic Preservation Ordinance (Chapter 17.81)***

##### 17.81.010 Purpose and intent.

The purpose of this chapter is to preserve, conserve and maintain the city of Covina's cultural, architectural and archaeological and historical heritage and resources as living parts of community life by encouraging the voluntary designation of such properties and resources for protection, which will benefit and enrich the lives of its present and future residents and visitors. To these ends, this chapter's intent is to improve the quality of the city's environment through preservation, conservation and maintenance of its neighborhoods as follows:

- A. Preserve the city of Covina's architectural history and encourage complementary development and use on surrounding property.
- B. Build and strengthen civic pride in the beauty and notable accomplishments of the past and promote their continued use today.

- C. Protect, enhance and perpetuate the city’s historic attractions for residents desiring a pleasant way of life, as well as tourists and visitors seeking a pleasant shopping and recreational experience.
- D. Strengthen the economy of the city, stabilize and improve property values, and increase community vitality by encouraging adaptive reuse, increased social activity and increased community awareness of the attractions associated with historic resources.
- E. Promote the private and public use and preservation of designated structures or areas for the education, appreciation and general welfare of the people. (Ord. 97-1812 § 1, 1997.)

17.81.050 Historic designation criteria.

A. The following criteria shall be used by the historic preservation board and city council in designating any property as a historic landmark or structure of merit:

- 1. It exemplifies or reflects special elements of the city’s cultural, social, economic, political, aesthetic, engineering, architectural or natural history; or
- 2. It is identified with persons or events significant in local, state, or national history; or
- 3. It represents the work of a notable builder, designer, or architect; or
- 4. It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or
- 5. It contributes to the significance of an historic area, being a geographically definable area possessing a concentration of historic or scenic properties or thematically related grouping of properties which contribute to each other and are unified aesthetically by plan or physical development; or
- 6. It is one of the few remaining examples in the City of Covina, region, state, or nation possessing distinguishing characteristics of an architectural or historic type or specimen.

### **3.5.3 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 cultural resource impacts. Impacts related to cultural resources would be significant if the proposed project would:

- A. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines.
- B. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines.

- C. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- D. Cause a substantial adverse change in significance of a tribal cultural resource as defined in Public Resources Code Section 21074.
- E. Disturb any human remains, including those interred outside of formal cemeteries.

### 3.5.4 Impacts Analysis

**A. *Would the Project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines?***

No previously recorded historical resources were identified within the project site as a result of the records search. However, two previously unrecorded built environment resources were identified within the project site: the United Hindu Temple (built in 1954), located at 177 East Covina Boulevard and the former K-Mart department store (built in 1968), located at 1162 North Citrus Avenue. Both resources were recorded and evaluated on the appropriate set of DPR forms. These forms are provided in Appendix C. The evaluation considered NRHP, CRHR, and City of Covina historic designation criteria and integrity requirements. As a result of the evaluations, both resources were found not eligible for the NRHP, CRHR, and local landmark designation due to a lack of important historical associations and architectural significance, and compromised integrity. These buildings are not considered historical resources under CEQA and no mitigation is required. Therefore, construction and operation of the proposed project would not cause a substantial change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5, and impacts are considered **less than significant**. No mitigation is required.

**B. *Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?***

No previously recorded archaeological resources were identified within the project site as a result of the records search. Nor were any archaeological resources identified in close proximity to the project site. Further, no archaeological resources were identified within the project site as a result of the pedestrian survey (the entire project site is developed and contains no exposed ground surface). However, during the City's AB 52 coordination efforts, Native American group(s) expressed concerns regarding the project site's sensitivity for cultural resources. The potential exists for unknown archaeological resources to be inadvertently unearthed during earth-moving activities associated with construction of the proposed project. In the unexpected event that construction activities unearth intact cultural or archaeological materials, a potentially significant impact could result, and as

such, additional mitigation would be required (MM-CUL-1). Therefore, impacts to archaeological resources would be **less than significant with mitigation incorporated**.

**C. *Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

The project site lies within the San Gabriel Valley, which is filled with sediments derived as alluvial fan deposits from the San Gabriel Mountains to the northeast, and transported by San Dimas Creek immediately north of the project site (Dibblee and Ehrenspeck 1999; McLeod 2016). The entire project site is mapped as surficial Quaternary alluvium, consisting of alluvial gravel, sand, and silt, according to published mapping by Dibblee and Ehrenspeck (1999). These Holocene, or Recent, deposits presumably overlie older, Pleistocene, or “Ice-Age” deposits at an unknown depth (Dibblee and Ehrenspeck 1999; McLeod 2016). The coarse-grained, younger, alluvial deposits have a low paleontological resource sensitivity. However, older, finer-grained Pleistocene age deposits in this area have produced scientifically significant vertebrates and have a moderate to high paleontological resource sensitivity (McLeod 2016).

Past excavation and trenching activities in the area surrounding the project site have encountered paleontological resources in older Quaternary alluvial deposits. According to the records search results received from the Natural History Museum of Los Angeles County (LACM), the closest fossil locality to the project site within Quaternary alluvial deposits is located in English Canyon, southwest of the City of Chino (LACM 1728; McLeod 2016). This locality yielded Pleistocene age mammals, including extinct horse (*Equus*) and camel (*Camelops*) remains at depths between 15 and 20 feet below the ground surface (McLeod, 2016).

However, no paleontological resources were identified within the project site as a result of the institutional records search or desktop geological review. Furthermore, the project site is located within an area that has been previously developed and is likely underlain by fill materials, at least in part. As such, the project site is not anticipated to be underlain by unique geologic features. While the project site has been heavily disturbed by urban development over the years, intact paleontological resources may be present below the original layer of fill material. Given the proximity of past fossil discoveries in the surrounding area and the underlying alluvial fan deposits, the project site is moderately to highly sensitive for supporting paleontological resources. In the event that intact paleontological resources are located on the project site, ground-disturbing activities associated with construction of the proposed project, such as grading during site preparation, have the potential to destroy a unique paleontological resource or site. Without mitigation, the potential damage to paleontological resources during construction

would be a potentially significant impact. However, upon implementation of mitigation measure **MM-CUL-2**, impacts would be reduced to below a level of significance. Therefore, impacts are considered **less than significant with mitigation incorporated** during construction.

**D. *Would the Project cause a substantial adverse change in significance of a tribal cultural resource as defined in Public Resources Code Section 21074?***

No tribal cultural resources were identified within, or in close proximity to, the project site as a result of AB 52 government-to-government coordination between the City and California Native American Tribes. All records related to the AB 52 notification/consultation process are on file with the City of Covina. Impacts are considered **less than significant**. No mitigation is required.

**E. *Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?***

No prehistoric or historic burials were identified within the project site as a result of the records search. However, the possibility of encountering human remains within the proposed project site exists. The discovery of human remains would require handling in accordance with PRC 5097.98, which states that in the event that human remains are discovered during construction, construction activity shall be halted and the area shall be protected until consultation and treatment can occur as prescribed by law. In the unexpected event that human remains are unearthed during construction activities, impacts would be potentially significant, and as such, mitigation measures are required (**MM-CUL-3**). Impacts are considered **less than significant with mitigation incorporated**.

### **3.5.5 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.

Cumulative impacts on cultural resources consider whether impacts of the proposed project together with other related projects, when taken as a whole, substantially diminish the number of historic or archeological resources within the same or similar context or property type. However,

impacts to cultural resources, if any exist, tend to be site-specific. There are no known historic resources on the project site, and as such, the project site is not part of an existing or known grouping or district of historic resources that would be impacted as part of the cumulative impacts of other projects. It is anticipated that cultural resources that are potentially affected by the two related projects would also be subject to the same requirements of CEQA as the proposed project and any impacts would be mitigated, as applicable. These determinations would be made on a case-by-case basis, and the effects of cumulative development on historic resources would be mitigated to the extent feasible in accordance with CEQA and other applicable legal requirements. Therefore, the proposed project would not contribute to any potential cumulative impacts, and cumulative impacts on cultural resources after mitigation is implemented are considered **less than significant**. No further mitigation is required.

### 3.5.6 Mitigation Measures

The following mitigation measures would reduce potentially significant impacts to archaeological resources, paleontological resources, and human remains to a less-than-significant level.

**MM-CUL-1 Inadvertent Discovery of Archaeological Resources** In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.

**MM-CUL-2 Paleontological Mitigation Program** Prior to commencement of any grading activity on-site, the City, Foothill Transit and MLC shall retain a qualified paleontologist, subject to the review and approval of the City's Building Official, or qualified designee. The qualified paleontologist shall attend the preconstruction meeting and be on-site during all rough grading and other significant ground-disturbing activities in previously undisturbed older Quaternary alluvial deposits, if encountered. These deposits may be encountered at depths as shallow as 10 feet below ground surface. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontology monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and

collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the proposed project. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontology (SVP) (2010).

**MM-CUL-3 Inadvertent Discovery of Human Remains** In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the project site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

### **3.5.7 Significance After Mitigation**

Implementation of mitigation measures **MM-CUL-1** through **MM-CUL-3** would ensure impacts after mitigation are **less than significant**.

### **3.5.8 References**

Dibblee, T.W. and H.E., Ehrenspeck, 1999, Geologic map of the El Monte and Baldwin Park quadrangles, Los Angeles County, California: Dibblee Geological Foundation, Dibblee Foundation Map DF-69, scale 1:24,000.

McLeod, S.A., 2016. Vertebrate Paleontology Records Check for Paleontological Resources for the Proposed Covina Transit Oriented Mixed-Use Development Project, Dudek Project Number 8817.0003, in the City of Covina, Los Angeles County, Project Area. Unpublished Records Search Results Letter from the Natural History Museum of Los Angeles County, Los Angeles, California.

National Environmental Title Research (NETR). 2012. “Historic Aerials” by NETR Online. Accessed on August 5, 2016: <http://www.historicaerials.com/>.

Society of Vertebrate Paleontology (SVP). 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. 11 p. Available; <http://vertpaleo.org/PDFS/68/68c554bb-86f1-442f-a0dc-25299762d36c.pdf>.

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## 3.6 GEOLOGY AND SOILS

This section describes the existing geologic and soils conditions on the project site, associated regulatory requirements, and evaluates the potential impacts related to geology and soils as a result of implementing the proposed Covina Transit-Oriented Mixed-Use Development Project (project or proposed project). This section addresses seismic conditions, soil erosion, stability of the underlying geologic unit, and soil conditions. The analysis of the potential project impacts related to geology and soils information is summarized from the Geotechnical Evaluation for Proposed Single-Family Residential Development prepared by GeoTek, Inc. (Appendix D) and The First American Master Property Disclosure Report provided by First American Natural Hazard Disclosures (Appendix D).

### 3.6.1 Existing Conditions

#### **Regional and Local Setting**

The project site is situated in the Peninsular Ranges geomorphic province. The Peninsular Ranges province is one of the largest geomorphic units in western North America, extending from the point of contact with the Transverse Ranges geomorphic province southerly to the tip of Baja, California. The Peninsular Ranges is bounded on the west by the Pacific Ocean, on the south by the Gulf of California, and on the east by the Colorado Desert Province.

The Peninsular Ranges are essentially a series of northwest-southeast oriented fault blocks. Several major fault zones are found in this province. The Elsinore Fault zone and the San Jacinto Fault zone trend northwest-southeast and are found near the middle of the province. The San Andreas Fault zone borders the northeasterly margin of the province.

The project site is located in an area geographically mapped to be underlain by Quaternary age alluvial deposits. No faults are shown presently in the immediate site vicinity on the maps reviewed for the area (Appendix D).

#### **General Soil/Geologic Conditions**

Based on the six borings excavated on-site, Quaternary-age alluvial deposits were encountered (Appendix D). In general, the alluvial deposits typically consist of loose to very dense silty or gravelly fine to coarse sand with varying amounts of gravel and silt, and stiff to hard silts with a trace of sand. These soils were relatively loose to a maximum depth of approximately seven feet.

#### ***Seismic Faulting***

Faults are prevalent throughout California and are commonly classified as either “active” or “potentially active.” An active fault is a break that has moved in recent geologic time (the last

11,000 years) and that is likely to move within the next approximately 100 years. A potentially active fault is one that has shifted but not in the recent geologic period (or, between 11,000 and 3,000,000 years ago) and is therefore considered dormant or unlikely to move in the future. The geologic structure of southern California is dominated mainly by northwest-trending faults associated with the San Andreas system. The project site is located in a seismically active region however no active faults have been identified within or adjacent to the boundaries of the City planning area (City of Covina 2000). There are two potentially active faults (Indian Hill Fault and Walnut Creek Fault) that pass through Covina. Indian Hill Fault runs through a portion of the northeastern section of the City and Walnut Creek Fault traverses the southeastern portion of the City along Walnut Creek.

### ***Ground Shaking***

Ground shaking is the movement of the earth's surface in response to a seismic event and, in general, is the primary cause for the collapse of buildings and other structures, injury, and loss of life. The intensity of the ground shaking and the extent of resultant damages are a function of the magnitude of the earthquake, distance from the fault movement, the characteristics of the surface and subsurface, geology, and a community's building types and intensities and daytime and nighttime populations.

Based on the City's proximity to nearby faults and potentially active faults and because of the prevalent motion-susceptible alluvium that underlies the community, the City, including the project site, will experience ground shaking in the event of an earthquake. Based on the geotechnical evaluation, it is anticipated that major earthquake ground shaking would occur during the lifetime of the proposed development from the seismically active Sierra Madre fault, which is located approximately 3.23 miles from the project site (Appendix D). Based on an earthquake magnitude of 7.2, a peak horizontal ground acceleration of 0.76g is anticipated (Appendix D).

### ***Ground Rupture***

Ground rupture refers to the fracturing or vertical or lateral displacement of the earth's surface along a fault, which is caused by underlying crustal movement. The degree of displacement is a function of the intensity of an earthquake and may range from a few millimeters to several feet. However, only buildings and structures straddling faults would be subject to major damage. The City's susceptibility, including the project site, to this type of hazard is limited because there are no active faults in the community and risks concerning the two potentially active faults were concluded not to warrant any remedial action (City of Covina 2000).

### ***Liquefaction***

Liquefaction is a phenomenon that occurs when water-laden, loose, and cohesionless soils are subject to intense seismic shaking and form a quicksand- or fluid-like soil condition below the ground surface. As a result, structure damage may occur as building foundations lose ground support. Liquefaction typically occurs in areas where the ground water is less than 30 feet from the surface and where the soils are composed of predominantly poorly consolidated fine sand. Liquefaction has not been a problem in the City and appears to have very limited future hazard potential because the water table is generally more than 50 feet deep and there are believed to be no areas of loose, cohesionless soils (City of Covina 2000). Regional groundwater was not encountered in exploratory excavations. Based on a review of groundwater levels in the vicinity of the project site, the depth to regional groundwater is greater than 100 feet below existing grade. Additionally, the project site is not located within a State of California Seismic Hazard Zone for liquefaction (Appendix D).

### ***Subsidence***

Subsidence generally occurs in areas of loose and soft soil materials when ground water is withdrawn to the extent that surface deformation takes place. Because of decreasing amounts of water extracted from below the surface in the City in the past, subsidence has not been viewed as an issue (City of Covina 2000). The geotechnical evaluation noted that subsidence on the order of up to 0.10 foot may be anticipated for the areas that will receive fill (Appendix D).

### ***Landslides and Slope Instability***

A landslide is the downhill movement of masses of earth material under the force of gravity. The factors contributing to landslide potential are steep slopes, unstable terrain, and proximity to earthquake faults. This process typically involves the surface soil and an upper portion of the underlying bedrock. Movement may be very rapid, or so slow that a change of position can be noted only over a period of weeks or years (creep). The size of a landslide can range from several square feet to several square miles.

Topography across the project site generally slopes down toward the southwest at a gradient of approximately three percent with a total relief on the order of approximately 20 feet. Based on a site reconnaissance, evidence of ancient landslides or slope instabilities on the project site was not observed as the site is relatively flat (Appendix D).

## 3.6.2 Regulatory Setting

### Federal

#### *National Pollution Discharge Elimination System*

Direct discharges of pollutants into waters of the United States are not allowed, except in accordance with the National Pollutant discharge Elimination System (NPDES) program established in Section 402 of the Clean Water Act (CWA). A Storm Water Pollution Prevention Plan (SWPPP) prepared in compliance with an NPDES Permit describes erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of post construction sediment and erosion control measures and maintenance responsibilities, and non-stormwater management controls. Dischargers are also required to inspect construction sites before and after storms to identify stormwater discharge from construction activity and to identify and implement controls where necessary.

#### *Earthquake Hazards Reduction Act*

In October 1977, the U.S. Congress passed the Earthquake Hazards Reduction Act to reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards reduction program. To accomplish this goal, the act established the National Earthquake Hazards Reduction Program (NEHRP). This program was substantially amended in November 1990 by the National Earthquake Hazards Reduction Program Act (NEHRPA), which refined the description of agency responsibilities, program goals, and objectives.

The mission of NEHRP includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improved building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improved mitigation capacity; and accelerated application of research results. The NEHRPA designates the Federal Emergency Management Agency as the lead agency of the program and assigns several planning, coordinating, and reporting responsibilities. Other NEHRPA agencies include the National Institute of Standards and Technology, National Science Foundation, and USGS.

### State

#### *Alquist-Priolo Earthquake Fault Zoning Act (1972)*

The Alquist-Priolo Act (PRC Sections 2621–2630) was passed in 1972 to mitigate the hazard of surface faulting to structures designed for human occupancy. The main purpose of the law is to

prevent the construction of buildings used for human occupancy on the surface trace of active faults. The law addresses only the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Alquist-Priolo Act requires the State Geologist to establish regulatory zones known as Earthquake Fault Zones around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning efforts. Before a project can be permitted in a designated Alquist-Priolo Earthquake Fault Zone, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults.

### ***Seismic Hazard Mapping Act (1990)***

The Seismic Hazards Mapping Act of 1990 (PRC Sections 2690–2699.6) addresses earthquake hazards from non-surface fault rupture, including liquefaction and seismically induced landslides. The act established a mapping program for areas that have the potential for liquefaction, landslide, strong ground shaking, or other earthquake and geologic hazards. The Act also specifies that the lead agency for a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils.

### ***California Building Code***

The state regulations protecting structures from geo-seismic hazards are contained in the California Code of Regulations, Title 24, Part 2 (the California Building Code (CBC)), which is updated on a triennial basis. These regulations apply to public and private buildings in the State. Until January 1, 2008, the CBC was based on the then-current Uniform Building Code and contained additions, amendments, and repeals specific to building conditions in and structural requirements of the State of California. The 2013 CBC, effective January 1, 2014, is based on the 2012 International Building Code and contains prominent enhancement of the sections dealing with fire safety, equal access for disabled persons, and environmentally friendly construction. Seismic-resistant construction design is required to meet more stringent technical standards than those set by previous versions of the CBC.

Chapters 16 and 16A of the 2013 CBC deal with structural design requirements governing seismically resistant construction, including (but not limited to) factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design. Chapters 18 and 18A of the 2013 CBC include (but are not limited to) the requirements for foundation and soil investigations (Sections 1803 and 1803A); excavation, grading, and fill (Sections 1804 and 1804A); damp-proofing and waterproofing (Sections 1805 and 1805A); presumptive load-bearing values of soils (Sections 1806 and 1806A); the design of foundation walls, retaining walls, and embedded posts and poles

(Sections 1807 and 1807A), and foundations (Sections 1808 and 1808A); and design of shallow foundations (Sections 1809 and 1809A) and deep foundations (Sections 1810 and 1810A). Chapter 33 of the 2013 CBC includes (but is not limited to) requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes (Section 3304).

Construction activities are subject to occupational safety standards for excavation and trenching as specified in the California Occupational Safety and Health Administration regulations (Title 8 of the California Code of Regulations) and in Chapter 33 of the CBC. These regulations specify the measures to be used for excavation and trench work where workers could be exposed to unstable soil conditions. The project would be required to employ these safety measures during excavation and trenching.

### ***California Health and Safety Code***

Sections 17922 and 17951-17958.7 of the California Health and Safety Code require cities and counties to adopt and enforce the current edition of the California Building Code, including a grading section. The City enforces these provisions (refer to Title 14 of the City's Municipal Code, Buildings and Construction). Sections of Volume II of the California Building Code specifically apply to select geologic hazards. Chapter 16 (Structural Design) of the California Building Code addresses requirements for seismic safety. Chapter 18 regulates excavation, foundations, and retaining walls. Chapter 33 contains specific safeguard requirements pertaining to site demolition and construction.

### **Local**

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

##### Public Safety Element

The following programs and policies of the City of Covina General Plan Public Safety Element pertain to geologic and seismic safety and therefore, are applicable to the geologic and soils analysis of the proposed project:

- **Program A.1:** The City administers and enforces various construction and grading provisions, standards, and practices of the Uniform Building Code and other official, City-adopted Codes to ensure the structural adequacy of buildings and safety of persons against the adverse impacts of seismically induced ground shaking or ground failure, such as landslides. Duties pertaining to these provisions and standards constitute one of the most important functions of the community. Covina will continue to implement and review and, where necessary, modify these Codes to better protect the City. And for developments or uses of which the State has permitting authority over (e.g., public

schools, hospitals, and mobile home parks), the City will strive to ensure that the applicable codes and standards are appropriately followed through.

- **Program A.2:** Project-specific soils, geologic, and/or structural studies/evaluations, when required, provide useful, supplemental information to City officials in verifying the structural adequacy of new and expanded or improved buildings. The City will continue to call for these studies/evaluations in project review.
- **Program A.5:** There are two potentially active or dormant faults that pass through Covina, Indian Hill and Walnut Creek, which could theoretically pose threats for the community. The City will monitor the faults for movement and, if any activity is detected, will closely investigate the fault(s), following appropriate methodology, and adopt reasonable development policies and standards.
- **Program A.6:** Because Covina lies in a region that has experienced much earthquake activity, it is appropriate for the City to continually investigate, to the greatest extent possible, seismic conditions and matters in southern California. Any discoveries with public safety implications for Covina will be appropriately handled from a building construction standpoint.
- **Program A.8:** Liquefaction, settlement, and subsidence are different types of ground failure-related phenome, they occurring as a result of particular soil materials either existing alone over time or interacting with ground shaking or ground water withdrawal. These problems have not been detected in Covina because of various factors, such as favorable soil and ground water conditions and adherence to appropriate development standards. However, City staff with monitor the community for any incidents of liquefaction, settlement, or subsidence and, if identified, will closely investigate the hazard and require special studies and measures to accommodate construction.
- **Policy 1a:** Require all new and expanded or improved buildings and structure to comply with current seismic-related codes, standards, and construction practices.
- **Policy 1b:** Require adequate soils, geologic, and/or structural studies/evaluations prior to any building construction, particularly in the Covina Hills area, to identify appropriate, development-accommodating engineering and development siting measures.
- **Policy 1e:** Continue to review and where necessary, modify general building-related codes and seismic design standards to better protect the City against the adverse effects of strong ground shaking.
- **Policy 1m:** Should either Covina’s two dormant faults become active, closely investigate the fault, including determining the exact location and nature of the fault and probably extent of earthquake activity, follow applicable State mandates, and adopt appropriate development policies and standards.

- **Policy 1p:** Should liquefaction, settlement, or subsidence be identified in any areas, closely investigate the hazard, including determining the exact location and extent of the problem, and require special, site-specific studies to identify engineering and development siting measures to permit construction to occur.

### 3.6.3 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 geology and soils impacts. Impacts related to geology and soils would be significant if the proposed project would:

- A. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault
  - ii. Strong seismic ground shaking
  - iii. Seismic-related ground failure, including liquefaction
  - iv. Landslides
- B. Result in substantial soil erosion or the loss of topsoil
- C. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse
- D. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property
- E. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water

### Methodology

To assess the impacts of the proposed project with respect to geologic and soil conditions, a geotechnical investigation and field explorations were undertaken by GeoTek on April 29, 2015. Six borings were situated at various locations across the project site, as shown in Appendix D. One of the borings was drilled to a maximum depth of 51.5 feet below the existing ground surface. Samples of on-site soils encountered in the excavations were returned to the laboratory for testing and evaluation.

### 3.6.4 Impacts Analysis

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

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

The City, like most of southern California, is subject to strong seismic ground shaking in the event of a major earthquake. No major earthquake faults underlie the project site. As mapped by the California Geological Survey, the project site is not located within an Alquist-Priolo Earthquake Fault Zone (DOC 2015). However, the project area lies in a seismically active region and two dormant faults pass through the City (City of Covina 2000). The nearest known active fault is the Sierra Madre fault, which is located approximately 3.2 miles from the project site. Therefore, the proposed project is not expected to expose people or structures to a significant ground rupture from a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. Thus, the potential for surface ground rupture at the project site is considered low. For these reasons, impacts resulting fault rupture are considered **less than significant**. No mitigation is required.

ii. *Strong seismic ground shaking?*

As with most of Southern California, the project site could be subject to seismic ground shaking. As stated in the geotechnical evaluation, it is anticipated that major earthquake ground shaking would occur during the lifetime of the proposed development from the seismically active Sierra Madre fault, which is located approximately 3.2 miles from the project site evaluation (Appendix D). Based on an earthquake magnitude of 7.2, a peak horizontal ground acceleration of 0.76g is anticipated (Appendix D).

Generally, adequate engineering and construction techniques have been developed to reduce the risk of damage to structures from ground shaking to acceptable levels. The proposed project would be required to be designed to resist seismic forces in accordance with the criteria contained in the California Building Code, including Section 1613 earthquake load requirements. Furthermore, the proposed project would be designed and built in accordance with the applicable recommendations provided in the geotechnical evaluation, included as mitigation measure **MM-GEO-1**. Since there are no other conditions present on-site that would amplify or otherwise worsen the effects of ground shaking (e.g., unstable slopes), design and construction of the project in

accordance with the California Building Code, local requirements, and mitigation measure **MM-GEO-1** would minimize public exposure to earthquake risks to the extent practicable. The City of Covina, Foothill Transit and MLC would be required to obtain a building permit from the City, which would ensure that project plans and specifications are in compliance with the California Building Code and local ordinances, and that mitigation measure **MM-GEO-1** is incorporated. As such, impacts related to seismic ground shaking are considered **less than significant level with mitigation incorporated**.

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

As reported in the geotechnical evaluation, the project site is not located within a State of California Seismic Hazard Zone for liquefaction (Appendix D). Additionally, based on a review of groundwater levels in the vicinity of the project site, the depth to regional groundwater is greater than 100 feet below existing grade. Furthermore, the First American Master Property Disclosure Report notes that the project site is not located within a seismic hazard liquefaction zone (Appendix D). As such, the potential for liquefaction at the project site is low. Design and construction of the proposed project in accordance with the California Building Code and local requirements, as well as adherence to the recommendations provided in the site-specific geotechnical evaluation (mitigation measure **MM-GEO-1**), would minimize public exposure to earthquake risks, such as liquefaction, to the extent practicable. As such, impacts related to seismic-related ground failure, including liquefaction, are considered **less than significant with mitigation incorporated**. No further mitigation is required.

*iv. Landslides?*

Topography across the project site generally slopes down toward the southwest at a gradient of approximately three percent with a total relief on the order of approximately 20 feet. Based on a site reconnaissance, evidence of ancient landslides or slope instabilities on the project site was not observed as the site is relatively flat (Appendix D). Additionally, the First American Master Property Disclosure Report notes that the project site is not located within a seismic hazard landslide zone (Appendix D). The project site has been fully developed with a vacant commercial building, small single-story private school property, surface parking, and ornamental landscaping. The probability of seismically induced landslides occurring on the project site is considered low due to the general lack of elevation difference slope geometry across, or adjacent to, the project site. Given the minimal amount of topographic relief on the project site and the lack of substantial topographic relief on adjoining properties, the potential for landslides as a result of the proposed project is minimal. Therefore, the proposed project would result in **no impact** related to landslides.

**B. *Would the project result in substantial soil erosion or the loss of topsoil?***

The relatively flat nature of the project site precludes it from being readily susceptible to erosion. However, construction activities such as excavation and grading may have the potential to cause soil erosion or the loss of topsoil. Short-term erosion effects during the construction phase of the proposed project would be prevented through required implementation of a SWPPP through compliance with the NPDES program and the incorporation of best management practices (BMPs) intended to reduce soil erosion. The SWPPP must include erosion control measures such as covering exposed soil stockpiles and working slopes, lining the perimeter of the construction site with sediment barriers, and protecting storm drain inlets. The SWPPP may be substituted for an erosion and sediment control plan per City Municipal Code Section 8.50.100 (Construction Sites Requiring a Building Permit and/or a Grading Plan). Should the construction contractor decide to submit an erosion and sediment control plan per City Municipal Code 8.50.100.C.2, the following shall be included for construction sites of one acre or more: (a) all elements of a SWPPP; (b) methods to minimize the footprint of the disturbed area and to prevent soil compaction outside of the disturbed area; (c) methods to protect native vegetation and trees; (d) sediment and erosion control; (e) controls to prevent tracking on and off the site; (f) non-storm water control (e.g. vehicle washing, dewatering, etc.); (g) material management (delivery and storage); (h) spill prevention and control; (i) waste management (e.g., concrete washout, waste management, sanitary waste management); (j) identification of site risk level as identified per the construction permit; (k) rationale for the selection and design of the proposed BMPs, including quantifying the expected soil loss from different BMPs; and (l) any other element required by the City director. The project site totals 10.66 acres; as such, the applicant/construction contractor would prepare, submit, and comply with a SWPPP and an erosion and sediment control plan (if requested by the City). Therefore, with implementation of an approved SWPPP/erosion and sediment control plan, impacts resulting from erosion during construction operations would remain below a level of significance. A network of storm drains and gutters would be maintained and upgraded as necessary and provided throughout the developed site, along with landscape areas and groundcovers. With the implementation of required erosion control measures and adherence to existing regulations, impacts related to soil erosion are considered **less than significant**. No mitigation is required.

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

Topography across the project site generally slopes down toward the southwest at a gradient of approximately three percent with a total relief on the order of approximately

20 feet. Based on a site reconnaissance, evidence of ancient landslides or slope instabilities on the project site was not observed as the site is relatively flat (Appendix D). Additionally, the First American Master Property Disclosure Report notes that the project site is not located within a seismic hazard landslide zone (Appendix D). Given the underlying geologic conditions, the potential for lateral spreading is considered to be remote for the project site. Compliance with current California Building Code and seismic design recommendations in accordance with mitigation measure **MM-GEO-1** would result in **less than significant impacts with mitigation incorporated** related to lateral spreading. No further mitigation is required.

The geotechnical evaluation noted that subsidence on the order of up to 0.10 foot may be anticipated for the areas that will receive fill (Appendix D). Furthermore, because of decreasing amounts of water extracted from below the surface in the City in the past, subsidence has not been viewed as an issue (City of Covina 2000).

The project site is not located within a State of California Seismic Hazard Zone for liquefaction (Appendix D). Additionally, based on a review of groundwater levels in the vicinity of the project site, the depth to regional groundwater is greater than 100 feet below existing grade. Furthermore, the First American Master Property Disclosure Report notes that the project site is not located within a seismic hazard liquefaction zone (Appendix D). As such, the potential for liquefaction at the project site is low. Design and construction of the project in accordance with the California Building Code and local requirements, as well as adherence to the recommendations provided in the site-specific geotechnical evaluation (mitigation measure **MM-GEO-1**), would minimize public exposure to earthquake risks, such as liquefaction and collapse, to the extent practicable. As such, impacts related to landslides, lateral spreading, subsidence, liquefaction, and collapsible soils would be **less than significant with mitigation incorporated**. No further mitigation is required.

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

According to the results of the laboratory testing, one sample of alluvial deposits tested indicated a “very low” expansion potential when tested in accordance with American Society for Testing Materials (ASTM) D 4829 (Appendix D). The proposed townhomes shall be constructed in accordance with the California Building Code and Post-Tensioning Institute (PTI) design methodology. As such, it is not expected that expansive soils are present on the project site. Incorporation of site-specific geotechnical recommendations in accordance with mitigation measure **MM-GEO-1**, compliance with the California Building Code, and design review by the City as part of the building permit

process would minimize the potential for the proposed project to be compromised by expansive soils, in the event that such soils were to be present on the project site. As such, impacts related to the proposed project being located on expansive soil creating substantial risk to life or property are considered to be **less than significant with mitigation incorporated**. No further mitigation is required.

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

The proposed project would connect to the existing City sewer system, and no septic tanks or alternative wastewater disposal system are proposed as part of the project. Therefore, the proposed project would not result in significant, adverse impacts related to alternative wastewater disposal systems. **No impact** would occur as a result of the proposed project.

### **3.6.5 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 related projects would generally increase the land use intensities in the region. As such, an increased number of persons and structures would become susceptible to geologic hazards that are present in the City and surrounding areas, such as seismic ground shaking, landslides, and liquefaction hazards. Similarly, increased amounts of construction-related erosion may occur as related projects are constructed over time. However, as with the proposed project, the related projects are subject to uniform site development and construction standards that are designed to protect public safety and structures and to reduce adverse effects to soils, such as erosion. Existing seismic and safety regulations reduce the overall potential for a cumulative impact involving increased exposure of persons and structures to geologic and soils hazards. In addition to standard seismic and safety regulations, development projects would generally incorporate the recommendations of a site-specific geotechnical report into the project's design and engineering. To ensure that the proposed project would incorporate such recommendations, mitigation measure **MM-GEO-1** is provided in this EIR. These measures require the proposed

project to be designed and constructed in accordance with the applicable geotechnical recommendations provided for the proposed project. As such, the proposed project would not considerably contribute to a cumulatively significant impact involving increased exposure of persons and structures to geologic and soils hazards and/or increased construction-related erosion, nor would it create a cumulatively significant impact related to these issue areas.

Development of the two related projects in the immediate vicinity of the proposed project site would have the potential to affect site-specific soil conditions. However, none of the cumulative projects listed are located on adjoining parcels. As such, any geologic hazards that may be associated with related projects would not be anticipated to affect the proposed project site. Conversely, redevelopment of the project site would not have the potential to contribute to geologic hazards on other project sites. As described in the paragraph above, other projects in the City and surrounding area would be subject to uniform site development and construction standards that are designed to protect public safety and structures. In addition to standard seismic and safety regulations, many development projects in the City would also incorporate the recommendations of a site-specific geotechnical report into the project's design and engineering. Existing regulations and the incorporation of site-specific geotechnical recommendations would reduce the potential for projects in the immediate vicinity to have any effect on the geologic conditions of the project site. Likewise, mitigation measure **MM-GEO-1** requires the proposed project to be designed and constructed in accordance with the applicable geotechnical recommendations provided for the project and would reduce the potential for the project to affect geological conditions on other sites in the immediate vicinity. As such, the proposed project would not considerably contribute to a cumulatively significant impact involving geologic and soils hazards in the immediate project vicinity, nor would it lead to a new cumulatively significant impact. Cumulative impacts would be **less than significant**. No further mitigation is required.

### **3.6.6 Mitigation Measures**

CEQA Guidelines Section 15126.4 requires EIRs to describe feasible measures that can minimize significant adverse impacts. The following mitigation measure has been evaluated for feasibility and is incorporated in order to reduce potentially significant impacts related to seismic hazards.

**MM-GEO-1** Prior to the construction phase, the proposed project shall be designed in accordance with the recommendations from the site-specific Geotechnical Evaluation. In the event that changes are made in the recommendations set forth in the final geotechnical report, the project design shall be updated in accordance with those changes. Prior to the issuance of a building permit, the City of Covina, Foothill Transit and MLC Holdings, Inc./Meritage Homes shall submit the final

design and construction plans for review and approval by the City Building Official or designee and the City Engineer or designee. The final design and construction plans shall show that the recommendations from the Geotechnical Evaluation regarding earthwork, design, foundation, retaining wall, garden wall, soil corrosivity, import soils, concrete slabs, sidewalks, and driveways have been incorporated into the final design.

### **3.6.7 Significance After Mitigation**

Following implementation of mitigation measure **MM-GEO-1**, listed in Section 3.6.6, project impacts related to seismic hazards would be **less than significant**.

### **3.6.8 References**

DOC (California Department of Conservation). 2015. California Geological Survey Information Warehouse: Regulatory Maps. Accessed July 26, 2016: <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>.

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## 3.7 GREENHOUSE GAS EMISSIONS

This section describes the existing setting of the project site related to greenhouse gas (GHG) emissions and climate change, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Covina Transit-Oriented Mixed-Use Development Project (project or proposed project). GHG modeling data and associated information has been included as part of Appendix B.

### 3.7.1 Existing Conditions

#### The Greenhouse Effect

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period of time (decades or longer). A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. The greenhouse effect traps heat in the troposphere through a threefold process as follows: Short-wave radiation emitted by the Sun is absorbed by the Earth, the Earth emits a portion of this energy in the form of long-wave radiation, and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and toward the Earth. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature. Without it, the temperature of the Earth would be about 0°F (-18°C) instead of its present 57°F (14°C). If the atmospheric concentrations of GHGs rise, the average temperature of the lower atmosphere will gradually increase. Global climate change concerns are focused on whether human activities are leading to an enhancement of the greenhouse effect.

#### Greenhouse Gases

GHGs include, but are not limited to, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), O<sub>3</sub>, water vapor, hydrofluorocarbons (HFCs), hydrochlorofluorocarbons (HCFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). Some GHGs, such as CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O, occur naturally and are emitted to the atmosphere through natural processes and human activities. Of these gases, CO<sub>2</sub> and CH<sub>4</sub> are emitted in the greatest quantities from human activities. Manufactured GHGs, which have a much greater heat-absorption potential than CO<sub>2</sub>, include fluorinated gases, such as HFCs, HCFCs, PFCs, and SF<sub>6</sub>, which are associated with certain industrial products and processes. A summary of the most common GHGs and their sources is included in the following text.<sup>1</sup>

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<sup>1</sup> The descriptions of GHGs are summarized from the Intergovernmental Panel on Climate Change (IPCC) Second Assessment Report (1995), IPCC Fourth Assessment Report (2007), CARB's Glossary of Terms Used in GHG Inventories (2015), and EPA's Glossary of Climate Change Terms (2016d).

**Carbon Dioxide.** CO<sub>2</sub> is a naturally occurring gas and a by-product of human activities and is the principal anthropogenic GHG that affects the Earth's radiative balance. Natural sources of CO<sub>2</sub> include respiration of bacteria, plants, animals, and fungus; evaporation from oceans, volcanic out-gassing; and decomposition of dead organic matter. Human activities that generate CO<sub>2</sub> are from the combustion of coal, oil, natural gas, and wood.

**Methane.** CH<sub>4</sub> is a flammable gas and is the main component of natural gas. Methane is produced through anaerobic (without oxygen) decomposition of waste in landfills, flooded rice fields, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.

**Nitrous Oxide.** Sources of N<sub>2</sub>O include soil cultivation practices (microbial processes in soil and water), especially the use of commercial and organic fertilizers, manure management, industrial processes (such as in nitric acid production, nylon production, and fossil-fuel-fired power plants), vehicle emissions, and the use of N<sub>2</sub>O as a propellant (such as in rockets, racecars, aerosol sprays).

**Fluorinated Gases.** Fluorinated gases are synthetic, powerful GHGs that are emitted from a variety of industrial processes. Several prevalent fluorinated gases include the following:

- **Hydrofluorocarbons:** HFCs are compounds containing only hydrogen, fluorine, and carbon atoms. HFCs are synthetic chemicals that are used as alternatives to ozone-depleting substances in serving many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are used in manufacturing.
- **Hydrochlorofluorocarbons:** HCFCs are compounds containing hydrogen, fluorine, chlorine, and carbon atoms. HFCs are synthetic chemicals that are used as alternatives to ozone depleting substances (chlorofluorocarbons).
- **Perfluorocarbons:** PFCs are a group of human-made chemicals composed of carbon and fluorine only. These chemicals were introduced as alternatives, along with HFCs, to the ozone depleting substances. The two main sources of PFCs are primarily aluminum production and semiconductor manufacturing. Since PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere, these chemicals have long lifetimes, ranging between 10,000 and 50,000 years.
- **Sulfur Hexafluoride:** SF<sub>6</sub> is a colorless gas that is soluble in alcohol and ether and slightly soluble in water. SF<sub>6</sub> is used for insulation in electric power transmission and distribution equipment, semiconductor manufacturing, the magnesium industry, and as a tracer gas for leak detection.

### **Global Warming Potential**

Gases in the atmosphere can contribute to climate change both directly and indirectly. Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2016). The Intergovernmental Panel on Climate Change (IPCC) developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is defined as the ratio of the time-integrated radiative forcing from the instantaneous release of 1 kilogram of a trace substance relative to that of 1 kilogram of a reference gas (IPCC 2014). The reference gas used is CO<sub>2</sub>; therefore, GWP-weighted emissions are measured in metric tons of CO<sub>2</sub> equivalent (MT CO<sub>2</sub>E).

CaleEMod assumes that the GWP for CH<sub>4</sub> is 21 (which means that emissions of 1 MT of CH<sub>4</sub> are equivalent to emissions of 21 MT of CO<sub>2</sub>), and the GWP for N<sub>2</sub>O is 310, based on the IPCC Second Assessment Report (1995). The IPCC has released subsequent assessment reports with updated GWPs, and statewide documents are beginning to transition to the use of the GWPs in the IPCC Fourth Assessment Report. GWP used in EPA's 2016 Inventory of U.S. Greenhouse Gas Emissions and Sinks and CARB's California 2016 GHG emissions inventory are based on the IPCC Fourth Assessment Report (IPCC 2007), which includes 1 for CO<sub>2</sub>, 25 for CH<sub>4</sub>, and 298 for N<sub>2</sub>O. Nonetheless, the use of the different GWPs would not substantially change the overall project-generated GHG emissions, which are primarily CO<sub>2</sub>. As such, for the purposes of this analysis, it is appropriate to use the hardwired GWP values in CaleEMod from the IPCC Second Assessment Report.

### **Contributions to Greenhouse Gas Emissions**

Per the EPA's *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2014* (2016), total United States GHG emissions were approximately 6,870.5 MMT CO<sub>2</sub>E in 2014. The primary GHG emitted by human activities in the United States was CO<sub>2</sub>, which represented approximately 80.9% of total GHG emissions (5,556.0 MMT CO<sub>2</sub>E). The largest source of CO<sub>2</sub>, and of overall GHG emissions, was fossil-fuel combustion, which accounted for approximately 93.7% of CO<sub>2</sub> emissions in 2014 (5,208.2 MMT CO<sub>2</sub>E). Total United States GHG emissions have increased by 7.4% from 1990 to 2014, and emissions increased from 2013 to 2014 by 1.0% (70.5 MMT CO<sub>2</sub>E). Since 1990, United States GHG emissions have increased at an average annual rate of 0.3%; however, overall, net emissions in 2014 were 8.6% below 2005 levels (EPA 2016).

According to California’s 2000–2014 GHG emissions inventory (2016 edition), California emitted 441.5 MMT CO<sub>2</sub>E in 2014, including emissions resulting from out-of-state electrical generation (CARB 2016). The sources of GHG emissions in California include transportation, industry, electric power production from both in-state and out-of-state sources, residential and commercial activities, agriculture, high global-warming potential substances, and recycling and waste. The California GHG emission source categories and their relative contributions in 2014 are presented in Table 3.7-1.

**Table 3.7-1  
GHG Emissions Sources in California**

Source Category	Annual GHG Emissions (MMT CO <sub>2</sub> E)	Percent of Total <sup>a</sup>
Transportation	159.53	36%
Industrial uses	93.32	21%
Electricity generation <sup>b</sup>	88.24	20%
Residential and commercial uses	38.34	9%
Agriculture	36.11	8%
High global-warming potential substances	17.15	4%
Recycling and waste	8.85	2%
<b>Totals</b>	<b>441.54</b>	<b>100%</b>

**Source:** CARB 2016.

**Notes:** Emissions reflect the 2014 California GHG inventory.

MMT CO<sub>2</sub>E = million metric tons of carbon dioxide equivalent per year

<sup>a</sup> Percentage of total has been rounded, and total may not sum due to rounding.

<sup>b</sup> Includes emissions associated with imported electricity, which account for 36.51 MMT CO<sub>2</sub>E annually.

During the 2000 to 2014 period, per capita GHG emissions in California have continued to drop from a peak in 2001 of 13.9 MT per person to 11.4 MT per person in 2014, representing an 18% decrease. In addition, total GHG emissions in 2014 were 2.8 MMT CO<sub>2</sub>E less than 2013 emissions. The declining trend in GHG emissions, coupled with programs that will continue to provide additional GHG reductions going forward, demonstrates that California is on track to meet the 2020 target of 431 MMT CO<sub>2</sub>E (CARB 2016).

The City’s community-wide GHG emissions inventory for baseline year 2006 is presented in Table 3.7-2.

**Table 3.7-2  
City of Covina Baseline (Year 2006) Community-Wide GHG Emissions Inventory**

2006		
Community Sector	Total MT CO <sub>2</sub> E/year	CO <sub>2</sub> E (%)
<b>Residential Total</b>	<b>66, 810</b>	<b>20%</b>
Electricity	33,550	10%
Natural Gas	33,260	10%

**Table 3.7-2  
City of Covina Baseline (Year 2006) Community-Wide GHG Emissions Inventory**

2006		
<i>Community Sector</i>	<i>Total MT CO<sub>2</sub>E/year</i>	<i>CO<sub>2</sub>E (%)</i>
<b>Commercial/Industrial Total</b>	<b>72,864</b>	<b>22%</b>
Electricity	53,130	16%
Natural gas	21,400	6%
Direct Access Electricity	7190	2.1
Street & Traffic Lighting	9620	2.4
On-Road Transportation	154,560	46%
Community-Generated Waste	11,670	4%
Off-Road Equipment	640	<1%
Water	7,890	2%
Wastewater	1,380	1%
<b>Total</b>	<b>334,290</b>	<b>100</b>

**Source:** City of Covina 2012.

**Note:** GHG = greenhouse gas; MT CO<sub>2</sub>E = metric tons of carbon dioxide equivalent per year

<sup>1</sup> Total May be slightly off due to rounding.

As shown on Table 3.7-2, approximately 20% of the City's community-wide GHG emissions in 2006 were attributed to residential uses. Commercial and industrial uses accounted for approximately 22%. Municipal services accounted for approximately 11.5% and on-road transportation made up the remaining 46% of community-wide GHG emissions in 2006.

### **Potential Effects of Human Activity on Climate Change**

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The 2014 *Intergovernmental Panel on Climate Change Synthesis Report* indicated that warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice have, and rising sea levels (IPCC 2014).

In California, climate change impacts have the potential to affect sea level rise, agriculture, snowpack and water supply, forestry, wildfire risk, public health, and electricity demand and supply (CCCC 2006). The primary effect of global climate change has been a 0.2°C rise in average global tropospheric temperature per decade, determined from meteorological measurements worldwide between 1990 and 2005. Scientific modeling predicts that continued emissions of GHGs at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. A warming of about

0.2°C (0.36°F) per decade is projected, and there are identifiable signs that global warming could be taking place.

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. The average temperatures in California have increased, leading to more extreme hot days and fewer cold nights; shifts in the water cycle have been observed, with less winter precipitation falling as snow, and both snowmelt and rainwater running off earlier in the year; sea levels have risen; and wildland fires are becoming more frequent and intense due to dry seasons that start earlier and end later (CAT 2010a).

An increase in annual average temperature is a reasonably foreseeable effect of climate change. Observed changes over the last several decades across the western United States reveal clear signals of climate change. Statewide average temperatures increased by about 1.7°F from 1895 to 2011, and warming has been greatest in the Sierra Nevada (CCCC 2012). By 2050, California is projected to warm by approximately 2.7°F above 2000 averages, a threefold increase in the rate of warming over the last century. By 2100, average temperatures could increase by 4.1°F to 8.6°F, depending on emissions levels. Springtime warming—a critical influence on snowmelt—will be particularly pronounced. Summer temperatures will rise more than winter temperatures, and the increases will be greater in inland California, compared to the coast. Heat waves will be more frequent, hotter, and longer. There will be fewer extremely cold nights (CCCC 2012). A decline of Sierra snowpack, which accounts for approximately half of the surface water storage in California, by 30% to as much as 90% is predicted over the next 100 years (CAT 2006).

Model projections for precipitation over California continue to show the Mediterranean pattern of wet winters and dry summers with seasonal, year-to-year, and decade-to-decade variability. For the first time, however, several of the improved climate models shift toward drier conditions by the mid-to-late 21st century in Central and, most notably, Southern California. By late-century, all projections show drying, and half of them suggest 30-year average precipitation will decline by more than 10% below the historical average (CCCC 2012).

Wildfire risk in California will increase as a result of climate change. Earlier snowmelt, higher temperatures and longer dry periods over a longer fire season will directly increase wildfire risk. Indirectly, wildfire risk will also be influenced by potential climate-related changes in vegetation and ignition potential from lightning. However, human activities will continue to be the biggest factor in ignition risk. It is estimated that the long-term increase in fire occurrence associated with a higher emissions scenario is substantial, with increases in the number of large fires statewide ranging from 58% to 128% above historical levels by 2085. Under the same emissions scenario, estimated burned area will increase by 57% to 169%, depending on location (CCCC 2012).

Reduction in the suitability of agricultural lands for traditional crop types may occur. While effects may occur, adaptation could allow farmers and ranchers to minimize potential negative effects on agricultural outcomes through adjusting timing of plantings or harvesting and changing crop types.

Public health-related effects of increased temperatures and prolonged temperature extremes, including heat stroke, heat exhaustion, and exacerbation of existing medical conditions, could be particular problems for the elderly, infants, and those who lack access to air conditioning or cooled spaces (CNRA 2009a).

### 3.7.2 Regulatory Setting

#### Federal

**Massachusetts vs. EPA.** On April 2, 2007, in *Massachusetts v. EPA*, the Supreme Court directed the EPA Administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the EPA Administrator is required to follow the language of Section 202(a) of the Clean Air Act. On December 7, 2009, the EPA Administrator signed a final rule with the following two distinct findings regarding GHGs under Section 202(a) of the CAA:

- The Administrator found that elevated concentrations of GHGs—CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>—in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the “endangerment finding.”
- The Administrator further found the combined emissions of GHGs—CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and HFCs—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the “cause or contribute finding.”

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the CAA.

**Energy Independence and Security Act of 2007.** On December 19, 2007, President George W. Bush signed the Energy Independence and Security Act of 2007. Among other key measures, the Act would do the following, which would aid in the reduction of national GHG emissions:

1. Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.

2. Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and directs National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
3. Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy-efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

**EPA and NHTSA Joint Final Rules for Vehicle Standards.** On April 1, 2010, the EPA and NHTSA announced a joint final rule to establish a national program consisting of new standards for light-duty vehicles model years 2012 through 2016 that is intended to reduce GHG emissions and improve fuel economy. The EPA approved the first-ever national GHG emissions standards under the Clean Air Act, and NHTSA approved Corporate Average Fuel Economy standards under the Energy Policy and Conservation Act (75 FR 25324–25728), which became effective on July 6, 2010. The EPA’s GHG standards require new passenger cars, light-duty trucks, and medium-duty passenger vehicles to meet an estimated combined average emissions level of 250 grams of CO<sub>2</sub> per mile in model year 2016. The Corporate Average Fuel Economy standards for passenger cars and light trucks will be phased in between 2012 and 2016. The rules will simultaneously reduce GHG emissions, improve energy security, increase fuel savings, and provide clarity and predictability for manufacturers (EPA 2010). In August 2012, the EPA and NHTSA approved a second round of GHG and Corporate Average Fuel Economy standards for model years 2017 and beyond (77 FR 62624–63200). These standards will reduce motor vehicle GHG emissions for cars and light-duty trucks by model year 2025.

**Clean Power Plan and New Source Performance Standards for Electric Generating Units.** On October 23, 2015, EPA published a final rule (effective December 22, 2015) establishing the Carbon Pollution Emission Guidelines for Existing Stationary Sources: Electric Utility Generating Units (80 FR 64510–64660), also known as the Clean Power Plan. These guidelines prescribe how states must develop plans to reduce GHG emissions from existing fossil-fuel-fired electric generating units. The guidelines establish CO<sub>2</sub> emission performance rates representing the best system of emission reduction for two subcategories of existing fossil-fuel-fired electric generating units: (1) fossil-fuel-fired electric utility steam-generating units, and (2) stationary combustion turbines. Concurrently, EPA published a final rule (effective October 23, 2015) establishing Standards of Performance for Greenhouse Gas Emissions from New, Modified, and Reconstructed Stationary Sources: Electric Utility Generating Units (80 FR 64661–65120). The rule prescribes CO<sub>2</sub> emission standards for newly constructed, modified, and reconstructed affected fossil-fuel-fired electric utility generating units. Implementation of the Clean Power Plan has been stayed by the U.S. Supreme Court pending resolution of several lawsuits.

## State

**Title 24.** Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California’s building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically establishes Building Energy Efficiency Standards that are designed to ensure new and existing buildings in the State of California achieve energy efficiency and preserve outdoor and indoor environmental quality. The California Energy Commission (CEC) is required by law to adopt standards every 3 years that are cost effective for homeowners over the 30-year lifespan of a building. These standards are updated to consider and incorporate new energy efficient technologies and construction methods. As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

The current Title 24 standards are the 2013 standards, which became effective on July 1, 2014. Buildings constructed in accordance with the 2013 standards will use 25% less energy for lighting, heating, cooling, ventilation, and water heating than the 2008 standards (CEC 2012). The 2016 Title 24 building energy efficiency standards, which will be effective January 1, 2017, will further reduce energy used and associated GHG emissions. In general, single-family homes built to the 2016 standards are anticipated to use about 28% less energy for lighting, heating, cooling, ventilation, and water heating than those built to the 2013 standards, and nonresidential buildings built to the 2016 standards will use an estimated 5% less energy than those built to the 2013 standards (CEC 2015). Although the project would be required to comply with 2016 Title 24 standards because it is anticipated to be constructed during or after 2017, this analysis conservatively does not quantify the increase energy efficiency associated with the more stringent 2016 Title 24 standards.

Title 24 also includes Part 11, known as California’s Green Building Standards (CALGreen). The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential and state-owned buildings and schools and hospitals. The mandatory standards require the following (24 CCR Part 11):

- 20% mandatory reduction in indoor water use
- 50% of construction and demolition waste must be diverted from landfills
- Mandatory inspections of energy systems to ensure optimal working efficiency
- Low-pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring, and particle boards

The CALGreen standards also include voluntary efficiency measures that are provided at two separate tiers and implemented at the discretion of local agencies and applicants. CALGreen’s Tier 1 standards call for a 15% improvement in energy requirements; stricter water conservation, 65% diversion of construction and demolition waste, 10% recycled content in building materials, 20% permeable paving, 20% cement reduction, and cool/solar-reflective roofs. CALGreen’s more rigorous Tier 2 standards call for a 30% improvement in energy requirements, stricter water conservation, 75% diversion of construction and demolition waste, 15% recycled content in building materials, 30% permeable paving, 30% cement reduction, and cool/solar-reflective roofs.

**AB 939 and AB 341.** In 1989, AB 939, known as the Integrated Waste Management Act (California Public Resources Code Sections 40000 et seq.), was passed because of the increase in waste stream and the decrease in landfill capacity. The statute established the California Integrated Waste Management Board, which oversees a disposal reporting system. AB 939 mandated a reduction of waste being disposed where jurisdictions were required to meet diversion goals of all solid waste through source reduction, recycling, and composting activities of 25% by 1995 and 50% by the year 2000. AB 341 (Chapter 476, Statutes of 2011 (Chesbro)) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75% of solid waste generated be source-reduced, recycled, or composted by the year 2020 and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the state’s policy goal. CalRecycle conducted several stakeholder workshops, and in May 2012, published a discussion document titled *California’s New Goal: 75 Percent Recycling*, which identifies concepts that CalRecycle believes would assist the state in reaching the 75% goal by 2020 (CalRecycle 2012).

**AB 1493.** In a response to the transportation sector accounting for more than half of California’s CO<sub>2</sub> emissions, AB 1493 (Pavley) was enacted in July 2002. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the state board to be vehicles that are primarily used for noncommercial personal transportation in the state. The bill required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. When fully phased in, the near-term (2009–2012) standards will result in a reduction of about 22% in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term (2013–2016) standards will result in a reduction of about 30%.

**Senate Bill (SB) 1078.** SB 1078 (Sher) (September 2002) established the Renewable Portfolio Standard (RPS) program, which requires an annual increase in renewable generation by the utilities equivalent to at least 1% of sales, with an aggregate goal of 20% by 2017. This goal was subsequently accelerated, requiring utilities to obtain 20% of their power from renewable sources by 2010 (see SB 107, EOs S-14-08, and S-21-09.)

**Executive Order (EO) S-3-05.** EO S-3-05 (June 2005) established the following goals: GHG emissions should be reduced to 2000 levels by 2010, GHG emissions should be reduced to 1990 levels by 2020, and GHG emissions should be reduced to 80% below 1990 levels by 2050. Under EO S-3-05, the California Environmental Protection Agency is directed to report biannually on progress made toward meeting the GHG targets and the impacts to California due to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. The Climate Action Team was formed, which subsequently issued the *2006 Climate Action Team Report to Governor Schwarzenegger and the Legislature* (CAT 2006).

The *2009 Climate Action Team Biennial Report* (CAT 2010a) expands on the policy outlined in the 2006 assessment. The 2009 report identifies the need for additional research in several different aspects that affect climate change in order to support effective climate change strategies. Subsequently, the *2010 Climate Action Team Report to Governor Schwarzenegger and the California Legislature* (CAT 2010b) reviews past climate action milestones including voluntary reporting programs, GHG standards for passenger vehicles, the Low Carbon Fuel Standard (LCFS), a statewide renewable energy standard, and the cap-and-trade program.

**AB 32.** In furtherance of the goals established in EO S-3-05, the legislature enacted AB 32 (Núñez and Pavley), the California Global Warming Solutions Act of 2006 (September 27, 2006). AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020, representing a reduction of approximately 15% below emissions expected under a “business-as-usual” scenario.

AB 32 directs CARB to develop programs and requirements necessary to achieve the AB 32 goals; to adopt regulations requiring the reporting and verification of statewide GHG emissions; and to monitor compliance and enforcing any rule, regulation, order, emission limitation, emission reduction measure, or market-based compliance mechanism adopted. AB 32 also directs Climate Action Team to coordinate the efforts set forth under EO S-3-05 to continue its role in coordinating overall climate policy. Pursuant to AB 32, CARB must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. Reductions in GHG emissions will come from virtually all sectors of the economy and will be accomplished from a combination of policies, planning, direct regulations, market approaches, incentives, and voluntary efforts. These efforts target GHG emission reductions from cars and trucks, electricity production, fuels, and other sources. The full implementation of AB 32 will help mitigate risks associated with climate change while improving energy efficiency, expanding the use of renewable energy resources and cleaner transportation, and reducing waste.

As required under AB 32, on December 6, 2007, CARB approved the 1990 GHG emissions inventory, establishing the emissions limit for 2020. The 2020 emissions limit was set at 427 million metric tons (MMT) of CO<sub>2</sub>E. In addition to the 1990 emissions inventory, CARB also

adopted regulations requiring mandatory reporting of GHGs for the large facilities that account for 94% of GHG emissions from industrial and commercial stationary sources in California. AB 32 requires CARB to develop a scoping plan, which lays out California’s strategy for meeting the goals and which must be updated every 5 years. On December 11, 2008, CARB approved the initial *Climate Change Scoping Plan: A Framework for Change* (Scoping Plan) (CARB 2008) to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for a suite of measures that will be adopted to sharply reduce California’s GHG emissions. The Scoping Plan evaluates opportunities for sector-specific reductions, integrates all CARB and Climate Action Team early actions and additional GHG reduction measures by both entities, identifies additional measures to be pursued as regulations, and outlines the role of a cap-and-trade program. The key elements of the Scoping Plan include the following (CARB 2008):

1. Expanding and strengthening existing energy efficiency programs as well as building and appliance standards
2. Achieving a statewide renewable energy mix of 33%
3. Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85 percent of California’s GHG emissions
4. Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets
5. Adopting and implementing measures pursuant to existing state laws and policies, including California’s clean car standards, goods movement measures, and the Low Carbon Fuel Standard
6. Creating targeted fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State of California’s long-term commitment to AB 32 implementation

In May 2014, CARB approved the *First Update to the Climate Change Scoping Plan Building on the Framework Pursuant to AB 32 – The California Global Warming Solutions Act of 2006* (Scoping Plan Update; CARB 2014), which builds on the initial Scoping Plan with new strategies and recommendations and identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. Based on updated information, the Scoping Plan Update revises the 2020 emissions target to 431 MMT CO<sub>2</sub>E (based on updated GWPs for GHGs) (CARB 2014).

The Scoping Plan Update highlights California’s progress toward meeting the near-term 2020 GHG emission reduction goals defined in the initial Scoping Plan, summarizes the latest climate change science, defines CARB’s climate change priorities for the next 5 years, and

provides direction on how to achieve the long-term emission reduction goal described in EO S-3-05 and B-16-12 (see EO B-16-12). The Scoping Plan Update identified nine key focus areas, including energy, transportation, agriculture, water, waste management, and natural and working lands, along with short-lived climate pollutants, green buildings, and the cap-and-trade program. The update also recommends that a statewide mid-term target and mid-term and long-term sector targets be established toward meeting the 2050 goal established by EO S-3-05 (i.e., reduce California’s GHG emissions to 80% below 1990 levels), although no specific recommendations are made.

**SB 107.** SB 107 (Simitian) (September 2006) requires investor-owned utilities, such as Pacific Gas and Electric, Southern California Edison, and San Diego Gas & Electric, to generate 20% of their electricity from renewable sources by 2010. Previously, state law required that this target be achieved by 2017 (see SB 1078).

**SB 1368.** SB 1368 (September 2006) requires the CEC to develop and adopt regulations for GHG emissions performance standards for the long-term procurement of electricity by local, publicly owned utilities. These standards must be consistent with the standards adopted by the California Public Utilities Commission (CPUC). This effort will help protect energy customers from financial risks associated with investments in carbon-intensive generation by allowing new capital investments in power plants that have GHG emissions that are as low or lower than new combined-cycle natural gas plants. This will be done by requiring imported electricity to meet GHG performance standards in California and by requiring that the standards be developed and adopted in a public process.

**EO S-1-07.** EO S-1-07 (January 2007) sets a declining LCFS for GHG emissions measured in CO<sub>2</sub>E gram per unit of fuel energy sold in California. The target of the LCFS is to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by 2020. The carbon intensity measures the amount of GHG emissions in the lifecycle of a fuel, including extraction/feedstock production, processing, transportation, and final consumption, per unit of energy delivered. CARB adopted the implementing regulation in April 2009. The regulation is expected to increase the production of biofuels, including those from alternative sources such as algae, wood, and agricultural waste. In addition, the LCFS would drive the availability of plug-in hybrid, battery electric, and fuel-cell power motor vehicles. The LCFS is anticipated to replace 20% of the fuel used in motor vehicles with alternative fuels by 2020.

**SB 97.** SB 97 (Dutton) (August 2007) directs the Governor’s Office of Planning and Research to develop guidelines under CEQA for the mitigation of GHG emissions. The Governor’s Office of Planning and Research was tasked to develop proposed guidelines by July 1, 2009, and the California Natural Resources Agency (CNRA) directed to adopt guidelines by January 1, 2010. On June 19, 2008, the Governor’s Office of Planning and Research issued a technical advisory as

interim guidance regarding the analysis of GHG emissions in CEQA documents (OPR 2008). The advisory indicated that a project’s GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities, should be identified and estimated. The advisory further recommended that the lead agency determine significance of the impacts and impose all mitigation measures that are necessary to reduce GHG emissions to a less-than-significant level.

On April 13, 2009, the Governor’s Office of Planning and Research submitted to the CNRA its proposed amendments to the CEQA Guidelines relating to GHG emissions. On July 3, 2009, the CNRA commenced the Administrative Procedure Act rulemaking process for certifying and adopting the proposed amendments, starting the public comment period. The CNRA adopted CEQA Guidelines amendments on December 30, 2009, and transmitted them to the Office of Administrative Law on December 31, 2009. On February 16, 2010, the Office of Administrative Law completed its review and filed the amendments with the secretary of state. The amendments became effective on March 18, 2010. The amended guidelines establish several new CEQA requirements concerning the analysis of GHGs, including the following:

- Requiring a lead agency to “make a good faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project” (Section 15064.4(a))
- Providing a lead agency with the discretion to determine whether to use quantitative or qualitative analysis or performance standards to determine the significance of GHG emissions resulting from a particular project (Section 15064.4(a))
- Requiring a lead agency to consider the following factors when assessing the significant impacts from GHG emissions on the environment
  - The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting
  - Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project
  - The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (Section 15064.4(b))
- Allowing lead agencies to consider feasible means of mitigating the significant effects of GHG emissions, including reductions in emissions through the implementation of project features or off-site measures, including offsets that are not otherwise required (Section 15126.4(c))

The amended guidelines also establish two new guidance questions regarding GHG emissions in the Environmental Checklist set forth in CEQA Guidelines Appendix G (14 CCR 15000 et seq.):

- Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The adopted amendments do not establish a GHG emission threshold and instead allow a lead agency to develop, adopt, and apply its own thresholds of significance or those developed by other agencies or experts.<sup>2</sup> The CNRA also acknowledges that a lead agency may consider compliance with regulations or requirements implementing AB 32 in determining the significance of a project's GHG emissions.<sup>3</sup>

**SB 375.** SB 375 (Steinberg) (September 2008) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see EO S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations will be responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). The goal of the SCS is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, a metropolitan planning organization must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for “transit priority projects,” as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the SCS or Alternative Planning Strategy.

On September 23, 2010, CARB adopted the SB 375 targets for the regional metropolitan planning organizations. The targets for the SCAG are an 8% reduction in emissions per capita by 2020 and a

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<sup>2</sup> “The CEQA Guidelines do not establish thresholds of significance for other potential environmental impacts, and SB 97 did not authorize the development of a statement threshold as part of this CEQA Guidelines update. Rather, the proposed amendments recognize a lead agency’s existing authority to develop, adopt and apply their own thresholds of significance or those developed by other agencies or experts” (CNRA 2009c, p. 84).

<sup>3</sup> “A project’s compliance with regulations or requirements implementing AB 32 or other laws and policies is not irrelevant. Section 15064.4(b)(3) would allow a lead agency to consider compliance with requirements and regulations in the determination of significance of a project’s greenhouse gas emissions” (CNRA 2009c, p. 100).

13% reduction by 2035. Achieving these goals through adoption of a SCS will be the responsibility of the metropolitan planning organizations. SCAG prepared its 2012 RTP/SCS, which was adopted by the SCAG Regional Council in April 2012. The plan quantified a 9% reduction by 2020 and a 16% reduction by 2035 (SCAG 2012). On June 4, 2012, the CARB executive officer issued an EO accepting SCAG's quantification of GHG reductions and the determination that the SCS would achieve the GHG emission reduction targets established by CARB.

**EO S-13-08.** EO Order S-13-08 (November 2008) is intended to hasten California's response to the impacts of global climate change, particularly sea-level rise. It directs state agencies to take specified actions to assess and plan for such impacts. It directs the CNRA, in cooperation with the California Department of Water Resources, CEC, California's coastal management agencies, and the Ocean Protection Council, to request that the National Academy of Sciences prepare a Sea Level Rise Assessment Report by December 1, 2010. The Ocean Protection Council, California Department of Water Resources, and CEC, in cooperation with other state agencies, are required to conduct a public workshop to gather information relevant to the Sea Level Rise Assessment Report. The Business, Transportation, and Housing Agency was ordered to assess within 90 days of issuance of the EO the vulnerability of the state's transportation systems to sea-level rise. The Governor's Office of Planning and Research and the CNRA are required to provide land use planning guidance related to sea-level rise and other climate change impacts. The EO also required the other state agencies to develop adaptation strategies by June 9, 2009, to respond to the impacts of global climate change that are predicted to occur over the next 50 to 100 years. A discussion draft adaptation strategies report was released in August 2009, and the final *2009 California Climate Adaptation Strategy* report was issued in December 2009 (CNRA 2009a). To assess the state's vulnerability, the report summarizes key climate change impacts to the state for the following areas: public health, ocean and coastal resources, water supply and flood protection, agriculture, forestry, biodiversity and habitat, and transportation and energy infrastructure. The report then recommends strategies and specific responsibilities related to water supply, planning and land use, public health, fire protection, and energy conservation.

**EO S-14-08.** EO S-14-08 (November 2008) focuses on the contribution of renewable energy sources to meet the electrical needs of California while reducing the GHG emissions from the electrical sector. This EO requires that all retail suppliers of electricity in California serve 33% of their load with renewable energy by 2020. Furthermore, the EO directs state agencies to take appropriate actions to facilitate reaching this target. The CNRA, through collaboration with the CEC and California Department of Fish and Wildlife (formerly the California Department of Fish and Game), is directed to lead this effort. Pursuant to a Memorandum of Understanding between the CEC and California Department of Fish and Wildlife regarding creating the Renewable Energy Action Team, these agencies will create a "one-stop" process for permitting renewable energy power plants.

**EO S-21-09.** EO S-21-09 (September 2009) directed CARB to adopt a regulation consistent with the goal of EO S-14-08 by July 31, 2010. CARB is further directed to work with the CPUC and CEC to ensure that the regulation builds upon the RPS program and is applicable to investor-owned utilities, publicly owned utilities, direct access providers, and community choice providers. Under this order, CARB is to give the highest priority to those renewable resources that provide the greatest environmental benefits with the least environmental costs and impacts on public health and can be developed the most quickly in support of reliable, efficient, cost-effective electricity system operations. On September 23, 2010, CARB adopted regulations to implement a Renewable Electricity Standard, which would achieve the goal of the EO with the following intermediate and final goals: 20% for 2012–2014, 24% for 2015–2017, 28% for 2018–2019, and 33% for 2020 and beyond. Under the regulation, wind; solar; geothermal; small hydroelectric; biomass; ocean wave, thermal, and tidal; landfill and digester gas; and biodiesel would be considered sources of renewable energy. The regulation would apply to investor-owned utilities and public (municipal) utilities.

**SB X1 2.** SB X1 2 (April 2011) expanded the RPS by establishing a goal of 20% of the total electricity sold to retail customers in California per year by December 31, 2013, and 33% by December 31, 2020, and in subsequent years. Under the bill, a renewable electrical generation facility is one that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation of 30 megawatts or less, digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements with respect to its location. In addition to the retail sellers covered by SB 107, SB X1 2 adds local, publicly owned electric utilities to the RPS. By January 1, 2012, the CPUC is required to establish the quantity of electricity products from eligible renewable energy resources to be procured by retail sellers in order to achieve targets of 20% by December 31, 2013; 25% by December 31, 2016; and 33% by December 31, 2020. The statute also requires that the governing boards for local, publicly owned electric utilities establish the same targets, and the governing boards would be responsible for ensuring compliance with these targets. The CPUC will be responsible for enforcement of the RPS for retail sellers, while the CEC and CARB will enforce the requirements for local publicly owned electric utilities.

**EO B-16-12.** EO B-16-12 (March 2012) directs state entities under the Governor’s direction and control to support and facilitate development and distribution of zero-emission vehicles. This EO also sets a long-term target of reaching 1.5 million zero-emission vehicles on California’s roadways by 2025. On a statewide basis, EO B-16-12 also establishes a GHG emissions reduction target from the transportation sector equaling 80% less than 1990 levels by 2050.

**EO B-18-12.** EO B-18-12 (April 2012) directs state agencies, departments, and other entities under the governor’s executive authority to take action to reduce entity-wide GHG emissions by at least

10% by 2015 and 20% by 2020, as measured against a 2010 baseline. EO B-18-12 also established goals for existing state buildings for reducing grid-based energy purchases and water use.

**SB 605.** SB 605 (September 2014) requires CARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants in the state no later than January 1, 2016. As defined in the statute, short-lived climate pollutant means “an agent that has a relatively short lifetime in the atmosphere, from a few days to a few decades, and a warming influence on the climate that is more potent than that of carbon dioxide” (SB 605). SB 605, however, does not prescribe specific compounds as short-lived climate pollutants or add to the list of GHGs regulated under AB 32. In developing the strategy, the CARB must complete an inventory of sources and emissions of short-lived climate pollutants in the state based on available data, identify research needs to address any data gaps, identify existing and potential new control measures to reduce emissions, and prioritize the development of new measures for short-lived climate pollutants that offer co-benefits by improving water quality or reducing other air pollutants that impact community health and benefit disadvantaged communities. The draft strategy released by CARB in September 2015 focuses on methane, black carbon, and fluorinated gases, particularly HFCs, as important short-lived climate pollutants. The draft strategy recognizes emission reduction efforts implemented under AB 32 (e.g., refrigerant management programs) and other regulatory programs (e.g., in-use diesel engines, solid waste diversion) along with additional measures to be developed.

**EO B-29-15.** In response to the ongoing drought in California, EO B-29-15 (April 2015) set a goal of achieving a statewide reduction in potable urban water usage of 25% relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives have become permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the state. In response to EO B-29-15, the California Department of Water Resources has modified and adopted a revised version of the Model Water Efficient Landscape Ordinance that, among other changes, significantly increases the requirements for landscape water use efficiency and broadens its applicability to include new development projects with smaller landscape areas.

**EO B-30-15.** EO B-30-15 (April 2015) identified an interim GHG reduction target in support of targets previously identified under S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050 as set forth in S-3-05. To facilitate achievement of this goal, B-30-15 calls for an update to CARB’s Scoping Plan to express the 2030 target in terms of MMT CO<sub>2</sub>E. The EO also calls for state agencies to continue to develop and implement GHG emission reduction programs in support of the reduction targets. Sector-specific agencies in transportation, energy, water, and forestry were required to prepare GHG reduction plans by September 2015, followed by a report

on action taken in relation to these plans in June 2016. EO B-30-15 does not require local agencies to take any action to meet the new interim GHG reduction threshold. It is important to note that EO B-30-15 was not adopted by a public agency through a public review process that requires analysis pursuant to CEQA Guidelines Section 15064.4, and that it has not been subsequently validated by a statute as an official GHG reduction target of the State of California. EO B-30-15 itself states it is “not intended to create, and does not, create any rights of benefits, whether substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.”

**SB 350.** SB 350 (October 2015) expands the RPS by establishing a goal of 50% of the total electricity sold to retail customers in California per year by December 31, 2030. In addition, SB 350 includes the goal to double the energy efficiency savings in electricity and natural gas final end uses (such as heating, cooling, lighting, or class of energy uses on which an energy-efficiency program is focused) of retail customers through energy conservation and efficiency. The bill also requires the CPUC, in consultation with the CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal. SB 350 also provides for the transformation of the California Independent System Operator into a regional organization to promote the development of regional electricity transmission markets in the western states and to improve the access of consumers served by the California Independent System Operator to those markets, pursuant to a specified process.

**California Air Pollution Control Officers Association.** The California Air Pollution Control Officers Association is the association of air pollution control officers representing all 35 air quality agencies throughout California. The California Air Pollution Control Officers Association is not a regulatory body but has been an active organization in providing guidance in addressing the CEQA significance of GHG emissions and climate change, as well as other air quality issues.

## **Local**

### ***City of Covina Energy Action Plan***

In December 2012, the City of Covina adopted an Energy Action Plan (EAP). The EAP was created in partnership with the San Gabriel Valley Council of Governments and Southern California Edison, and was prepared to follow the guidance of California’s Long Term Energy Efficiency Strategic Plan. The EAP identifies a comprehensive set of electricity-related energy efficiency targets, goals, policies, and actions to help the community and the City become more energy-efficient, and provides policies and actions to assist with the implementation of energy efficiency strategy, and summarizes the policies, benefits, implementation time frame, and responsible departments for implementing the components of the energy efficiency strategy. The

EAP contains a comprehensive GHG emissions inventory and forecast, and provides recommendations for community-wide strategies and municipal programs to achieve cost savings through energy reductions and more efficient maintenance and operational practices; however, the EAP’s analysis was limited to energy and gas consumption (City facilities and community-wide). The EAP serves as the equivalent of an electricity efficiency chapter of a climate action plan and is designed to integrate into a comprehensive climate action plan when the City’s resources support the preparation of a climate action plan to address the reduction of GHG emissions from electricity, natural gas, waste, transportation, and other sectors (City of Covina 2012). The EAP’s energy reduction targets will set the groundwork for any GHG reduction targets found in a future climate action plan; however, the City has not yet adopted a qualified GHG reduction plan under CEQA that would be applicable to the proposed project.

### **3.7.3 Thresholds of Significance**

#### **Office of Planning and Research’s Guidance**

The Office of Planning and Research’s Technical Advisory titled *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review* (2008) states that “public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to “a significant, cumulative climate change impact.” Furthermore, the advisory document indicates that “in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a ‘significant impact,’ individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice” (OPR 2008).

Section 15064.4 of the CEQA Guidelines, Determining the Significance of Impacts from Greenhouse Gas Emissions, states the following:

- A. The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:
  - i. Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it

- supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or
- ii. Rely on a qualitative analysis or performance based standards.
- B. A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:
- i. The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
  - ii. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
  - iii. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR [environmental impact report] must be prepared for the project (14 CCR 15064.4).

Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. There are currently no established thresholds for assessing whether the GHG emissions of a project in the SCAB, such as the proposed project, would be considered a cumulatively considerable contribution to global climate change; however, all reasonable efforts should be made to minimize a project's contribution to global climate change.

While the project would result in emissions of GHGs during construction and operation, no guidance exists to indicate what level of GHG emissions would be considered substantial enough to result in a significant adverse impact on global climate. However, it is generally believed that an individual project is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory since scientific uncertainty regarding the significance of a project's individual and cumulative effects on global climate change remains.

Thus, GHG impacts are recognized exclusively as cumulative impacts; there are no noncumulative GHG emission impacts from a climate change perspective (CAPCOA 2008). This approach is consistent with that recommended by the CNRA, which noted in its public notice for the proposed CEQA amendments that the evidence before it indicates that, in most cases, the impact of GHG emissions should be considered in the context of a cumulative impact rather than

a project-level impact (CNRA 2009b). Similarly, the *Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB 97* (CNRA 2009c) confirm that an environmental impact report or other environmental document must analyze the incremental contribution of a project to GHG levels and determine whether those emissions are cumulatively considerable. Accordingly, further discussion of the project’s GHG emissions and their impact on global climate are addressed in the following text.

### **CEQA Guidelines**

With respect to GHG emissions, the CEQA Guidelines state in Section 15064.4(a) that lead agencies should “make a good faith effort, to the extent possible on scientific and factual data, to describe, calculate or estimate” GHG emissions. The CEQA Guidelines note that an agency may identify emissions by either selecting a “model or methodology” to quantify the emissions or by relying on “qualitative analysis or other performance based standards” (14 CCR 15000 et seq.). Section 15064.4(b) provides that the lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment:

1. The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4(b)).

In addition, Section 15064.7(c) of the CEQA Guidelines specifies that “[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence” (14 CCR 15064.7(c)). Similarly, Appendix G, *Environmental Checklist Form*, which is often used as a basis for lead agencies’ selection of significance thresholds, do not prescribe specific thresholds.

Rather, the CEQA Guidelines include two CEQA thresholds related to GHGs, and these will therefore be used to discuss significance of project impacts:

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

- B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Accordingly, the CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009c).

### **Status of Proposed SCAQMD Thresholds**

The South Coast Air Quality Management District (SCAQMD) has not adopted recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects. In October 2008, SCAQMD presented to the Governing Board the *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* (2008). The guidance document was not adopted or approved by the Governing Board. This document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association, explored various approaches for establishing a significance threshold for GHG emissions.

The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. In December 2008, the SCAQMD adopted an interim 10,000 MT CO<sub>2</sub>E per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

- Tier 1** Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- Tier 2** Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- Tier 3** Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO<sub>2</sub>E per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects

(3,500 MT CO<sub>2</sub>E per year), commercial projects (1,400 MT CO<sub>2</sub>E per year), and mixed-use projects (3,000 MT CO<sub>2</sub>E per year). Under option 2, a single numerical screening threshold of 3,000 MT CO<sub>2</sub>E per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

**Tier 4** Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MT CO<sub>2</sub>E per service population for project level analyses and 6.6 MT CO<sub>2</sub>E per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

**Tier 5** Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

Because the project is a mixed-use development that combines a variety of land use types, the recommended SCAQMD threshold that applies to the proposed project is the 3,000 MT CO<sub>2</sub>E per year threshold for mixed-use projects.

The SCAQMD *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* (2009) recommends that “construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies.” This impact analysis, therefore, adds amortized construction emissions to the estimated annual operational emissions and then compares operational emissions to the proposed SCAQMD threshold of 3,000 MT CO<sub>2</sub>E per year.

### 3.7.4 Impacts Analysis

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

#### Construction Emissions

Construction of the proposed project would result in GHG emissions primarily associated with the use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. CalEEMod Version 2013.2.2 was used to calculate the annual GHG emissions based on the construction scenario described in Section 3.3, Air Quality. On-site sources of GHG emissions include off-road equipment. Off-site sources of GHG emissions include vendor (delivery) trucks and worker vehicles. The

construction equipment assumptions utilized in the CalEEMod model are summarized in Appendix B and are based on the default number of workdays and equipment assumptions in addition to information supplied by the project applicant.

Table 3.7-3 presents the unmitigated yearly construction emissions for the proposed project from February 2017 to June 2021, as well as the amortized annual construction emissions over a 30-year “project life,” as is recommend by the SCQAMD.

**Table 3.7-3  
Project Estimated Annual Construction GHG Emissions**

Year	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> E
	Metric Tons per Year			
<i>Land Development</i>				
2017	328.44	0.09	0.00	330.25
<i>Subtotal</i>	328.44	0.09	0.00	330.25
<i>Residential</i>				
2017	16.14	0.00	0.00	16.16
2018	422.72	0.07	0.00	424.25
2019	56.79	0.02	0.00	57.11
<i>Subtotal</i>	495.65	0.09	0.00	497.52
<i>Park and Ride</i>				
2017	9.22	0.00	0.00	9.29
2018	444.91	0.08	0.00	445.62
<i>Subtotal</i>	454.13	0.08	0.00	454.91
<i>iTEC Center</i>				
2019	492.86	0.10	0.00	495.04
2020	360.26	0.05	0.00	361.31
2021	70.50	0.02	0.00	70.90
<i>Subtotal</i>	923.62	0.17	0.00	927.25
<i>Combined Annual Emissions</i>				
2017	353.80	0.09	0.00	355.7
2018	867.63	0.15	0.00	869.87
2019	549.65	0.12	0.00	552.15
2020	360.26	0.05	0.00	361.31
2021	70.50	0.02	0.00	70.90
<b>Total</b>	<b>2,201.84</b>	<b>0.43</b>	<b>0.00</b>	<b>2,209.93</b>
<b>Amortized Annual Construction Emissions</b>				<b>73.66</b>

**Notes:** See Appendix B for detailed results

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

As shown in Table 3.7.3, the estimated total GHG emissions released from construction of the proposed project would be approximately 2,210 MT CO<sub>2</sub>E, which when amortized

over 30 years is approximately 74 MT CO<sub>2</sub>E. Additional information regarding these calculations are found in Appendix B.

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

**Operational**

Operation of the proposed project would result in GHG emissions from the proposed uses on-site. The estimated operational project-generated GHG emissions for landscape maintenance, energy usage, motor vehicles, solid waste generation, water supply, and wastewater treatment in 2021 are shown in Table 3.7-4.

**Table 3.7-4  
Estimated Annual Operational Greenhouse Gas Emissions**

Emission Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> E
	<i>Metric Tons per Year</i>			
Area	2.04	0.00	0.00	2.08
Energy	351.80	0.02	0.01	353.63
Mobile	1,873.44	0.07	0.00	1,874.82
Solid Waste	3.59	0.21	0.00	8.05
Water Supply and Wastewater	50.51	0.02	0.01	53.79
<b>Total</b>	<b>2,281.38</b>	<b>0.32</b>	<b>0.02</b>	<b>2,292.39</b>
<i>Amortized Construction Emissions</i>				73.66
<b>Operation + amortized construction total</b>				<b>2,366.03</b>

**Note:** See Appendix B for more details

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

As shown, in Table 3.7-4, estimated annual project-generated GHG emissions in 2021 would be approximately 2,292 MT CO<sub>2</sub>E per year because of project operations. Vehicles traveling to and from the project site would be the primary source of project-generated GHG emissions. Estimated operational project-generated emissions with amortized construction emissions taken into account would be approximately 2,366 MT CO<sub>2</sub>E per year, which is below the SCAQMD threshold of 3,000 MT CO<sub>2</sub>E per year.

Impacts during construction and operation would be **less than significant**. No mitigation is required.

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

As discussed in Section 3.7.2, the City’s EAP’s analysis was limited to energy and gas consumption and does not address strategies to reduce GHG emissions from other sources, such as transportation or solid waste. The City has not adopted a comprehensive climate action plan and there is currently no local guidance that would be applicable to the proposed project. At this time, no mandatory GHG plans, policies, or regulations or finalized agency guidelines would apply to the proposed project.

As discussed in Section 3.7.2, the Scoping Plan, approved by CARB on December 12, 2008, provides a framework for actions to reduce California’s GHG emissions and requires CARB and other State agencies to adopt regulations and other initiatives to reduce GHGs. As such, the Scoping Plan is not directly applicable to specific projects. Relatedly, in the Final Statement of Reasons for the Amendments to the CEQA Guidelines, the CNRA observed that “[t]he [Scoping Plan] may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan” (CNRA 2009c). Under the Scoping Plan, however, there are several State regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other State agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., LCFS), among others.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 and establishes an overall framework for the measures that will be adopted to reduce California’s GHG emissions. Table 14 highlights measures that have been, or will be, developed under the Scoping Plan and the proposed project’s consistency with Scoping Plan measures. To the extent that these regulations are applicable to the proposed project, its inhabitants, or uses, the proposed project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent required by law.

**Table 3.7-5  
Project Consistency with Scoping Plan GHG Emission Reduction Strategies**

Scoping Plan Measure	Measure Number	Project Consistency
<i>Transportation Sector</i>		
Advanced Clean Cars	T-1	The project's residents and employees would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
Low Carbon Fuel Standard	T-2	Motor vehicles driven by the project's residents and employees would use compliant fuels.
Regional Transportation-Related GHG Targets	T-3	The project's design is oriented around providing high density housing near transportation hubs by locating the park and ride service within an existing residential area. The project's high density development and location creation of a Park and Ride facility to alleviate commuter traffic and related GHG emissions. In addition the buses servicing the Park and Ride Facility would use natural gas instead of diesel. The project's, high-density development, and location near jobs and mass transit services would influence alternative modes of travel and result in shorter trip lengths, which would reduce GHG emissions.
Vehicle Efficiency Measures <ol style="list-style-type: none"> <li>1. Tire Pressure</li> <li>2. Fuel Efficiency Tire Program</li> <li>3. Low-Friction Oil</li> <li>4. Solar-Reflective Automotive Paint and Window Glazing</li> </ol>	T-4	Motor vehicles driven by the project's residents and employees would maintain proper tire pressure when their vehicles are serviced. The project's residents and employees would replace tires in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase. Motor vehicles driven by the project's residents and employees would use low-friction oils when their vehicles are serviced. The project's residents and employees would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
Ship Electrification at Ports (Shore Power)	T-5	Not applicable.
Goods Movement Efficiency Measures <ol style="list-style-type: none"> <li>1. Port Drayage Trucks</li> <li>2. Transport Refrigeration Units Cold Storage Prohibition</li> <li>3. Cargo Handling Equipment, Anti-Idling, Hybrid, Electrification</li> <li>4. Goods Movement Systemwide Efficiency Improvements</li> <li>5. Commercial Harbor Craft Maintenance and Design Efficiency</li> <li>6. Clean Ships</li> <li>7. Vessel Speed Reduction</li> </ol>	T-6	Not applicable.
Heavy-Duty Vehicle GHG Emission Reduction <ol style="list-style-type: none"> <li>1. Tractor-Trailer GHG Regulation</li> <li>2. Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines (Phase I)</li> </ol>	T-7	Not applicable.
Medium- and Heavy-Duty Vehicle Hybridization Voucher Incentive Project	T-8	Not applicable.

**Table 3.7-5  
Project Consistency with Scoping Plan GHG Emission Reduction Strategies**

Scoping Plan Measure	Measure Number	Project Consistency
High-Speed Rail	T-9	Not applicable.
<i>Electricity and Natural Gas Sector</i>		
Energy Efficiency Measures (Electricity)	E-1	The project will comply with current Title 24, Part 6, of the California Code of Regulations energy efficiency standards for electrical appliances and other devices at the time of building construction. The project will use high-efficiency lighting in the parking garage and all common areas.
Energy Efficiency (Natural Gas)	CR-1	The project will comply with current Title 24, Part 6, of the California Code of Regulations energy efficiency standards for natural gas appliances and other devices at the time of building construction. The Park and Ride Facility of the project would be serviced by Buses fueled by natural gas.
Solar Water Heating (California Solar Initiative Thermal Program)	CR-2	Determined by the project applicant to not be feasible. See discussion regarding Measure E-4.
Combined Heat and Power	E-2	Not applicable.
Renewable Portfolios Standard (33% by 2020)	E-3	The electricity used by the project will benefit from reduced GHG emissions resulting from increased use of renewable energy sources.
SB 1 Million Solar Roofs (California Solar Initiative, New Solar Home Partnership, Public Utility Programs) and Earlier Solar Programs	E-4	Based on information provided by the project applicant, on-site generation of renewable energy using solar panels is not feasible given the minimal rooftop space available to provide the electricity needed to make rooftop solar economically feasible and reliable for future residents. Roof space is limited because of the density and design of the residences. Other components of the project found installation and operation of solar panels to be unfeasible.
<i>Water Sector</i>		
Water Use Efficiency	W-1	The project would be required to comply with statewide water conservation requirements reducing water usage by 20%.
Water Recycling	W-2	Recycled water is not available to the site.
Water System Energy Efficiency	W-3	This is applicable for the transmission and treatment of water, but it is not applicable for the project.
Reuse Urban Runoff	W-4	Per the applicant, reuse of urban water on-site was determined to not be feasible.
Renewable Energy Production	W-5	Applicable for wastewater treatment systems. Not applicable for the project.
<i>Green Buildings</i>		
1. State Green Building Initiative: Leading the Way with State Buildings (Greening New and Existing State Buildings)	GB-1	The project would be required to be constructed in compliance with state or local green building standards in effect at the time of building construction.
2. Green Building Standards Code (Greening New Public Schools, Residential and Commercial Buildings)	GB-1	The project's buildings would meet green building standards that are in effect at the time of design and construction.
3. Beyond Code: Voluntary Programs at the Local Level (Greening New Public	GB-1	The project would be required to be constructed in compliance with local green building standards in effect at the time of building

**Table 3.7-5  
Project Consistency with Scoping Plan GHG Emission Reduction Strategies**

<b>Scoping Plan Measure</b>	<b>Measure Number</b>	<b>Project Consistency</b>
Schools, Residential and Commercial Buildings)		construction.
4. Greening Existing Buildings (Greening Existing Homes and Commercial Buildings)	GB-1	This is applicable for existing buildings only. It is not applicable for the project except as future standards may become applicable to existing buildings.
<i>Industry Sector</i>		
Energy Efficiency and Co-Benefits Audits for Large Industrial Sources	I-1	Not applicable.
Oil and Gas Extraction GHG Emission Reduction	I-2	Not applicable.
GHG Emissions Reduction from Natural Gas Transmission and Distribution	I-3	Not applicable.
Refinery Flare Recovery Process Improvements	I-4	Not applicable.
Work with the local air districts to evaluate amendments to their existing leak detection and repair rules for industrial facilities to include methane leaks	I-5	This is not applicable based on anticipated industrial uses.
<i>Recycling and Waste Management Sector</i>		
Landfill Methane Control Measure	RW-1	Not applicable.
Increasing the Efficiency of Landfill Methane Capture	RW-2	Not applicable.
Mandatory Commercial Recycling	RW-3	During both construction and operation of the project, the project would comply with all state regulations related to solid waste generation, storage, and disposal, including the California Integrated Waste Management Act, as amended. During construction, all wastes would be recycled to the maximum extent possible.
Increase Production and Markets for Compost and Other Organics	RW-3	Not applicable.
Anaerobic/Aerobic Digestion	RW-3	Not applicable.
Extended Producer Responsibility	RW-3	Not applicable (applicable to product designer and producers).
Environmentally Preferable Purchasing	RW-3	Not applicable (applicable to product designer and producers).
<i>Forests Sector</i>		
Sustainable Forest Target	F-1	Not applicable.
<i>High GWP Gases Sector</i>		
Motor Vehicle Air Conditioning Systems: Reduction of Refrigerant Emissions from Non-Professional Servicing	H-1	The project's residents and employees would be prohibited from performing air conditioning repairs and would be required to use professional servicing.
SF <sub>6</sub> Limits in Non-Utility and Non-Semiconductor Applications	H-2	Not applicable.

**Table 3.7-5  
Project Consistency with Scoping Plan GHG Emission Reduction Strategies**

Scoping Plan Measure	Measure Number	Project Consistency
Reduction of Perfluorocarbons in Semiconductor Manufacturing	H-3	Not applicable.
Limit High GWP Use in Consumer Products	H-4	The project's residents and employees would use consumer products that would comply with the regulations that are in effect at the time of manufacture.
Air Conditioning Refrigerant Leak Test During Vehicle Smog Check	H-5	Motor vehicles driven by the project's residents and employees would comply with the leak test requirements during smog checks.
Stationary Equipment Refrigerant Management Program – Refrigerant Tracking/Reporting/Repair Program	H-6	Not applicable.
Stationary Equipment Refrigerant Management Program – Specifications for Commercial and Industrial Refrigeration	H-6	Not applicable.
SF <sub>6</sub> Leak Reduction Gas Insulated Switchgear	H-6	Not applicable.
<i>Agriculture Sector</i>		
Methane Capture at Large Dairies	A-1	Not applicable.

**Source:** CARB 2010.

**Notes:** CARB = California Air Resources Board; CCR = California Code of Regulations; GHG = greenhouse gas; GWP = global warming potential; LEED = Leadership in Energy and Environmental Design; SB = Senate Bill; SF<sub>6</sub> = sulfur hexafluoride

Based on the analysis in Table 3.7-5, the proposed project would be consistent with the applicable strategies and measures in the Scoping Plan.

SCAG's 2012 RTP/SCS is a regional growth-management strategy that targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The 2012 RTP/SCS incorporates local land use projections and circulation networks in city and county general plans. The 2012 RTP/SCS is not directly applicable to the proposed project because the underlying purpose of the 2012 RTP/SCS is to provide direction and guidance by making the best transportation and land use choices for future development, though the proposed project would support the goals and policies of the 2012 RTP/SCS. Additionally, development of the project site would support the overarching intent of the 2012 RTP/SCS by avoiding sprawling development and the incorporation of energy-efficient features, such as landscaping and irrigation.

In regards to consistency with EO B-30-15 (goal of reducing GHG emissions to 40% below 1990 levels by 2030) and EO S-3-05 (goal of reducing GHG emissions to 80% below 1990 levels by 2050), there are no established protocols or thresholds of significance for that future year analysis. However, CARB forecasts that comply with the current Scoping Plan puts the State on a trajectory of meeting these long-term GHG

goals, although the specific path to compliance is unknown (CARB 2014). As discussed previously, the proposed project is consistent with the GHG emission reduction measures in the Scoping Plan and would not conflict with the State’s trajectory toward future GHG reductions. In addition, since the specific path to compliance for the State with regards to the long-term goals will likely require development of technology or other changes that are not currently known or available, specific additional mitigation measures for the proposed project would be speculative and cannot be identified at this time. Furthermore, the proposed project is consistent with the SCAG 2012 RTP/SCS, which establishes targets for passenger vehicle GHG emissions for 2020 and 2035, as approved by CARB in 2015. The proposed project’s consistency with the SCAG 2012 RTP/SCS would assist in meeting the City’s contribution to GHG emission reduction targets in California. With respect to future GHG targets under the EOs, CARB has also made clear its legal interpretation that it has the requisite authority to adopt whatever regulations are necessary, beyond the AB 32 horizon year of 2020, to meet EO S-3-05’s 80% reduction target in 2050; this legal interpretation by an expert agency provides evidence that future regulations will be adopted to continue the State on its trajectory toward meeting these future GHG targets.

Finally, the proposed project would not exceed the SCAQMD’s recommended draft interim threshold of 4.8 MT CO<sub>2</sub>E per service population per year (SCAQMD 2008). As discussed in section 3.13.4, the proposed project could provide housing or otherwise service approximately 660 people (360 persons at the 120-unit townhome development and 300 persons associated with the iTEC workspace). This would lead to a 3.94 MT CO CO<sub>2</sub>E per service population per year.

Service Population	MT CO <sub>2</sub> E year	MT CO <sub>2</sub> E per service population per year
660	2,366.03	3.94
	<i>Interim SCAQMD Threshold</i>	4.8
	<i>Threshold exceeded?</i>	No

Because the proposed project would not exceed the threshold, this analysis provides support for the conclusion that the proposed project would not conflict with EO S-3-05’s GHG reduction goals for California. As such, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and no mitigation is required. This impact would be **less than significant**.

### 3.7.5 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.

As described in Section 3.7.3, global climate change is a cumulative impact, and there are currently no established thresholds for assessing whether the GHG emissions of a project would be considered a cumulatively considerable contribution to global climate change. While the proposed project would not conflict with the City's adopted EAP, the following discussion is included for informational purposes. There is no mechanism in place that guarantees GHG emission reductions on a cumulative basis relating to compliance with regulations and strategies that are regional or statewide in nature. In addition, the City does not have the jurisdictional authority to control the various cumulative sources of GHGs in the City, county, or State, or the GHG emissions from sources around the globe, which all contribute to climate change. Although many other agencies with the necessary jurisdiction are currently taking action to reduce GHG emissions, the City cannot assure that these measures will ultimately be implemented or sufficient to address climate change. Nonetheless, based on the City's EAP and the City's recommended approach to assessing potential project impacts under CEQA, the proposed project's cumulative contribution to GHG emissions and associated climate change impacts would be **less than significant**. No mitigation is required.

### 3.7.6 Mitigation Measures

No significant GHG emissions impacts have been identified; therefore no mitigation measures are required.

### 3.7.7 Significance After Mitigation

Since no mitigation measures are necessary, impacts related to project-generated GHG emissions would remain **less than significant**.

### 3.7.8 References

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## 3.8 HAZARDS AND HAZARDOUS MATERIALS

This section describes the existing hazards setting of the project site and vicinity, identifies associated regulatory requirements, evaluates potential adverse impacts related to routine transport, use, or disposal of hazardous materials such as accidental release of hazardous materials into the environment; emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school; being included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 that would create a significant hazard to the public or the environment; being located within an airport land use plan, within two miles of a public airport or private airstrip; interference with an adopted emergency response plan or emergency evacuation plan; and exposing people or structures to a significant risk of loss, injury, or death involving wildland fires. This section also identifies mitigation measures related to reducing potential hazardous impacts as a result of implementing the proposed Covina Transit-Oriented Mixed-Use Development Project (project or proposed project). The analysis of the potential project impacts related to hazards and hazardous materials is summarized from the Phase I Environmental Site Assessment (ESA) by Leymaster Environmental Consulting, Phase I ESA by GeoTek, Addendum to Phase I ESA by GeoTek, Subsurface Investigation Report by Leymaster Environmental Consulting, and the First American Master Property Disclosure Report. All of these supporting documents have been included as part of Appendix E to this EIR.

### 3.8.1 Existing Conditions

#### Historical Site Conditions

According to the 2005 Phase I Environmental Site Assessment (ESA) report prepared by Leymaster Environmental Consulting, LLC (Appendix E), the property located at 1162 North Citrus Avenue was used for agricultural purposes in the early 1920s and was an orchard until 1968, including two residences and several shed-style buildings. In 1968, K-Mart developed the site with an approximately 108,880-square-foot concrete tilt-up, composition roof and concrete foundation building including retail sales, food service section, and a five-bay automotive service center, located on the south end of the site facing North Citrus Avenue. Penske Automotive and Purrfect Auto Service have performed auto servicing at the project site. Table 3.8-1 lists the historical building permits for the project site that were gathered during preparation of the 2005 Phase I ESA.

**Table 3.8-1  
Review of Site Building Permits**

Date	Description
April 23, 1968	A demolition permit was taken out for two residences and three sheds to be demolished.

**Table 3.8-1  
Review of Site Building Permits**

Date	Description
May 6, 1968	A building permit for a pre-formed concrete tilt-up, composition roof building was issued.
October 31, 1968	A plumbing permit for one clarifier was issued.
March 3, 1970	A permit to install an incinerator was issued.
November 9, 1971	A permit for a 1,000-gallon underground storage tank was issued.
December 26, 1991	A permit for a garden center with a wrought iron enclosure was issued.
June 15, 1992	Blueprint #98517-92 shows the location of a G1-1 Nottingham Grease Interceptor, which was installed in 1991 when the "eatery" was enlarged. The "eatery" is located in the northwest corner of the subject site. This interceptor appears to be used to prevent the transport of grease into the building's sewer system from the preparation of food for the café area.

Source: Appendix E

The adjacent properties were all in agricultural use (appeared to be orchards) from the early 1900s until the early 1950s. In the 1950s, the areas east and west of the project site were developed with residential uses. The adjacent property to the south, across East Covina Avenue, was partially developed in the mid-1950s with a gas station. Further development of this property occurred in the mid-1980s with residential uses to the east and a small strip mall in the center of the property. The adjacent property to the north was developed in the mid-1980s for residential use (Appendix E).

The August 2015 Phase I ESA noted similar historic uses of the project site to those identified in the 2005 Phase I ESA. The August 2015 Phase I ESA stated that the use of the project site as agricultural land represented a potential historic recognized environmental condition.

### **Current Site Conditions**

As it exists at the time of the Notice of Preparation, the proposed 10.66-acre project site is comprised of a former K-Mart property and an existing private school property. The former K-Mart store has been closed for approximately two years and is currently a vacant commercial building. The existing private school property is developed with a small single-story structure and ornamental landscaping. There is an existing strip mall of approximately 21,719 square feet located on the northeast corner of North Citrus Avenue and East Covina Boulevard, which is not part of the project site.

A site reconnaissance was conducted on July 29, 2015 as part of preparing the August 2015 Phase I ESA. No spills, stains, stressed vegetation or visual evidence of hazardous materials or waste on-site was observed during the time of the site reconnaissance. No pungent or acrid odors were noticed during the time of the site reconnaissance. It should be noted that the interior portions of the existing structures were not accessed at the time of the site reconnaissance.

GeoTek noted that the area was largely characterized by residential development. A residential apartment was present north of the project site (Covina Townhomes, 1258 North Citrus Avenue). East Covina Boulevard was noted south of the project site followed by residential apartments (Village Green Apartments, 150-154 East Covina Boulevard) and a retail/restaurant building containing Little Caesars Pizza and El Pueblo Mexican Restaurant (128-130 East Covina Boulevard). A Hindu temple was noted adjacent to the project site to the southeast (177 East Covina Boulevard). A retail building was noted adjacent to the southwest of the project site including Taekwondo, Best Water, J.A.’s Cuts & Color, and Advance America (1106 North Citrus Avenue). Residential development was noted to the east of the project site (1105-1231 Fairvale Avenue). North Citrus Avenue was noted to the west of the project site followed by residential development (1105-1119 North Citrus Avenue).

GeoTek noted nine pole-mounted power transformers located along the eastern border of the project site. These transformers are the property of Southern California Edison (SCE). SCE has stated that they are responsible for their equipment and will mitigate any spills or leaks from such equipment. There was no visual evidence of spills or leaks beneath the SCE transformers.

**Hazardous Materials**

The ongoing generation, use, storage, and disposal of hazardous materials in the City presents threats to the safety of the community by raising the possibility of chemical spills, gas leaks, explosions/structural fires, and resource contamination. Hazardous materials are also transported through and near the community along the I-10 freeway, on the Metrolink Commuter Rail line (during freight operations in the late-night hours only), and via major arterial streets, thus constituting another area where accidents involving hazardous materials could occur (City of Covina 2000).

**Hazardous Materials History**

During the 2005 Phase I ESA, a review of historical aerial photographs from Environmental Data Resources (EDR) was conducted for the project site in order to document prior use of the project site (see Appendix E). Table 3.8-2 summarizes land uses and historical development of the project site from 1928 through 2002.

**Table 3.8-2  
Review of Historical Aerial Photographs**

Year	Description
1928	The subject site and adjacent properties are developed for agricultural use. The entire area is developed with orchards. A structure is visible in the middle of the southern portion of the subject site. The San Dimas Wash is noted to the north.
1938	No significant changes from the 1928 photograph are visible.

**Table 3.8-2  
Review of Historical Aerial Photographs**

<b>Year</b>	<b>Description</b>
1949	No significant changes from the 1938 photograph are visible.
1956	A structure with an entry road is noted in the southeastern corner of the subject site. The rest of the subject site remains an orchard with two structures noted in the middle of the southern portion of the subject site, and two structures in the northwestern corner of the subject site. The adjacent property to the east and west has been developed to present-day appearances with residential housing. The adjacent property to the south has been partially developed with a structure on the west portion, a parking lot in the middle and a vacant lot in the east portion. The adjacent property to the north remains an orchard.
1968	The majority of the subject site is vacant except for several structures in the middle of the southern portion and southeast corner of the subject site. This is prior to construction in 1968. The adjacent property to the north is now vacant. No significant changes to the adjacent properties to the west, east, and south from the 1956 photograph are visible.
1976	The subject site has been developed with the modern day structure and parking lot. Noted on the southwest corner of the lot which encompasses the subject site are three above-ground tanks and a single structure. This portion of the lot is not a part of the subject site. The building in the southeast corner of the lot is also off-site from the subject site. No significant changes to the adjacent properties from the 1968 photograph are visible.
1990	No changes on the subject site from the 1976 photograph are visible. The above-ground tanks and structure noted on the southwest corner of the lot have been replaced with one structure, with no tanks noted. The adjacent property to the north has been developed with multi-tenant housing. The adjacent property to the south has been developed with residential housing in the eastern portion, a structure in the center and a new structure in the west. No changes to the adjacent properties to the east and west from the 1976 photograph are visible.
1995	The subject site has been developed to modern-day appearances with the addition of the garden center to the south. All adjacent properties have been developed to modern-day appearances.
2002	No significant changes from the 1995 photograph are visible.

Source: Appendix E

### **Environmental Database Records Search**

The 2005 Phase I ESA noted that the project site is listed in four of the EDR search databases. K-Mart is listed in the Los Angeles County Hazardous Materials System, HAZNET list, Resource Conservation and Recovery Information System, and Historical Underground Storage Tank (HIST UST). Penske Auto Centers, Inc. is listed on the Los Angeles County Hazardous Materials System.

The 2005 Phase I ESA stated Al-Sal Oil Company #16 (1088 North Citrus Avenue), located within 1/8-mile of the project site, is listed in the Cortese list, Leaking UST database, and California Facility Inventory Database UST.

GeoTek also obtained and reviewed the EDR database during its Phase I ESA in 2015. Table 3.8-3 summarizes the reviewed environmental databases generally within a one-mile radius of the project site.

**Table 3.8-3  
Summary of Environmental Agency Lists, Search Distance, Listings**

<b>Agency List/Database</b>	<b>Minimum Search Distance</b>	<b>On Site</b>	<b>Adjacent to Site</b>	<b>Number of Listed Sites</b>
U.S. Environmental Protection Agency (EPA) – National Priorities List (NPL), including delisted NPL	1.0 mile	No	0	0
U.S. EPA – Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS), including Further Remedial Action Planned (NFRAP) sites	0.5 mile	No	0	0
U.S. EPA – Resource Conservation and Recovery Act (RCRA), Corrective Action Facilities (CORRACTS)	1.0 mile	No	0	0
U.S. EPA – RCRA, Transportation, Storage, and Disposal facilities (TSD)	0.5 mile	No	0	0
U.S. EPA – RCRA Generators	Site and Adjacent	Yes	0	1
U.S. EPA – Emergency Response Notification System (ERNS)	Site	No	N/A	0
Federal institution control/engineering control registries	0.5 mile	No	0	0
California Environmental Protection Agency (CEPA) – State Response Sites (SRS, formerly Annual Work Plan and Bond Expenditure Plan)	1.0 mile	No	0	0
CEPA – EnviroStor Database (formerly CALSITES)	0.5 mile	No	0	0
CEPA – California Hazardous Materials Information Reporting System (CHMIRS)	Site	No	No	0
CEPA – Solid waste fill/landfill (SWF/LF), Solid Waste Assessment Test (SWAT)/Waste Management Unit Database System (WMUDS), and Solid Waste Recycling Facilities (SWRCY)	0.5 mile	No	0	3
CEPA – Leaking underground storage tanks (LUST)	0.5 mile	No	0	5
CEPA – Underground storage tanks (UST), including historic USTs	Site and Adjacent	Yes	1	2
CEPA – Spills, Leaks, Investigations & Cleanup Cost Recovery Listing (SLIC)	0.5 mile	No	0	0
State institutional control/engineering control registries	Site	No	N/A	0
Local and/or Tribal databases	Up to 1.0 mile	No	0	0
Other databases	Up to 0.5 mile	Yes	0	4
Unmappable facilities	Up to 1.0 mile	No	0	0

**Source:** Appendix E

**Note:** N/A: Not applicable.

## **Airports**

Based on the First American Master Property Disclosure Report, the project site is not located within an airport influence area or within an airport noise 65 decibel (dB) zone (Appendix E). The closest airport to the project site is Brackett Field Airport, located approximately 5.5 miles east of the project site.

## **Fire Hazards**

There are two types of fires that pose hazards to the City, urban and wildland. Urban fires originate within a structure in the built environment of the generally flatter portions of the community and are typically caused by carelessness, ignorance of fire prevention precautions, arson, faulty equipment, or a lack of fire suppression devices, such as automatic sprinklers. Urban fires typically involve 1) older, larger apartment, commercial, and industrial buildings that lack automatic sprinklers and other fire prevention features, 2) smaller commercial and industrial structures (e.g., under 5,000 square feet) of which fire sprinkler systems are not required, and 3) commercial and industrial businesses of various types and sizes that generate, store, and/or use large quantities of hazardous or flammable materials (e.g., gas stations, large-scale manufacturing operations).

Wildland fires start outside of buildings, in low density, hillside areas of Covina Hills (southeast Covina), where there are large quantities of uncultivated, combustible plant materials, particularly near buildings, and generally occur as a result of carelessness with matches or cigarettes, or arson. Urban fires pose the most danger to the overall community. The project site is located in an urbanized environment and thus is more susceptible to urban related fires.

Based on the First American Master Property Disclosure Report, the project site is not located within a very high fire hazard severity zone and is not located within a wildland fire area (Appendix E).

### **3.8.2 Regulatory Setting**

#### **Federal**

##### ***Comprehensive Environmental Response, Compensation, and Liability Act***

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as “Superfund,” were enacted by Congress on December 11, 1980. This law provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of

persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan. The National Contingency Plan provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priorities List, which is a list of contaminated sites warranting further investigation by the EPA. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986.

### ***The Federal Toxic Substances Control Act of 1976 and Resource Conservation and Recovery Act of 1976***

The Federal Toxic Substances Control Act of 1976 and RCRA (1976) established a program administered by the EPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the “cradle-to-grave” system of regulating hazardous wastes. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the Hazardous and Solid Waste Act.

### **State**

### ***Title 22 of the California Code of Regulations & Hazardous Waste Control Law, Chapter 6.5***

The Department of Toxic Substances Control (DTSC) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under RCRA and the California Hazardous Waste Control Law. Both laws impose “cradle to grave” regulatory systems for handling hazardous waste in a manner that protects human health and the environment. CalEPA has delegated some of its authority under the Hazardous Waste Control Law to county health departments and other Certified Unified Program Agencies.

### ***California Safety and Health Code***

In California, the handling and storage of hazardous materials is regulated by Division 20, Chapter 6.95 of the California Health and Safety Code. Under Sections 25500–25543.3, facilities handling hazardous materials are required to prepare a Hazardous Materials Business Plan. Hazardous Materials Business Plans contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state.

Chapter 6.95 of the Health and Safety Code establishes minimum statewide standards for Hazardous Materials Business Plans. Each business shall prepare a Hazardous Materials Business

Plan if that business uses, handles, or stores a hazardous material (including hazardous waste) or an extremely hazardous material in disclosable quantities greater than or equal to the following:

- 500 pounds of a solid substance
- 55 gallons of a liquid
- 200 cubic feet of compressed gas
- A hazardous compressed gas in any amount (highly toxic with a threshold limit value of 10 parts per million or less)
- Extremely hazardous substances in threshold-planning quantities

In addition, in the event that a facility stores quantities of specific acutely hazardous materials above the thresholds set forth by the California Health and Safety Code, facilities are also required to prepare a Risk Management Plan and California Accidental Release Plan. The Risk Management Plan and Accidental Release Plan provide information on the potential impact zone of a worst-case release and require plans and programs designed to minimize the probability of a release and mitigate potential impacts.

### ***Occupational Safety and Health Act***

The California Occupational Safety and Health Administration (Cal/OSHA) is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. Cal/OSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR 337–340). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

### ***Hazardous Materials Worker Safety***

Cal/OSHA and the federal Occupational Safety and Health Administration are the agencies responsible for ensuring worker safety by developing and enforcing workplace safety regulations in the handling and use of chemicals in the workplace. Cal/OSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR 337–340). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

## **Local**

### ***Los Angeles County Hazardous Waste Management Plan***

The City is required to follow applicable portions of the Los Angeles County Hazardous Waste Management Plan (HWMP). The County's HWMP was prepared in response to various federal and state laws mandating better government oversight and management and restricting direct land disposal of untreated hazardous wastes in distant, out-of-County facilities. The HWMP aims to encourage and facilitate the establishment of needed hazardous waste programs and facilities in cities and in unincorporated communities by the private sector to minimize untreated hazardous wastes leaving the County and to ensure that all future hazardous waste disposal will be accommodated in environmentally safe, effective, and economical facilities and managed and handled in a cooperative, balanced, and multi-faceted fashion among government, the private sector, and the public.

### ***City of Covina Emergency Plan***

The City's Emergency Plan services as the community's guidebook for emergency preparedness planning and for comprehensively managing any type of major emergency, which is defined as "a situation that requires immediate action beyond the scope of normal City operations." According to the City's Emergency Plan, its purposes are as follows:

- To answer, during emergencies, who is in charge, what should be done, and by whom;
- To provide for the continuity of government during emergencies;
- To facilitate public understanding of Covina emergency organization;
- To provide guidance for disaster education and training; and
- To provide references to additional, more detailed information.

The disaster response is directed from the City's Emergency Operating Center (EOC), to where key personnel must report. The EOC is designated as the City's Fire and Police Department complex located at 400 to 444 North Citrus Avenue.

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

The Safety Element of the City's General Plan consists the following goals and policies that are applicable to the proposed project.

### Potential Fire Hazards

The City shall:

**Policy Area 3a** Maintain a preventative approach in handling potential urban and wildland fires and possible blazes at the urban/wildland interface.

**Policy Area 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 Area 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 Area 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 Area 3i** Consider to require fire-retardant plantings in conjunction with new construction and major expansions, if appropriate.

**Policy Area 3j** Continue to ensure that appropriate placement of fire hydrants and related infrastructure as well as water availability or the adequacy of fire flow pressure.

### Hazardous Materials

The City shall:

**Policy Area 4g** Monitor and, to the greatest extent possible, work with businesses using, storing, and/or generating hazardous waste materials to ensure compliance with or facilitate business understanding of proper disposal procedures.

- Policy Area 4v** Adopt waste minimization as the first priority in waste management strategies.
- Policy Area 4w** To the greatest degree feasible, locate new or accommodate expanded/ remodeled uses involved in the production, storage, transportation, and/or handling of hazardous materials a safe distance from other land uses that may be adversely affected by such activities.
- Policy Area 4z** Support the Los Angeles County Department of Public Works in sponsoring regular household hazardous waste disposal programs to enable both City and County residents to bring backyard pesticides, cleaning fluids, waste oil, paint cans, and other common household toxics to a centralized collection facility for proper disposal.
- Policy Area 4dd** Support strong, continuous, and consistent enforcement of laws of all levels of government pertaining to hazardous materials transport on roads, on the San Bernardino Freeway and on the Metrolink Rail Line in and adjacent to Covina.
- Policy Area 4ee** Continue to identify, address, and resolve underground contamination through the City Planning Division Site Plan Review and Environmental Impact Review processes and the Building and Safety Division Building Permit Issuance activity.
- Policy Area 4gg** Support federal, state, and County efforts to identify, monitor, and make recommendations on remediating subsurface pollution created by underground storage or sept tank leakage.
- Policy Area 4hh** Support the Los Angeles County Department of Public Works, Waste Management Division underground storage tank abatement program as a viable mechanism for remediating contaminated soils/properties.
- Policy Area 4ll** Require all new development in Covina to be connected to public sewers.
- Policy Area 4qq** Support and encourage parties digging and excavating anywhere in Covina to utilize the State-sponsored regional notification center (DigAlert) as a mechanism for informing the City and others about such activity and for avoiding accidents.
- Policy Area 4tt** Cooperate with all applicable laws and agencies concerning regional hazardous waste disposal efforts.

**Policy Area 4aaa** Recognize and act on the fact that the community may establish more stringent siting criteria than those specified by the State or in the Los Angeles County Hazardous Waste Management Plan, as permitted under law.

### **Emergency Preparedness**

The City shall:

**Policy Area 5a** Follow an emergency preparedness strategy/program that emphasizes hazard mitigation, disaster response, self-sufficiency, and, when needed, inter-agency coordination.

**Policy Area 5p** Designate and maintain the San Bernardino Freeway and the major roads or primary arterials, secondary arterial, and collector streets as Covina’s evacuation routes in relation to major emergencies.

**Policy Area 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 Area 5mm** Maintain adequate minimum road width and other appropriate public and private street design standards to ensure that hazardous incidents and emergencies can be quickly and safely accessed by emergency vehicles.

**Policy Area 5nn** Maintain adequate site design standards for public and private driveways, parking aisles, vertical clearance, vehicular turn-around, driveway approaches, the number and locations of site access points, emergency parking and unloading, building setback, clearances around structures, and other elements, in accordance with the Zoning Ordinance, Uniform Building Code, and Uniform Fire Code, to ensure that hazardous incidents and emergencies can be quickly and safely accessed by emergency vehicles and personnel. The City will attempt to ensure that developments or uses of which the State has permitting authority over, including public schools, hospitals, and mobile home parks, meet these standards and provisions to the greatest extent possible.

**Policy Area 5qq** Ensure that the Covina Fire Department continues to enforce all codes and standards concerning actual or potential obstruction of approaches needed for emergency vehicle accessibility.

**Policy Area 5uu** Observe the requirements imposed by the California Environmental Quality Act 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.

### **3.8.3 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 hazards and hazardous materials if it would:

- A. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- B. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment
- C. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school
- D. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment
- 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, result in a safety hazard for people residing or working in the project area
- F. For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area
- G. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan
- H. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands

### **Methodology**

Impact determinations in this section are based on the potential risks of exposure of people to hazards and hazardous materials during construction and operation of the proposed project. The

analysis contained within this section is based on the following reports, which are attached to this EIR as Appendix E:

- Phase I ESA for the property located at 1162 North Citrus Avenue by Leymaster Environmental Consulting, in accordance with the scope of limitations of the American Society for Testing and Materials (ASTM), Standard Practice for Assessment Process, E 1527-00 (dated March 2005). Site reconnaissance was conducted by Leymaster Environmental Consulting on March 16, 2015.
- Subsurface Investigation Report for the property located at 1162 North Citrus Avenue by Leymaster Environmental Consulting (dated January 2016). Soil samples and soil vapor samples were collected by Leymaster Environmental Consulting on November 29, 2015 and December 14, 2015, respectively. A total of six soil samples (B1 through B6) were retrieved from the excavation bottoms using the teeth of a backhoe bucket. The samples were collected in accordance with EPA Method 5025 protocols, placed in an ice-chilled cooler, and submitted to a California-certified laboratory for analysis under chain-of-custody protocol. Then temporary soil vapor probes (SV1 through SV10) were installed across the site to a depth of five feet below ground surface. The soil vapor probes were installed and sampled using procedures that conform to the DTSC and RWQCB specifications.
- Phase I ESA by GeoTek Inc. (dated August 2015) for the property located at 1162 North Citrus Avenue in accordance with ASTM E 1527-13. A site reconnaissance was conducted by GeoTek on July 29, 2015; however, the existing building was not accessed on the date of the site reconnaissance. Six shallow soil samples were obtained from the site and submitted to a state certified laboratory for analysis of organochlorinated pesticides in accordance with U.S. EPA Method 808IA. GeoTek interviewed Mr. Lester Tucker (a representative of MLC Holdings, Inc.) in the form of a User Questionnaire and Janet (no last name given) at J.A.'s Cuts & Color.
- Addendum to Phase I ESA by GeoTeck Inc. (dated August 2015) – Verification whether qualified environmental hazards firm should be present during removal of hydraulic lift units and determination whether any further action is required for the UST.
- The First American Master Property Disclosure Report for 1162 North Citrus Avenue (Assessor Parcel Numbers 8406-019-019 and 8406-019-020 (dated August 2015).

### 3.8.4 Impacts Analysis

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

Relatively small amounts of commonly used hazardous substances, such as gasoline, diesel fuel, lubricating oil, grease, and solvents would be used during construction of the proposed project. The project contractor and construction crews would be required to comply with all applicable regulations governing the use of hazardous materials. In addition, compliance with existing environmental regulations would ensure that the public and environment is protected through sound construction training programs and practices and through the installation of environmental protective measures/best management practices (BMPs) on the construction site. Consequently, use of these materials for their intended purpose would not pose a significant risk to the public or environment. Once construction is complete, construction-related hazardous materials would no longer remain on-site. Demolition of existing structures would involve removal and disposal of the existing building materials. Some buildings, especially those constructed prior to the mid-1970s, have the potential to contain hazardous building materials such as asbestos-containing materials (ACM) or lead-based paint (LBP). An asbestos/LBP survey was not conducted as part of the Phase I ESA. Due to the age of the existing building (K-Mart building was constructed in 1968), the potential for ACM and LBP exist. As such, the implementation of mitigation measure **MM-HAZ-1** will ensure potential impacts from ACM and LBP are less than significant.

Hazardous materials that could be used once the proposed project is constructed would include chemical reagents, solvents, fuels, paints, cleansers, pesticides, fertilizers, and miscellaneous organics and inorganics that are used as part of building and grounds maintenance, as well as vehicle maintenance. The project applicant would be required to comply with all federal, state, and local laws regulating the management, use, storage, and transportation of hazardous materials. Specifically regarding household hazardous materials associated with the proposed residential development, the Sanitation Districts of Los Angeles County operates a Household Hazardous and Electronic Waste Program that facilitates safe disposal of household hazardous wastes such as motor oil, paint, florescent light bulbs, batteries, etc. The program includes one-day events hosted in cities throughout Los Angeles County, several Solvents/Automotive/Flammables/Electronics Collection Centers situated throughout Los Angeles County, and two permanent household hazardous waste collection centers (one in Palmdale and another in Signal Hill) (LACSD 2016). Through compliance with local, state, and federal regulations, and the incorporation of mitigation measure **MM-HAZ-1**, implementation of the proposed project would not create a significant hazard to the public or to the environment through

the routine transport, use, or disposal of hazardous materials. Impacts are considered **less than significant with mitigation incorporated**.

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

As discussed under item 3.8.4.(A) above, construction and operation of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Compliance with existing environmental regulations would ensure that the public and environment is protected through sound construction training programs and practices and through the installation of environmental protective measures/BMPs on the construction site. Furthermore, use of commercial cleaners, lubricants, or paints associated with janitorial, maintenance, and repair activities during project operations would be relatively limited and would be subject to federal, state, and local health and safety requirements.

Relatively small amounts of commonly used hazardous substances would be used during construction of the proposed project. Hazardous substances required for construction would be handled, transported, and/or disposed of in accordance with all federal, state, and local laws.

Demolition of existing structures would involve removal and disposal of the existing building materials. Some buildings, especially those constructed prior to the mid-1970s, have the potential to contain hazardous building materials such as ACM and LBP. An asbestos/LBP survey was not conducted as part of the Phase I ESA. Due to the age of the existing building (K-Mart building was constructed in 1968), the potential for ACM and LBP exist. As such, the implementation of mitigation measure **MM-HAZ-1** will ensure potential impacts from ACM and LBP are less than significant.

During operation, the project would not involve the use of acutely hazardous materials. Regulations are in place at the federal, state, and local level that require hazardous materials to be stored, handled, and transported in a manner that minimizes the potential for their release into the environment. Upon compliance with these regulations and incorporation of mitigation measure **MM-HAZ-1**, the likelihood of upset or accident conditions involving hazardous materials used during project construction and/or operation would be reduced to the extent practicable. Impacts would therefore be **less than significant with mitigation incorporated**. No further mitigation is required.

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

Fairvalley Continuation High School is located approximately 0.2 mile northeast of the project site. Cypress Elementary School is located approximately 0.3 mile southwest of the project site. (California Department of Education 2014).

Project construction activities may involve the use of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Furthermore, implementation of mitigation measure **MM-HAZ-1** would ensure that ACM or LBP that may be in the structures that are being demolished are handled and disposed of in a safe manner. Mitigation measure **MM-HAZ-1** would minimize the potential for ACM or LBP to be released to the environment. Compliance with existing regulations and implementation of mitigation measure **MM-HAZ-1** would ensure that children, teachers, staff, and visitors at the nearby schools are not exposed to hazardous materials during construction.

During operation, the project would not involve the use of acutely hazardous materials. As described above, regulations are in place at the federal, state, and local level that require hazardous materials to be stored, handled, and transported in a manner that minimizes the potential for their release into the environment. Compliance with existing regulations would ensure that children, teachers, staff, and visitors at the nearby schools are not exposed to hazardous materials during operation. Potential impacts are **less than significant with mitigation incorporated**. No further mitigation is required.

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

Government Code Section 65962.5 applies to facilities that may be subject to the Resource Conservation and Recovery Act Corrective Action program involving the cleanup of improperly managed hazardous wastes. The proposed project site is not contained on lists compiled pursuant to Section 65962.5 (DTSC 2007). The hazardous materials reports prepared for the project site are attached as Appendix E.

As part of the 2005 Phase I ESA, a site reconnaissance was conducted on March 16, 2005. During the site reconnaissance the following was observed on the project site: asphalt parking with an ornamental landscaped island on the western and southern

portions of the project site; and a cinderblock wall with entrances on the west and south sides; an 108,880-square-foot concrete tilt-up, steel beam, and composition roofed building on the eastern portion. The 2005 Phase I ESA noted that the building tile-floored sales area contained many isles with products, food preparation, and sales at the northwest corner of the building and warehousing area at the eastern portion of the building. Concrete loading areas with an asphalt area for delivery vehicles were observed to the east of the building area, and a large steel trash-compacting trash container was observed mid-building. Two cinder-block trash bin enclosures were located along the cinder-block wall on the eastern perimeter of the project site. A cinder-block and wrought-iron enclosed garden center was located on the southwestern portion of the project site. In the southeastern portion of the building, divided from the retail sales area by a wall and accessed through a single door, was the automotive service center. A five-bay concrete floor service area with two hydraulic vehicle lifts, five stand-alone fluid dispensers, and one stand-alone waste oil containment bin were located along the north wall. According to the manager of the former Purrfect Auto Service, the oil was disposed of through a waste oil recycler. Parts storage was located on racks along the north and west walls. A compressor and two 55-gallon drums used for oil filter storage were located at the southeast corner of the building. No noticeable stains were noted in these service areas at the time of the 2005 Phase I ESA site reconnaissance.

During the 2005 Phase I ESA, a review of the State of California Department of Conservation Division of Oil, Gas, and Geothermal Resources records indicated no active or abandoned oil wells on the project site. Additionally, based on a review of the Los Angeles County Department of Public Works files, removal of a steel, 1,000-gallon waste oil UST was noted in 1988. One soil sample was collected from the excavation from a depth of two feet beneath the tank invert. This sample was analyzed and the laboratory analytical results confirmed that no significant soil contamination had occurred in the area of the excavation. A closure letter (permit #4844B) was issued by the Waste Management Division of the Department of Public Works on December 5, 1988 and no further action was required. GeoTek reviewed the previously prepared 2005 Phase I ESA during its Phase I ESA in 2015. GeoTek determined that no further action is necessary for the UST due to the closure letter (“no further action required”) from the Los Angeles County Department of Public Works as noted in the 2005 Phase I ESA (Appendix E).

The clarifier noted in the 1968 plumbing permit was not located during the 2005 Phase I ESA site visit. It was determined that due to the K-Mart operation, it was unlikely that there was a need for an industrial clarifier and further determined that either the clarifier was not installed or it was for a grease interceptor for the food service area. No further investigation was recommended in the 2005 Phase I ESA.

The 2005 Phase I ESA determined that the two properties listed in the EDR reports do not represent environmental concerns. The HIST UST located at 1106 North Citrus Avenue appeared to have been in use for approximately 15 years in association with the gas station; however, it was concluded that due to the short-term use and re-development of the site, minimal possible hazardous impacts would result onto the project site. The Al-Sal Oil Company #16 was determined not to be an environmental concern due to its distance from the project site.

On November 19, 2015, soil samples beneath three former hydraulic hoists, a former catch basin, and a former three-stage clarifier were collected. A total of six soil samples (B1 through B6) were retrieved from the excavation bottoms using the teeth of a backhoe bucket and submitted to a laboratory for analysis. The laboratory analytical results for TPH in soil were all below the laboratory detection limits with the exception of one low detection of TPH from the sample collected at location B3. The laboratory analytical results for VOCs in soil were all below the laboratory detection limits with the exception of a low detection of methylene chloride in the sample from location B1. Results for detected metals were below RSLs for soil at industrial sites in all samples with the exception of arsenic. The highest arsenic concentration of 4.2 mg/kg exceeds the RSL listed at 3.0 mg/kg. Because arsenic is a trace metal found in California soils at naturally occurring concentrations up to 12 mg/kg, it was determined that the detected concentrations of arsenic found on the project site were not a concern (Appendix E).

On December 14, 2015, as part of the 2005 Phase I ESA, soil vapor samples were collected to assess the project site's subsurface conditions. A total of ten soil vapor samples (SV1 through SV10) were collected from the probe locations and analyzed for VOCs. The laboratory analytical results for VOCs in soil vapor were all below the laboratory detection limits with the exception of PCE detected in three samples (SV2, SV4, and SV6) ranging in concentrations from 0.17 micrograms per liter ( $\mu\text{g}/\text{l}$ ) to 0.26  $\mu\text{g}/\text{l}$ . The 2005 Phase I ESA stated that these concentrations do not indicate a significant source of PCE. A screening level risk assessment was completed to determine whether the VOCs detected were a threat to human health. The cancer risk is  $3.8 \times 10^{-8}$  and the non-cancer hazard quotient is  $5.1 \times 10^{-4}$ . The results from the screening level risk assessment indicated that vapor intrusion is not a human health threat to the occupants of the building. The 2005 Phase I ESA noted that no further investigation was recommended (Appendix E).

An additional Phase I ESA was prepared by GeoTek in August 2015. A site reconnaissance was conducted by GeoTek on July 29, 2015. No spills, stains, stressed vegetation, or visual evidence of hazardous materials or waste were observed on-site during the time of the site reconnaissance. No pungent or acrid odors were noticed during

the time of the site reconnaissance. The interior portions of the existing structures were not accessed at the time of the site reconnaissance.

Subsequently, GeoTek was granted access to the building on August 18, 2015. At the time of the site visit, six hydraulic lift units were identified in the automotive shop area; three dismantled to the surface and three patched with concrete (Appendix E). Based on observations, it was not known if the units had been removed or if the concrete was patched. Based on GeoTek's experience with auto service facilities, underground hydraulic lift mechanisms could have impacted the sub-surface environment over time, primarily with petroleum hydrocarbons and poly-chlorinated biphenyl (PCBs). There is also a historic underground waste-oil storage tank registered for the project site. As such, mitigation measure **MM-HAZ-2** shall be incorporated. Furthermore, it was determined that because the project site has historically possessed an UST which may still be present on-site, and may also have hydraulic lift mechanisms, the project site would not pass a Tier I Vapor Encroachment Screen. Consequently, in lieu of a Tier II Vapor Encroachment Study, mitigation measures **MM-HAZ-2 and MM-HAZ-3** shall be incorporated.

GeoTek noted that a hydraulic trash compactor was present on-site. Historic evidence suggested that the trash compactor was installed on the project site after the 1979 ban of PCBs in the United States. Additionally, no visual evidence of spills or leaks associated with the trash compactor was noted at the time of the site reconnaissance.

In addition to the site reconnaissance, GeoTek conducted an interview in the form of a "User Questionnaire" with Mr. Lester Tucker (a representative of MLC Holdings Inc.). Based on the "User Questionnaire" provided by Mr. Tucker, Mr. Tucker was not aware of any environmental clean-up liens or activity use limitations, and has no knowledge of past uses related to specific chemicals, chemical spills, or environmental cleanups on the project site. Mr. Tucker did indicate, however, that there may be asbestos in the building. Due to the age of the existing building (K-Mart building was constructed in 1968) and the potential for ACM and LBP to exist, the implementation of mitigation measure **MM-HAZ-1** will ensure potential impacts from ACMs and LBPs are less than significant.

Since the project site has been vacant and no on-site personnel were available for an interview during GeoTek's site reconnaissance, GeoTek interviewed Janet (no last name given) who works at a neighboring business (J.A.'s Cuts & Color). Janet indicated that she has not observed dumping or other environmental hazards at the facility (Appendix E).

GeoTek stated that the historical use of the site as agricultural land represented a potential historic recognized environmental condition. Thus, a limited soil analysis was conducted

at the site to determine the presence of agricultural chemicals in the soil above the California Human Health Screening Levels for residential soil. Six shallow soil samples were obtained from the project site and submitted to a state certified laboratory for analysis of organochlorinated pesticides in accordance with U.S. EPA Method 808IA. None of the chemical constituents were detected in the samples at the method detection limits. Therefore, it was concluded that the historic use of the project site as agricultural land does not represent a recognized environmental condition.

Based on a review of the environmental database report, the former K-Mart and Penske Auto Center on the project site were listed primarily due to the automotive service portion of the former business operation. However, no violations were found in the database. One of the adjacent properties appeared on the list of the database report as a HIST UST with no record of violations, leaks, or spills. The underground storage tank was removed in 1995. GeoTek also obtained and reviewed the EDR database report during its Phase I ESA in 2015 (refer to Table 3.8-2). Based on a review of the EDR database, none of the properties listed were considered to represent a recognized environmental condition to the project site due to their distances from the project site, their locations hydrogeologically down- or cross-gradient from the project site, and/or their “case closed” regulatory status. As such, impacts are considered to 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 result in a safety hazard for people residing or working in the project area?*

Based on the First American Master Property Disclosure Report, the project site is not located within an airport influence area or within an airport noise 65 decibel (dB) zone (Appendix E). The project site is located approximately 5.5 miles west of Brackett Field Airport. The project site is not located within the planning area for this airport, nor is it located within two miles of this airport or any other airport. As such, implementation of the proposed project would not result in a safety hazard for people residing or working in the project area. **No impact** would result.

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

Based on the First American Master Property Disclosure Report, the project site is not located within an airport influence area or within an airport noise 65 decibel (dB) zone (Appendix E). There are no private airstrips in the project vicinity; therefore, the

proposed project would not result in a safety hazard for people residing or working in the project area and **no impact** would result.

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

The City has prepared the “multi-hazard Covina Emergency Plan” for emergency response within the City. The multi-hazard Covina Emergency Plan addresses the City’s planned response to emergencies associated with natural disasters and hazardous materials incidents (City of Covina 2000). The proposed project would be required to comply with the multi-hazard Covina Emergency Plan. According to the City’s General Plan Safety Element, all major public streets serve as the principal evacuation routes. These principal routes are well maintained to support an evacuation function to the extent feasible (City of Covina 2000). East Covina Boulevard and North Citrus Avenue, which are both adjacent to the project site, would thus be considered emergency evacuation routes. Access to all local roads would be maintained during construction (and operation) of the proposed project. Maintaining access along all local roads during construction would minimize the potential for traffic conflicts with designated evacuation routes and implementation of emergency procedures would minimize the potential for interference with an adopted emergency response plan. The Los Angeles County Fire Department provides emergency response service to the City. The proposed site plan, including the access driveways, would be reviewed and approved by the Los Angeles County Fire Department during plan check review and prior to approval by the City’s Planning Commission and City Council. Adherence to Los Angeles County Fire Department requirements would reduce potential impacts related to emergency plans to **less than significant**. No mitigation is required.

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

The project site is located within an urban setting, predominantly surrounded by residential development. The nearest wildland areas are located at the bottom of the San Gabriel Mountains, approximately three miles north of the project site, and the Covina Hills, approximately two to three miles southeast and south of the project site. Based on the First American Master Property Disclosure Report, the project site is not located within a very high fire hazard severity zone and is not located within a wildland fire area (Appendix E). In the unlikely event of a fire emergency at the project site due to wildland fires, the Los Angeles County Fire Department, specifically Fire Station 154 (401 North Second Avenue), Fire Station 153 (1577 East Cypress Street), and Fire

Station 152 (807 West Cypress Street), all located in Covina, would provide fire protection services. Implementation of the proposed project is not likely to expose people or structures to a significant risk of loss, injury, or death involving wildland fires due to the intervening distance and urban development that lays between the project site and wildland areas. The need for public or private fire hydrants and other fire protection systems for the project would be identified during the City's and Los Angeles County Fire Department plan check process and plan approval prior to issuance of building permits from the City. Because the project site would be buffered by existing urban uses on all sides of the site and because the proposed project would comply with all applicable fire codes and City code requirements, impacts would be **less than significant**. No mitigation is required.

### **3.8.5 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.

Cumulative impacts related to hazards and hazardous materials would result from projects developed together to increase exposure to hazards and hazardous materials. The potential for cumulative impacts to occur is limited since the impacts from hazardous materials use on-site have been site-specific. Although each of the two related projects has potentially unique hazardous materials considerations, it is expected that future development within the area will comply with federal, state, and local statutes and regulations applicable to hazardous materials. Development of the project site would not create a cumulative impact related to exposing the public to hazardous materials.

The potential for a cumulative impact to occur related to airport safety is limited due to the project's distance from an airport and whether the project is located within an airport land use plan. Future development would be required to demonstrate compliance with the requirements outlined in the applicable airport land use plan and submit an application and plans to the airport land use commission and/or FAA as deemed necessary. Compliance with associated airport land use plans and applicable aviation regulations would ensure the safety of people working or residing in the area to the extent feasible. Development of the project site would not create a cumulative impact related to airport safety.

The potential for a cumulative impact to occur related to interference with an emergency response plan or emergency evacuation plan is limited due to the project's site design. Future development projects would be required to go through site plan and plan check review with various agency departments including the agency's police and fire department to ensure that future development does not interfere with an applicable emergency response plan or emergency evacuation plan. Generally, development projects would need to demonstrate accessibility for emergency vehicles to navigate in and out of the project site. Development of the project site would not create a cumulative impact related to emergency evacuation.

The potential for cumulative impact to occur related to wildland fire is limited due to the project's distance from the mountains, hillsides, and open space areas. Development projects would need to comply with the Uniform Fire Code and implement applicable measures deemed necessary by the lead agency's department review including the fire department. Typical conditions may include proper installation of fire sprinklers, fire hydrants, and acceptable building materials. Applicable fees shall also be paid through development to ensure sufficient staff and resources can accommodate future development. As such, development of the project site would not create a cumulative impact related to wildland fires.

For these reasons, cumulative impacts to the public or environment resulting from hazards and hazardous materials would be **less than significant**. No mitigation is required.

### **3.8.6 Mitigation Measures**

CEQA Guidelines Section 15126.4 requires EIRs to describe feasible measures that can minimize significant adverse impacts. The following mitigation measures have been evaluated for feasibility and are incorporated in order to reduce potentially significant impacts related to hazards and hazardous materials.

**MM-HAZ-1** Prior to demolition of the existing building, an asbestos survey and lead-based paint survey shall be conducted by a California Occupational Safety and Health Administration-certified asbestos and lead-based paint consultant and/or certified site surveillance technician. A report documenting material types, conditions, and general quantities will be provided, along with photos of positive materials and diagrams. Demolition plans and contract specifications shall incorporate any abatement procedures for the removal of material containing asbestos and/or lead-based paint. All abatement work shall be done in accordance with federal, state, and local regulations.

**MM-HAZ-2** Prior to obtaining a certificate of occupancy, the removal of the underground storage tank shall be permitted and completed in accordance with the Los Angeles County Fire Department Health Hazardous Materials Division protocol.

**MM-HAZ-3** Prior to obtaining a certificate of occupancy, the hydraulic lift units shall be removed by a licensed contractor and the soil beneath the reservoir area shall be sampled by a qualified environmental consulting firm. At a minimum, soil samples shall be analyzed for total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), and polychlorinated biphenyls (PCBs). Should visually stained soil be observed in the reservoir pit area, additional soil samples shall be collected to further evaluate subsurface impact. Should TPH, VOCs, or PCBs be detected in the soil sample(s), the environmental consult shall advise the City of Covina about additional steps to be taken, which may include regulatory agency notification and remediation. Additional sampling may also be required prior to the disposal of the hydraulic lift units.

### **3.8.7 Significance after Mitigation**

Following implementation of mitigation measures **MM-HAZ-1** through **MM-HAZ-3**, project impacts related to hazards and hazardous materials would be **less than significant**.

### **3.8.8 References**

- California Department of Education. 2014. Earth Layer – California Schools. 2014. Accessed August 15, 2016. <http://services.gis.ca.gov/arcgis/rest/services/Society/CaliforniaSchools/MapServer>.
- City of Covina. 2000. *City of Covina General Plan Update*. Adopted April 2000. Accessed August 14, 2016. <http://www.covinaca.gov/city-departments/community-development/planning>.
- DTSC (Department of Toxic Substances Control). 2007. “Hazardous Waste and Substances Site List.” Accessed August 15, 2016. <http://www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm>. LACSD (Sanitation Districts of Los Angeles County). 2016. Household Hazards and Electronic Waste Program. Webpage. Accessed August 14, 2016. [http://www.lacsd.org/solidwaste/swfacilities/recyclecontact/hhw\\_e\\_waste/](http://www.lacsd.org/solidwaste/swfacilities/recyclecontact/hhw_e_waste/).

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## 3.9 HYDROLOGY AND WATER QUALITY

This section describes the hydrologic and water quality setting of 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 identifies potential impacts related to implementation of the proposed project.

### 3.9.1 Existing Conditions

#### Regional Watershed

The proposed project is located within the jurisdiction of the Los Angeles Regional Water Quality Control Board (RWQCB), which administers a water quality control plan (Basin Plan) and other water quality programs within the coastal watersheds of Los Angeles and Ventura Counties. The Los Angeles RWQCB is a 5,600-square-mile area that encompasses all coastal drainages flowing to the Pacific Ocean between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County line. The boundaries of the Santa Ana River Basin are demarcated partly by physical watershed divides and partly by administrative boundaries (i.e., Orange County/Los Angeles County line) (Los Angeles RWQCB 1994).

Table 3.9-1 shows the watersheds that encompass the project site as designated by the United States Geological Survey (USGS) Watershed Boundary Dataset as well as the Los Angeles RWQCB Basin Plan. The USGS Watershed Boundary Dataset delineates watersheds according to hydrologic units, which are nested within one another according to the scale of interest. USGS identifies hydrologic units by name and by hydrologic unit code (HUC), which gets longer as the watershed boundaries get more detailed. The Los Angeles RWQCB Basin Plan identifies watersheds in a hierarchical system similar to the USGS Watershed Boundary Dataset, but with somewhat different watershed names and boundaries. These geographic boundaries are likewise watershed based, but are typically referred to as hydrologic units, areas, and sub-areas. These generally constitute the geographic basis around which many surface water quality problems and goals/objectives are defined in the Basin Plan. The proposed project is within the San Gabriel Valley hydrologic area (Basin No. 405.40), and the Main San Gabriel hydrologic sub-area (Basin No. 405.41), one of the many sub-areas within the Los Angeles RWQCB (see Table 3.9-1) (Los Angeles RWQCB 1994). The USGS Watershed Boundary Dataset indicates the project site is encompassed by the 81-square-mile Big Dalton Wash Sub-watershed (USGS 2016).

**Table 3.9-1**  
**Watershed Designations by Agency/Source**

Agency/Source	HUC/Basin No.	Analysis Scale	Name	Size (Sq. Mi.)
USGS Watershed Boundary Dataset	180701	Basin	Ventura/San Gabriel	5,606
	18070106	Sub-basin	San Gabriel	689
	1807010604	Watershed	Walnut Creek	100
	180701060402	Sub-watershed	Big Dalton Wash	81
Los Angeles RWQCB Basin Plan	4	RWQCB Region	Los Angeles	4,412
	405	Hydrologic Unit (HU)	Los Angeles-San Gabriel River	1,608
	405.40	Hydrologic Area (HA)	San Gabriel Valley	473
	405.41	Hydrologic Sub-area (HSA)	Main San Gabriel	227

**Sources:** USGS 2016; Los Angeles RWQCB 1994.

**Notes:** HUC = hydrologic unit code; sq. mi. = square miles

### Topography and Drainage

The proposed project is located on flat terrain with elevations that range between 570 and 580 feet above mean sea level (amsl) (USGS 2016). Slope gradients on-site are generally one percent or less directing drainage in the westerly and southerly directions (toward North Citrus Avenue and East Covina Boulevard) (GoogleEarth 2016). Stormwater runoff is eventually collected through inlets, catch basins and underground storm drains maintained either privately or by the City of Covina. The Los Angeles County Flood Control District (LACFCD) maintains the larger stormwater conduits in the area which direct urban runoff to the nearest wash, creek or river. The nearest LACFCD storm drain facilities consist of curb inlets and grates on the corner of E. Cypress Street and North Citrus Avenue, which connect to a 42-inch reinforced concrete pipe (County of Los Angeles 2016). LACFCD storm drains eventually discharge to Big Dalton Wash, which joins Walnut Creek, which then joins the San Gabriel River (USGS 2016). Therefore, the “receiving waters” for the project (i.e., all waters within the flow network downstream of the project site) include Big Dalton Wash, Walnut Creek, the San Gabriel River and the Pacific Ocean.

### Surface Water Quality

Several water bodies within the watershed are designated as “water quality-limited” for water quality impairments under the federal Clean Water Act’s (CWA’s) Section 303(d) (Table 3.9-2). Being “water quality-limited” means that a water body is “not reasonably expected to attain or maintain water quality standards” without additional regulation. The law requires that the U.S. Environmental Protection Agency develop total maximum daily loads (TMDLs) for each impaired water body in the nation (described further below in Section 3.9.2). The TMDLs specify the maximum amount of a pollutant a water body can receive and still meet water quality standards. A TMDL may also include a plan for bringing an impaired water body back within

standards. The most recently approved Section 303(d) List of Water Quality Limited Segments, as listed in the 2012 Integrated Report (SWRCB 2016), lists Walnut Creek, San Gabriel River, and the San Gabriel River Estuary as impaired water bodies under Section 303(d) of the CWA. Pursuant to listing, the Los Angeles RWQCB will be tasked with developing TMDLs for the listed impairments, which include bacteria/pathogens, cyanide, pH and metals. There are no TMDLs currently approved by the U.S. Environmental Protection Agency that apply to the receiving waters for the project. These impairments are relevant to the proposed project because runoff from the site (along with runoff from the whole watershed) eventually discharges into these waters.

**Table 3.9-2**  
**CWA Section 303(d) Impairments**

Name	Pollutant/Stressor	Potential Sources	TMDL Status	Year
Walnut Creek Wash	Benthic-Macroinvertebrate Bioassessments	Source Unknown	Scheduled	2012
	Indicator Bacteria	Source Unknown	Scheduled	2021
	pH	Source Unknown	Scheduled	2007
San Gabriel River	Indicator Bacteria (Reach 3)	Source Unknown	Scheduled	2021
	Coliform Bacteria (Reach 1 and 2)	Source Unknown	Scheduled	2019
	Cyanide (Reach 2)	Source Unknown	Scheduled	2021
	Lead (Reach 2)	Source Unknown	Scheduled	2007
	pH (Reach 1)	Source Unknown	Scheduled	2009
San Gabriel River Estuary	Copper	Source Unknown	Scheduled	2007
	Dioxin	Source Unknown	Scheduled	2021
	Nickel	Source Unknown	Scheduled	2021
	Dissolved Oxygen	Source Unknown	Scheduled	2021

**Source:** SWRCB 2016.

**Notes:** CWA = Clean Water Act, TMDL = total maximum daily load, DDT = , PCBs = polychlorinated biphenyls.

### **Flood Hazards**

The project site is not located within a Federal Emergency Management Agency (FEMA) Special Flood Hazard Area, which includes 100-year flood zones (DWR 2016). Furthermore, the project site is also not within a 500-year flood zone or other flood zone as mapped by the Department of Water Resources (DWR “Awareness” Floodplain), regional/special studies, or the U.S. Army Corps of Engineers (DWR 2016). The City does not identify the project area as a location that experiences minor street flooding (City of Covina 2000).

### ***Dam Failure***

The project site is located approximately 4.5 miles west of the Puddingstone Reservoir and Dam (GoogleEarth 2016). In the event of a dam failure, flood waters are expected to reach the

City in 20 minutes, and rushing waters would overflow the banks of Walnut Creek by approximately one-quarter mile on each side, partially inundating the portion of the community roughly south of Workman Avenue (City of Covina 2000). However, the project site is north of Workman Avenue and thus not subject to flooding in the event of dam failure on the Puddingstone Reservoir.

There are other reservoir-serving dams north and northeast of Covina in the San Gabriel Mountains that could break, however, it is believed that potentially negative impacts on the City would be minimized because these facilities are all several miles from Covina (which would enable much water to be caught by storm drains in adjacent communities and would provide Covina officials with adequate time for emergency activities). Adequate flood control systems that pervade the upper and central portions of the City of Covina could most likely handle the incoming residual waters (City of Covina 2000).

### **3.9.2 Regulatory Setting**

#### **Federal**

##### *Clean Water Act*

The CWA (33 U.S.C. 1251 et seq.), as amended by the Water Quality Act of 1987, is the major federal legislation governing water quality. The objective of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.” Key sections of the Act are as follows:

- Sections 303 and 304 provide for water quality standards, criteria, and guidelines. Under Section 303(d) of the CWA, the State of California is required to develop a list of impaired water bodies that do not meet water quality standards and objectives and establish TMDLs for each pollutant/stressor. The water quality impairments relevant to the project are shown in Table 3.9-2; there are no TMDLs applicable to the project’s watershed.
- Section 401 (Water Quality Certification) requires an applicant for any federal permit that proposes an activity which may result in a discharge to waters of the United States, to obtain certification from the state that the discharge will comply with other provisions of the Act. As there are no jurisdictional waters on the project site, no water quality certification under CWA Section 401 would be required.
- Section 402 establishes the National Pollutant Discharge Elimination System (NPDES), a permitting system for the discharge of any pollutant (except for dredged or fill material) into waters of the United States. This permit program is administered by the SWRCB and the nine Regional Water Quality Control Boards, who have several programs that

implement individual and general permits related to construction activities, stormwater runoff quality, and various kinds of non-stormwater discharges.

- Section 404 establishes a permit program for the discharge of dredged or fill material into waters of the United States. This permit program is jointly administered by the U.S. Army Corps of Engineers and the EPA. As there are no jurisdictional waters on the project site, the project would not require a permit under CWA Section 404.

Numerous agencies have responsibilities for administration and enforcement of the CWA. At the federal level this includes the EPA and the U.S. Army Corps of Engineers. At the state level, with the exception of tribal lands, the California EPA and its sub-agencies, including the SWRCB, have been delegated primary responsibility for administering and enforcing the CWA in California.

## **State**

### ***Porter-Cologne Act***

The Porter–Cologne Act (codified in the California Water Code, Section 13000 et seq.) is the primary water quality control law for California. Whereas the CWA applies to all waters of the United States, the Porter–Cologne Act applies to waters of the state, which includes isolated wetlands and groundwater in addition to federal waters. It is implemented by the SWRCB and the nine RWQCBs. In addition to other regulatory responsibilities, the RWQCBs have the authority to conduct, order, and oversee investigation and cleanup where discharges or threatened discharges of waste to waters of the state<sup>1</sup> could cause pollution or nuisance, including impacts to public health and the environment.

The act requires a “Report of Waste Discharge” for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair a beneficial use of surface or groundwater of the state. California Water Code Section 13260 subdivision (a) requires that any person discharging waste or proposing to discharge waste, other than to a community sewer system, that could affect the quality of the waters of the state, file a Report of Waste Discharge with the applicable RWQCB. For discharges directly to surface water (waters of the United States), an NPDES permit is required, which is issued under both state and federal law; for other types of discharges, such as waste discharges to land (e.g., spoils disposal and storage), erosion from soil disturbance, or discharges to waters of the state (such as groundwater and isolated wetlands), Waste Discharge Requirements (WDRs) are required and are issued exclusively under state law. WDRs typically require many of the same best management practices (BMPs) and pollution control technologies as required by NPDES-derived permits.

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<sup>1</sup> “Waters of the state” are defined in the Porter–Cologne Act as “any surface water or groundwater, including saline waters, within the boundaries of the state” (California Water Code, Section 13050(e)).

### ***Basin Planning***

The California legislature has assigned the primary responsibility to administer and enforce statutes for the protection and enhancement of water quality, including the Porter–Cologne Act and portions of the CWA, to the SWRCB and its nine RWQCBs. The SWRCB provides state-level coordination of the water quality control program by establishing statewide policies and plans for implementation of state and federal regulations. The nine RWQCBs throughout California adopt and implement Basin Plans that recognize the unique characteristics of each region with regard to natural water quality, actual and potential beneficial uses, and water quality problems. The Los Angeles RWQCB is responsible for the protection of the beneficial uses of waters within the coastal watersheds of Los Angeles and Ventura counties, including the project area.

The *Water Quality Control Plan Los Angeles Region, Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan) designates beneficial uses, establishes water quality objectives, and contains implementation programs and policies to achieve those objectives for all waters addressed through the plan (California Water Code Sections 13240–13247) (Los Angeles RWQCB 1994). The Los Angeles RWQCB Basin Plan must conform to the policies set forth in the Porter-Cologne Act as established by the SWRCB in its state water policy. The Porter-Cologne Act also provides the RWQCBs with authority to include within their basin plan water discharge prohibitions applicable to particular conditions, areas, or types of waste. The Basin Plan is continually being updated to include amendments related to implementation of TMDLs, revisions of programs and policies within the Los Angeles RWQCB region, and changes to beneficial use designations and associated water quality objectives.

### ***NPDES and WDR Permits***

The NPDES and WDR programs regulate construction, municipal, and industrial stormwater and non-stormwater discharges under the requirements of the CWA and the Porter–Cologne Water Quality Control Act. The construction stormwater program is administered by the SWRCB, while the municipal stormwater program and other WDRs are administered by the Los Angeles RWQCB. Table 3.9-3 lists the water-quality-related permits that would apply directly or indirectly (through implementing City ordinances) to the project, each of which is further described below.

**Table 3.9-3  
State and Regional Water Quality-Related Permits and Approvals**

<b>Program/Activity</b>	<b>Order Number/ NPDES Number</b>	<b>Permit Name</b>	<b>Affected Area</b>
Construction Stormwater Program	2009-0009-DWQ/ CAS000002, as amended	NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit)	Statewide

**Table 3.9-3  
State and Regional Water Quality-Related Permits and Approvals**

<b>Program/Activity</b>	<b>Order Number/ NPDES Number</b>	<b>Permit Name</b>	<b>Affected Area</b>
Municipal Stormwater Program	Los Angeles RWQCB Order No. R4-2012-0175 / CAS004001	Waste Discharge Requirements for the Municipal Separate Storm Sewer System (MS4) Discharges (Los Angeles County MS4 Permit)	Coastal Watersheds of Los Angeles County, Except those discharges originating from the City of Long Beach MS4
Non-Stormwater Discharge to Land	SWRCB Order No. 2003-0003-DWQ	Statewide General Waste Discharge Requirements for Discharges to Land with a Low Threat to Water Quality (WDR for Discharge to Land)	Statewide

**Notes:** NPDES = National Pollutant Discharge Elimination System; MS4 = municipal separate storm sewer system; WDR = Waste Discharge Requirement

**Construction General Permit (SWRCB Order 2009-0009-DWQ, as amended).** For stormwater discharges associated with construction activity in the State of California, the SWRCB has adopted the *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities. The Construction General Permit applies to all projects in which construction activity disturbs one acre or more of soil. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling and excavation. The Construction General Permit requires the development and implementation of a stormwater pollution prevention plan (SWPPP), which would include and specify water quality BMPs designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off site into receiving waters. Routine inspection of all BMPs is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the SWRCB.

As shown in Figure 4 in Section 2, the area of soil disturbance is expected to be nearly 11 acres, or 5.21 acres for the residential component, and 5.43 acres for the public component (iTEC and Transit Center and Park & Ride Facility) of the project. Therefore, all phases/components of the proposed project would require coverage under the Construction General Permit.

**Municipal Stormwater Permit (Los Angeles RWQCB Order No. R4-2012-0175, as amended).** The *Waste Discharge Requirements for the Municipal Separate Storm Sewer System (MS4) Discharges from the Coastal Watersheds of Los Angeles County, except those discharges originating from the City of Long Beach MS4* (MS4 Permit) covers 84 cities and most of the unincorporated areas of Los Angeles County. Under the MS4 Permit, the Los Angeles County Flood Control District is designated as the Principal Permittee. The Permittees are the 84 Los Angeles County cities and Los Angeles County. Collectively, these (including the City of Covina) are the “Co-Permittees.” The Principal Permittee helps to facilitate activities necessary

to comply with the requirements outlined in the MS4 Permit but is not responsible for ensuring compliance of any of the other Permittees.

The MS4 Permit requires Co-Permittees to implement a development planning program to address stormwater pollution. These programs require project applicants for certain types of projects to implement Standard Urban Stormwater Mitigation Plans (SUSMP) throughout the operational life of their projects. The purpose of SUSMP is to reduce the discharge of pollutants in stormwater by outlining BMPs which must be incorporated into the design plans of new development and redevelopment. The proposed project is a regulated project for this purpose, and would prepare and implement a SUSMP (also called an Low Impact Development [LID] plan by the City of Covina). The City of Covina enforces the provisions of the Los Angeles County MS4 Permit through its Stormwater Quality and Urban Runoff Control Ordinance (Municipal Code Chapter 8.50).

**The Statewide General Waste Discharge Requirements for Discharges to Land with a Low Threat to Water Quality (SWRCB Order No. 2003-0003-DWQ):** This general order applies to projects that discharge to land where the discharge has a low threat to water quality. These are typically low-volume discharges with minimal pollutant concentrations such as well water discharges, small temporary dewatering projects, and hydrostatic testing discharges of clear water. The primary difference between this permit and the permits under the NPDES program is the destination of the water. This permit regulates discharges to land and the previous sections discuss discharges to storm drains or receiving waters. For instance, if a dewatering discharge will be piped to an infiltration basin during construction, this permit could apply.

## **Local**

### ***Covina General Plan***

#### Natural Resources Element Policy Area 1 - Water Resources and Air Quality

- a. The City shall support the efforts at all levels of government to monitor and regulate water quality and conditions, ensuring that all applicable standards are met.
- b. The City shall support the efforts at and various codes and standards of all levels of government to protect ground water resources from depletion and sources of pollution, such as soil-leaching hazardous materials.

#### Natural Hazards Element Policy Area 2 - Potential Flooding Hazards

- c. The City shall continue to require that all new and significantly expanded developments incorporate sufficient measures to mitigate flood hazards, including the design of on-site drainage systems to link with citywide flood control infrastructure, the gradation of sites

such that runoff does not impact adjacent private properties or structures, and the location of structures above and away from any flooding elevation.

- j. The City shall require the use of the greatest amount of landscaping feasible in new and significantly expanded developments to maximize permeable surface area to reduce site runoff as well as for aesthetic purposes, particularly along or near the unimproved portion of Walnut Creek.
- k. The City shall consider to encourage, where feasible or not otherwise prohibited by Zoning, the utilization of turf block, decomposed granite, grasscrete, or similar permeable surfaces, rather than conventional pavement.
- m. The City shall improve emergency preparedness activities in areas subject to potential dam failure-generated inundation by following various measures, including shortening times required for emergency evacuation and mobilization efforts.
- n. The City shall maintain and periodically review procedures for dealing with potential major flooding incidents in the Covina Emergency Plan.

### ***Covina Municipal Code***

Covina Municipal Code Chapter 8.50 (Stormwater Quality and Urban Runoff Control) implements NPDES requirements and WDRs by a) regulating non-storm water discharge to the municipal storm water system, b) providing for the control of spillage, dumping, or disposal of materials into the municipal storm water system, and c) reducing pollutants in storm water and urban runoff to the maximum extent practicable. Specifically, Section 8.50.120 requires facility operations of development and redevelopment projects to comply with the current MS4 permit requirements, lessen the water quality impacts of development by using smart growth practices, and integrate “Low Impact Development” (LID) design principles to mimic predevelopment hydrology through infiltration, evapotranspiration and rainfall harvest and use. The main compliance documents required for project permitting consists of a Standard Urban Stormwater Mitigation Plan (SUSMP) (referred to as an LID Plan in the municipal code), which must be reviewed and approved by the City and must include a long term maintenance agreement to ensure all features remain effective and operational.

### **3.9.3 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 hydrology and water quality impacts. Impacts related to hydrology and water quality would be significant if the proposed project would:

- A. Violate any water quality standards or waste discharge requirements.

- B. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
- C. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.
- D. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
- E. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
- F. Otherwise substantially degrade water quality.
- G. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- H. Place within a 100-year flood hazard area structures which would impede or redirect flood flows.
- I. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.
- J. Inundation by seiche, tsunami, or mudflow.

### 3.9.4 Impacts Analysis

#### A. *Violate any water quality standards or waste discharge requirements?*

##### **Short Term Impacts of Construction and Demolition**

Both the residential and public components of the proposed project would include demolition and construction activities that together would result in land disturbances of nearly 11 acres. Such activities have the potential to adversely affect the quality of stormwater runoff through increases in turbidity, sedimentation, and construction-related pollutants. Because land disturbance for the residential and public components of the project would each exceed one acre, a General Construction Activity Stormwater Permit (Construction General Permit, Order 2009-0009-DWQ) issued by the State Water Resources Board would be required prior to the start of construction for each component/phase. In addition, Covina Municipal Code Section 8.50 requires

implementation of BMPs as necessary “to reduce the discharge of pollutants from proposed development in the city both during and after completion of construction.” Prior to the construction of each component of the proposed project, the City of Covina, Foothill Transit, MLC and/or their contractor(s), will be required to submit all permit registration documents to the SWRCB for coverage under the Construction General Permit, and will not be allowed to begin construction until a copy of the notice of coverage and waste discharge identification number (WDID) is provided as proof of coverage. One of the conditions of the permit is the development and implementation of a SWPPP. The SWPPP identifies which structural and nonstructural BMPs would be implemented, such as sandbag barriers, dust controls, perimeter controls, drain inlet protection, proper construction site housekeeping practices, and construction worker training.

Compliance with the Construction General Permit and Covina Municipal Code Section 8.50 would ensure that stormwater runoff from the site during construction would not violate water quality standards or waste discharge requirements. Therefore the construction-related impacts of the proposed project with respect to water quality are considered **less than significant**. No mitigation is required.

### **Long Term Impacts of Facility Operation and Maintenance**

Land uses on-site that could contribute pollutants to stormwater runoff in the long term include uncovered parking areas (through small fuel and fluid leaks), uncovered refuse storage/management areas, landscape/open space areas (if pesticides/herbicides and fertilizers are improperly applied), and general litter/debris. During storm events, the first few hours of moderate to heavy rainfall could wash a majority of pollutants from the paved areas where they could enter the municipal storm drain system before eventually being discharged to the Big Dalton Wash. The majority of pollutants entering the storm drain system in this manner would be dust, litter, and residual petroleum products (e.g., motor oil, gasoline, diesel fuel); however, certain metals, along with nutrients and pesticides from landscape areas, can also be present in stormwater runoff. Between periods of rainfall, surface pollutants tend to accumulate, and runoff from the first significant storm of the year (“first flush”) will likely have the largest concentration of pollutants. Given the enormous size of the watersheds for Big Dalton Wash (80 square miles) and the San Gabriel River (689 square miles) and their highly urban character, the project site contribution to pollutant loads in receiving waters would be negligible. However, because water quality is a cumulatively significant issue in the region, even small contributions could be cumulatively significant.

Redevelopment of the project site will ensure that modern performance standards related to retention and treatment of site runoff are integrated into the proposed project. In order

to prevent contribution of typical pollutants to stormwater runoff associated with residential, convention center, office, and transit-oriented land uses, the proposed project would be designed in compliance with: (1) Section 402(p) of the Clean Water Act, which generally mandates that Municipal Separate Storm Sewer System (MS4) discharges to surface waters be regulated by a National Pollutant Discharge Elimination System (NPDES) permit; and (2) Los Angeles Regional Water Quality Control Board (LARWQCB) Order No. R4-2012-0175, which regulates the MS4 discharges within the coastal watersheds of Los Angeles County (hereafter referred to as “MS4 permit”).

As a permittee subject to the MS4 permit, the City of Covina is responsible for ensuring that all new development and redevelopment projects comply with the performance criteria contained in the permit. The proposed project meets the definition of a redevelopment project and thus will be required to control pollutants, pollutant loads, and runoff volume emanating from the project site by: (1) minimizing the impervious surface area and (2) controlling runoff from impervious surfaces through infiltration, bioretention and/or rainfall harvest and re-use. The overarching performance criterion relevant to the proposed project is that the project will be required to retain on site 100 percent of the “Stormwater Quality Design Volume,” which is equivalent to the greater of 1) the 0.75-inch, 24-hour rain event, or 2) the 85th percentile, 24-hour rain event. Compliance with this performance criterion is likely to reduce the peak rate and volume of stormwater runoff discharged into the City’s storm drain system.

The City of Covina enforces the terms of the MS4 permit by requiring new development and redevelopment projects to prepare and implement a SUSMP/LID Plan (Covina Municipal Code Section 8.50.120). Both the SWPPP and the SUSMP/LID Plan will be required for each respective phase/user of the project before the City can issue grading and/or building permits. The location, type, and size of BMPs and “low impact development” designs required may vary based on site soils, proposed uses, and the existing drainage characteristics. The purpose of the required project-specific SUSMP/LID Plan is to demonstrate to the City that the proposed project has included drainage features and BMPs that are adequate to meet the performance criteria contained in the MS4 permit and to ensure the project does not violate water quality objectives in the Los Angeles RWQCB Basin Plan. The most common type of structural BMPs for this type of development are vegetated swales, bioretention or infiltration basins, and/or underground storage/treatment chambers.

Compliance with terms and conditions of the NPDES permit and Covina Municipal Code Section 8.50.050 are required by law. As a condition for issuing a certificate of occupancy for a new development or redevelopment project the applicant, facility operators and/or owners must demonstrate that all source control measures, water quality

BMPs and LID designs have been implemented, and must sign a certification statement that the water quality features will be regularly maintained as appropriate for the life of the project (and include such requirement in covenant agreement, or similar document to be recorded with the Los Angeles County registrar-recorder/county clerk) (Covina Municipal Code Chapter 8.50). Since the applicant and/or its contractor will be required to address water quality impacts related to operational activities, compliance with these regulations reduces impacts to **less-than-significant** levels. No mitigation is required.

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

The proposed project would not interfere with groundwater recharge because it is entirely developed and nearly all impervious. Based on a review of aerial photographs, the project site is approximately 95% covered by parking, roofs, walkways and other concrete/impervious surfaces. The proposed project would include land uses that would incorporate landscaping elements that would increase the percentage of the project site that is pervious (including a public plaza/open space) when compared to current conditions. Although details on site layout and landscaping are not yet known, the change of use to residential and plaza/open space for portions of the project site means the coverage of paved surfaces on-site would decrease compared to the existing condition. Because the project site does not currently allow for groundwater recharge, the proposed project would have no effect, or possibly a slightly beneficial effect with respect to groundwater recharge.

As the project site is currently vacant, the proposed project would increase water demands relative to baseline conditions. To the extent Azusa Light and Water (ALW) derives its water supplies from groundwater, there could be a slight indirect effect with respect to groundwater (i.e., an increase in use of ALW's municipal groundwater wells). However, the amount would be negligible compared to the total amount of groundwater produced for ALW's service area (i.e., a population of 106,335 people and an average groundwater production of 13,000 acre-feet per year) (ALW 2016). Furthermore, ALW derives its groundwater supplies from the San Gabriel Basin, which is under court adjudication. The management of water resources in the Main San Gabriel Basin is provided by Watermaster services under two separate court judgments: The Long Beach Judgment and The Main Basin Judgment. Through these judgements, operations of the San Gabriel Basin are optimized to conserve local water to meet the needs of the relevant parties (ALW 2016). Ultimately, ALW is responsible for proper management of its

groundwater well production, and service connection fees paid by the project applicant would be used, at least in part, to support ALW's regulatory obligations to avoid groundwater overdraft and other undesirable effects on the groundwater basin.

For these reasons, impacts of the proposed project with respect to groundwater are considered **less than significant**. No mitigation is required.

- C. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*
- D. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

There are no natural streams, rivers, wetlands or other waterbodies on-site. Therefore, the effect of the proposed project is limited to minor, highly localized changes in drainage patterns. However, the project site as a whole would maintain the general drainage pattern as it currently exists, and would continue to direct stormwater runoff to the City's stormwater drainage system along North Citrus Avenue and East Covina Boulevard. The total area (i.e., sub-watershed) discharging to the nearest City storm drain would likewise not change. As described under item 3.9(A) above, the proposed project would require installation of additional water quality BMPs and LID features in compliance with Covina Municipal Code Section 8.50.050 and the MS4 Permit.

Development of the project site largely involves replacement of existing impervious surfaces and would not result in a substantial change in drainage patterns, or an increase in peak flow rates, or runoff volumes from the project site. The proposed uses are likely to substantially increase the amount of landscaping and otherwise pervious surfaces compared to the K-Mart and parking lot. As a condition of project approval, the project applicant will be required to submit a drainage study to the City for review and approval to ensure that both phases of the proposed project do not substantially alter the existing drainage pattern of the site or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.

These changes to drainage patterns would not be substantial enough to result in erosion, siltation and/or flooding on- or off-site. On the contrary, implementation of the SUSMP/LID Plan would likely result in a decrease in the peak volume of stormwater runoff entering the City's storm drain system. The impact is thus **less than significant**. No mitigation is required.

***E. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

As described under items 3.9(A), 3.9(C), and 3.9(D) above, redevelopment of the existing site would decrease the impervious surface coverage on the project site, which is currently about 95%. The proposed project would likely result in a decrease in peak flow rates and volumes for all storm scenarios because it would incorporate more landscaping elements which would aid to slow runoff and allow for subsurface percolation. Furthermore, redevelopment of the project site for both the residential and public components of the overall project would require compliance with Covina Municipal Code Section 8.50.050 and the MS4 Permit. These would require integration of water quality BMPs and LID features into the project to meet specific water quality and hydraulic performance criteria. Furthermore, the City does not identify the project area as an area experiencing street/nuisance flooding due to overloaded storm drains (City of Covina 2000).

For these reasons, the proposed project would not create or contribute additional runoff water to the storm drain system and the impact is considered **less than significant**. No mitigation is required.

***F. Otherwise substantially degrade water quality?***

As discussed under items 3.9(A), 3.9(C), and 3.9(D) above, both the SWPPP and the SUSMP/LID Plan are required before the City can issue grading and/or building permits. Compliance with the terms and conditions of the NPDES permit and Covina Municipal Code Chapter 8.50 is required by state law. Since the applicant and/or its contractor will be required to address water quality impacts related to construction and operational activities during each component of the overall proposed project, compliance with these regulations reduces impacts to less-than-significant levels. As such, impacts related to water quality during both phases of the proposed project are considered **less than significant**. No mitigation is required.

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

As discussed in Section 3.9.1, there are no flood hazards present on the project site. Therefore, there would be **no impact** with respect to placing housing in a 100-year flood hazard area.

*H. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

As discussed in the Section 3.9.1, there are no flood hazards present on the project site. Therefore, there would be **no impact** with respect to impeding or redirecting flood flows.

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

The project site is located approximately 4.5 miles west of the Puddingstone Reservoir and Dam. Failure of the dam is considered to be a remote possibility that would likely only occur during extremely severe seismic shaking conditions. Dams are continually monitored by various government agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. The Division of Safety of Dams requires annual inspection of dam facilities to detect and repair any identified deficiencies. Examples of measures taken to reduce the threat of dam failure include seismically reinforcing the Puddingstone Dam or lowering the Puddingstone Reservoir water level during the winter months. Furthermore, in the unlikely event of a dam failure, the emergency response plans applicable to the project area would go into effect and evacuation and emergency response procedures would be implemented.

Regardless of the timing, extent and/or severity of potential levee or dam failure(s), the project would not significantly increase existing levels of public risk or exposure to said hazards, since the project would not directly or indirectly affect a dam's propensity to fail, and the existing level of hazard from dam failure would not change. Impacts related to exposure of people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam is, therefore, considered **less than significant**. No mitigation is required.

*J. Inundation by seiche, tsunami, or mudflow?*

The project site is located in a flat valley, miles from the ocean, and is not adjacent to a large body of water. Therefore there would be no impact with respect to inundation by a seiche, tsunami, or mudflow.

### 3.9.5 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 cumulative effects of past projects—both point sources of pollution and non-point sources caused by urbanization—have resulted in substantial water quality problems in the region’s major waterways. The existing impairments identified under Section 303(d) of the CWA and Table 3.9-2 represent cumulative impacts of urban development within the watersheds draining to the Big Dalton Wash and downstream waters. The pollutants causing impairments include bacteria/pathogens, pH, dissolved oxygen, cyanide, and metals (lead, copper, nickel).

For the most part, the primary pollutants of concern for the proposed project do not include those for which the downstream receiving waters are impaired. Pollutants of concern associated with the proposed project would be associated with the construction phase (e.g., sediment, fuels, litter), private vehicle use (e.g., any leakage of grease/oils), landscaping/grounds work (e.g., improper/excessive use of pesticides, herbicides, and/or fertilizers), and/or trash (e.g., due to improper waste disposal). Trash and/or fertilizers, however, could indirectly contribute to a bacteria, pathogen or dissolved oxygen problem by contributing to excessive algae growth and/or eutrophication. The release of such pollutants, however, would be highly localized, periodic in nature, and minor in magnitude; especially when compared to the total volume of stormwater discharges that would be entering the project’s receiving waters from the whole watershed (i.e., Big Dalton Wash, Walnut Creek, and the San Gabriel River). For example, the proposed project would cover an area that is 0.02% of the Big Dalton Wash watershed, and much less than that for Walnut Creek and the San Gabriel River. Furthermore, such impacts would be avoided or substantially minimized through compliance with terms and conditions of the NPDES permits and Covina Municipal Code Section 8.50.050, which require implementation of a SWPPP and a SUSMP/LID Plan.

The proposed project and all other development and redevelopment projects in the watershed are subject to NPDES permits, waste discharge requirements, and related local land use ordinances that together ensure point and non-point discharges do not violate basin plan objectives or further contribute to existing impairments. For these reasons, the proposed project’s contribution to cumulatively significant impacts on hydrology and water quality would be less than cumulatively considerable. Cumulative impacts are considered **less than significant**. No mitigation is required.

### 3.9.6 Mitigation Measures

No significant hydrology and water quality impacts would occur, and therefore, no mitigation measures are required.

### 3.9.7 Significance After Mitigation

Overall, the proposed project would result in **less than significant** impacts with respect to hydrology and water quality.

### 3.9.8 References

DWR (Department of Water Resources) 2016. Best Available Maps. Floodplain Information for lat/long 34.100526, -117.888708. Web map service available at <http://gis.bam.water.ca.gov/bam/>. Accessed July 20, 2016.

County of Los Angeles. 2016. Los Angeles County GIS Portal. Department of Public Works Storm Drain System Web Map Viewer. Available at <http://dpw.lacounty.gov/fcd/stormdrain/index.cfm>, accessed July 20, 2016.

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Los Angeles RWQCB (Regional Water Quality Control Board). 1994. *Water Quality Control Plan Los Angeles Region, Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Region 4)*. As amended through 2016.

City of Covina 2000. *Covina General Plan Safety Element*. April 2000.

Azusa Light & Water (ALW). 2016. *2015 Urban Water Management Plan*. Final Draft Copy. June 2016.

SWRCB (State Water Resources Control Board). 2016. “2012 Integrated Report on Water Quality with Web-Based Interactive Map.” Accessed July 21, 2016. [http://www.swrcb.ca.gov/water\\_issues/programs/tmdl/integrated2012.shtml](http://www.swrcb.ca.gov/water_issues/programs/tmdl/integrated2012.shtml).

USGS (U.S. Geological Survey) 2016. The National Map Viewer. Web Map Service accessed at <http://viewer.nationalmap.gov/viewer> on July 20, 2016.

## 3.10 LAND USE AND PLANNING

This section is related to potential conflicts with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan and Zoning Code) resulting from implementation of the proposed Covina Transit-Oriented Mixed-Use Development Project (project or proposed project). This section describes the existing land use and planning setting of the proposed project site, identifies associated regulatory requirements and evaluates potential impacts related to implementation of the proposed project.

In addition to other documents, the following references were used in the preparation of this section of the EIR:

- City of Covina General Plan 2000 (City of Covina 2000)
- City of Covina Municipal Code (Title 17) (City of Covina 2016)
- Covina Transit-Oriented Mixed-Use Development Specific Plan

### 3.10.1 Existing Conditions

#### 3.10.1.1 Land Use Setting

The City of Covina (City) is a mature, suburban community located in the southeastern portion of Los Angeles County, approximately 22 miles east of downtown Los Angeles. The City is characterized by predominantly low rise/low intensity residential, commercial, and light manufacturing uses. Although the community is almost entirely built out, future development is expected to occur on remaining vacant, as well as on underutilized, properties. The City covers a 10-square-mile planning area, which has a mix of land uses including commercial retail/office, light industrial, civic/public, parks, single-family residential, and multi-family/higher density residential.

#### On-Site Land Uses

The proposed project site is comprised of a former K-Mart property, located at 1162 North Citrus Avenue, and an existing private school property, located at 177 East Covina Boulevard. Associated surface parking, landscaping and infrastructure also occupy the overall project site. The proposed project site encompasses approximately 10.66 acres on three parcels (Assessor's Parcel Numbers 8406-019-019, 8406-019-020 and 8406-019-017). The former K-Mart store has been closed for approximately two years and is currently a vacant commercial building. The commercial building includes an automobile service facility that is located on the south end of the project site facing North Citrus Avenue. There is an existing strip mall of approximately 21,719 square feet located on the northeast corner of North Citrus Avenue and East Covina Boulevard, which is not part of the project site. The three parcels are proposed to be redeveloped

to support three primary components: 1) a Transit Center and Park & Ride Facility; 2) the Covina iTEC – an event center and professional office incubator space; and 3) approximately 120 for-sale residential townhome units.

The project site is designated as General Commercial in the City’s General Plan (City of Covina 2000) (see Figure 3.10-1, Existing Covina General Plan Land Use Map). Allowed uses under the General Commercial designation include: various types of retail and service businesses; administrative, professional and governmental offices; institutional uses, including churches, group homes, nursing homes, and hospitals; utility and transportation facilities; automotive sales, automotive repair shops, and gas stations; self-storage outlets; animal hospitals; and parking lots.

The project site is zoned C-3A (Regional or Community Shopping Center) on the City’s Zoning Map (see Figure 3.10-2, Existing Covina Zoning Map) and in the City’s Zoning Ordinance (Chapter 17.42 of Covina Municipal Code), consistent with the General Plan’s General Commercial land use designation. The C-3A zone is intended to provide for planned, unified shopping centers at community and regional levels. Permitted uses include a wide variety of retail stores, sales, and services.

### **Adjacent Land Use Designations and Zoning**

The proposed project site is located in a built-up, urban setting. The property immediately north of the proposed project site includes a multi-family apartment complex that is designated Medium Density Residential and zoned Multiple Family Residential (RD). The properties immediately east and west of the project site (across North Citrus Avenue) include single-family detached homes that are designated Low Density Residential and zoned Single Family Residential (R-1-7500). The properties south of the project site (across East Covina Boulevard) are designated General Commercial and Town Center Commercial where an existing strip mall exists, and Medium Density Residential where the Village Green Senior Apartments currently exists. These properties are zoned Neighborhood Shopping Center (C-2) and Multiple Family Residential (RD).

### **Proposed Project**

Redevelopment of the entire project site is proceeding under the Covina Transit-Oriented Mixed-Use Development Specific Plan (Specific Plan). The Specific Plan will replace the current underlying zoning and would require a General Plan Amendment to allow for the Specific Plan area to be included in the City’s General Plan. The Specific Plan will provide and articulate the scope of development, the allowable uses (permitted and Conditional Use Permits), general development design guidelines, and specific development approval (i.e., how the parking structure will be approved with a specific design, the architectural design of the townhomes,

future iTEC buildings, etc.). The Specific Plan will also provide a “minor modification” provision to allow for the approval of minor modifications to previously approved design components. The Specific Plan would include the future development of three proposed primary components: 1) a Transit Center and Park & Ride Facility; 2) the iTEC – an event center and professional office incubator space; and 3) approximately 120 for-sale residential townhome units (see Figure 4, Conceptual Site Plan in Section 2).

### **Covina Transit-Oriented Mixed-Use Development Specific Plan**

The Covina Transit-Oriented Mixed-Use Development Specific Plan has been designed to replace the current underlying zoning. The specific plan will provide and articulate the scope of development, the allowable uses (permitted and CUP), general development design guidelines, and specific development approval (i.e., how the parking structure will be approved with a specific design, the architectural design of the townhomes, future iTEC buildings, etc.). The specific plan will also provide a “minor modification” provision to allow for the approval of minor modifications to previously approved design components. The California Government Code (Section 65450–65457) and City of Covina Zoning Code permit the use of specific plans to regulate site development, including permitted uses, density, building size, and building placement. Specific plans also govern the type and extent of open space, landscaping, roadway configuration, and the provision of infrastructure and utilities. The Specific Plan consists of the following chapters:

- I. INTRODUCTION AND PURPOSE OF SPECIFIC PLAN
  - A. Purpose and Intent of Specific Plan
  - B. Content, Chapters, and Components of Specific Plan
  - C. Relationships to other City Plans and Documents
- II. DESCRIPTION OF SPECIFIC PLAN AREA
  - A. Location of Specific Plan Area
  - B. Existing Structures, Buildings, and Uses within Specific Plan Area
  - C. General Plan and Zoning Designations
- III. SPECIFIC PLAN DESCRIPTION
  - A. Development Concept
  - B. Conceptual Development Plan
    - 1. Future Land Uses and Density
    - 2. Access and Circulation Improvements

3. Landscaping
4. Architectural Treatment and Features
5. Signs
6. Infrastructure Improvements and Public Services
  - Water Improvements
  - Sewer Improvements
  - Drainage Improvements
  - Police Protection Services
  - Fire Protection Services

IV. ALLOWABLE USES

V. DEVELOPMENT STANDARDS

- A. Lot Area Standards
- B. Required Yards Standards
- C. Required Parking Standards
- D. Landscaping Standards
- E. Fences and Walls Standards
- F. Lighting Standards
- G. Mechanical Equipment Standards
- H. Sign Standards

VI. DESIGN GUIDELINES

- A. Design Goals and Objectives
- B. Design Guidelines
  1. Site Planning and Building Orientation
  2. Parking Lot Layout
  3. Vehicular Access and Circulation
  4. Storage and Loading
  5. Pedestrian-Level Elements
  6. Landscaping Theme
  7. Walls and Fences

8. Architectural Theme
9. Building Elevations and Facades
10. Retail/Office/Quasi-public Guidelines
11. Transit Center/Park & Ride Development Guidelines
12. Quality Materials and Colors
13. Signage Theme and Types

## VII. ADMINISTRATION AND IMPLEMENTATION

- A. Specific Plan Implementation
- B. Development Review Process and Procedures
  1. Development Review Committee
  2. Purpose and Responsibilities of Development Review Committee
  3. Development Review Procedures and Requirements
  4. Fees and Permit Costs
  5. Determination of Use
  6. Provision for Existing Improvements
  7. Appeal Provisions
  8. Required Findings
  9. Review and Approval Authority
- C. Amendments to Specific Plan Provisions
  1. Minor Amendments
  2. Major Amendments

## VIII. ATTACHMENTS

- A. Vicinity Map
- B. Specific Plan Location Map
- C. Photo Index of Existing Buildings and Improvements
- D. Conceptual Site Plan

### 3.10.2 Regulatory Setting

#### Federal

There are no federal plans, policies, or ordinances applicable to the land use considerations of the proposed project.

#### State

##### *California Government Code Section 65300*

California Government Code Section 65300 et seq. mandates that every city and county must prepare, adopt and implement a general plan to guide and shape its physical as well as social and economic development, environmental resources, and to address various growth-related statutes of the State over a long-term (typically 20-year) timeframe. This law discusses the substantive and procedural requirements of general plans and places general plans atop the hierarchy of the tools of local government that regulate land use. This law also provides for changes in community development by allowing amendments to be made to a general plan.

##### *California Government Code Section 65450*

California Government Code Section 65450 et seq. authorizes cities to prepare, adopt, and administer Specific Plans for portions of their jurisdictions, as a means of implementing the City's General Plan. All Specific Plans must comply with Sections 65450–65457 of the Government Code. The proposed Specific Plan complies with all requirements mandated by state law.

#### Local

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

The role of the City's General Plan is to act as a constitution for development, the foundation upon which all land use and affiliated decisions and actions are to be based. The Covina General Plan (Covina General Plan 2000) expresses community development goals with respect to both the man-made and natural environments and sets forth policies and implementation measures or programs to achieve them for the welfare of those who live, work and do business in the City.

The City of Covina adopted the Covina General Plan in 2000 to serve as a blueprint for long-range growth and development and redevelopment. The Covina General Plan guides future changes in land uses that occur as a result of anticipated recycling and redevelopment activities, limited new construction, and additions and/or modifications to existing public and private facilities. The Covina General Plan serves as a basis for the preparation and administration of

various documents concerning the City’s community development, such as the Zoning Ordinance, and all documents must conform to the General Plan.

The Covina General Plan is divided into six chapters or Elements that address particular issue areas. These Elements, which meet the requirements of State law, include the Land Use Element, the Circulation Element, the Housing Element, the Natural Resources and Open Space Element, the Safety Element, and the Noise Element.

### Land Use Element

The Land Use Element is the central Covina General Plan Element that correlates land use and related issues among all Elements and designates the proposed general distribution/location and extent of the uses of land for housing, business, industry, open space, education, and public buildings and grounds. The backbone of the Land Use Element is a Land Use Plan, which is comprised of a map (see Figure 3.10-1, Existing Covina General Plan Land Use Map) and accompanying explanatory text that must show and define the proposed or long-term general distribution/location and development intensity of residential, commercial, industrial, and other uses, such as parks, schools, and public buildings.

The Land Use Plan establishes the foundation for administering zoning and other more site-specific and day-to-day-oriented tools regulating development uses. Covina’s Land Use Plan is comprised of six land use categories, including Residential (Low Density, Medium Density and High Density), Commercial (General and Town Center), Industrial, School, Park, and Open Space. The Land Use Plan and Map implements the General Plan by enabling the Plan’s goals, objectives, and policies to be realized by reflecting the policies and land use designations adopted by the Covina General Plan.

The Land Use Element of the City’s General Plan identifies and establishes objectives and policies with respect to land use. It establishes policies that will guide decision-making and sets forth an action plan to implement the City’s land use goals and objectives.

### Circulation Element

The Circulation and Community Mobility Element contains objectives and policies focused on serving the transportation needs of the community and encouraging the effective use of alternative modes of transportation. The major principles underlying this element of the Covina General Plan are focusing future development near existing transportation corridors; ensuring land uses are supported by an efficient local roadway network; embracing innovative solutions to congestion on freeways and regional arterials; supporting alternative modes of transportation such as walking, biking, and transit; and ensuring that transportation options are maximized for all community members as necessary components of an effective

and safe circulation system for the City. The Circulation and Community Mobility Element establishes policies that will guide decision-making and sets forth an action plan to implement the City's circulation goals and objectives.

#### Housing Element 2010

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 goals and policies that will guide decision-making and sets forth an action plan to implement the City's housing goals and objectives.

#### Natural Resources and Open Space Element

Natural Resources and Open Space is the Element of the Covina General Plan that serves 1) to identify, protect, and conserve local natural resources and 2) to establish a framework for preserving, managing, and enhancing the community's open space areas. Because Covina is a flat, mature, and generally built-out community in the urbanized east San Gabriel Valley (an inland subregion), natural resource issues are restricted primarily to groundwater and surface water quality and conservation, the preservation of existing limited vegetation, wildlife and wildlife habitat, and air quality. Furthermore, open space matters in Covina focus primarily on citywide parks and related recreational facilities and trails. In an urban environment such as Covina, natural and recreational issues/resources are usually closely linked because the most visible concentrations of natural resources are located in public parks and similar uses. Conserving and protecting natural resources and open space lands are important for maintaining a community's overall functionality, vitality, image, and quality of life. The Natural Resources and Open Space Element establishes policies that will guide decision-making and sets forth an action plan to implement the City's natural resource and open space goals and objectives.

#### Safety Element

The Public Safety Element identifies public safety issues and needs anticipated to be of ongoing concern to the City during the planning period. This Element describes the major hazards that might affect the City, as well as the resources available to respond when an accident or emergency occurs. The Element sets forth goals and objectives to address all foreseeable public safety concerns. The overall purpose of this Element is to ensure that the City takes all necessary proactive measures to reduce the risk of hazards and adequately, expediently, and efficiently respond to immediate safety threats. The Public Safety Element establishes policies that will guide decision-making and sets forth an action plan to implement the City's safety goals and objectives.

### Noise Element

The Noise Element examines noise sources in the City with a view toward identifying and appraising the potential for noise conflicts and problems and identifies ways to reduce existing and potential noise impacts. In particular, the Noise Element contains goals, objectives and programs to achieve and maintain noise levels compatible with various types of land uses. It addresses noise that affects the community at large, rather than noise associated with site-specific conditions. The Noise Element establishes policies that will guide decision-making and sets forth an action plan to implement the City's noise goals and objectives.

### ***City of Covina Zoning Ordinance***

The City of Covina Zoning Ordinance (Title 17 of the Covina Municipal Code) serves as the primary implementation tool of the General Plan. Whereas the Covina General Plan is a policy document and sets forth direction for development decisions, the Covina Zoning Ordinance is a regulatory document that establishes specific standards for the use and development of all properties within the City. The Ordinance regulates development intensity using a variety of methods, such as setting limits on lot areas, lot dimensions, building setbacks, landscaping standards, and building heights. The Covina Zoning Ordinance also indicates which land uses are permitted in the various zones and includes the Covina Zoning Map (see Figure 3.10-2, Existing Covina Zoning Map).

### ***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.

### ***Southern California Association of Governments (SCAG) Regional Transportation Plan***

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.

### **3.10.3 Thresholds of Significance**

The significance criteria used to evaluate the proposed project's impacts to land use and planning are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to land use and planning would occur if the project would:

- A. Physically divide an established community.
- B. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- C. Conflict with any applicable habitat conservation plan or natural community conservation plan.

### **3.10.4 Impacts Analysis**

#### ***A. Would the project physically divide an established community?***

The proposed project site is comprised of a former K-Mart property and an existing private school property, along with associated surface parking lots, landscaping and infrastructure. The former K-Mart store has been closed for approximately two years and is currently a vacant commercial building. The former structure included an automobile service facility, located on the south end of the project site facing North Citrus Avenue. The private school is located at the south end of the project site at 177 East Covina Boulevard. The proposed project site 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 commercial uses, multi-family residential apartments, and single-family residential homes to the south.

The proposed project would involve the construction of three project components. The first component would be comprised of the following elements for the Transit Center and Park & Ride Facility: 1) a new three-level, approximately 50,000-square-foot, approximately 400-space parking structure; and 2) an approximately 4,800-square-foot structure for ancillary retail uses and bus bays for passenger loading/unloading. The second component would be comprised of the following elements for the Covina iTEC: 1) an iTEC event center that is up to 35 feet tall and includes 10,000 square feet of event center space and 11,000 square feet of business/technology incubation areas; 2) a 20,000-square-foot outdoor plaza/public space area; and 3) 35,000 square feet of surface parking area. The third component would be comprised of approximately up to 120 residential townhome units covering roughly six acres. Each unit would be 1,900 square feet in size, for a total residential square footage of approximately 228,000 square feet. The three-story residential buildings would be no more than 36 feet in height to the top of the roof (29 feet to the eaves). The residential townhome component would also include a private recreation area of approximately 7,400 square feet. All residential units would have a two-car garage with up to 69 open guest parking spaces.

The proposed uses would locate a mixed-use transit-oriented development on a lot that borders single-family residential uses to the east and west, multi-family residential uses to the north, and commercial/residential uses to the south. The construction of this development would result in the demolition of the existing vacant commercial buildings and would result in the displacement of a private school. However, the proposed project site has always included high density big box commercial uses, so the proposed uses would not be substantially different from those that existed most recently.

The proposed project would not inhibit the community's movement between any local population centers and community resources such as commercial centers or public parks. There are currently four primary vehicular points of entry to the project site off North Citrus Avenue and two additional entrances off of East Covina Boulevard. Access to the proposed project with its ultimate build-out will primarily be from North Citrus Avenue. Vehicular access would be designed to ensure minimum conflict between pedestrians, automobiles and service vehicles. Site lines, pedestrian walkways and lighting will be provided and vehicular entrances would be well-lit and designed to avoid conflicts with on-street parking.

The street layout for the residential component of the proposed project would afford adequate and efficient access for homeowners, emergency services, and service vehicles. The

residential component will have its primary ingress and egress from North Citrus Avenue, north of the Transit Center and Park & Ride Facility's parking structure entry. There will be no other vehicle access points to the residential component of the proposed project and a pedestrian-only access point along the southerly boundary of the residential component of the proposed project will be provided to allow residents and pedestrians to access the Transit Center and Park & Ride Facility, as well as the City's iTEC component.

The Transit Center and Park & Ride Facility will have two vehicular access points along North Citrus Avenue. A direct unimpeded automobile ingress/egress to access the parking structure and the small retail pad will be accessible from North Citrus Avenue. Also, a bus-only ingress will be accessible from North Citrus Avenue. The Transit Center and Park & Ride Facility entry would be designed for one-way "bus only" traffic. The entry would be from North Citrus Avenue to serve the bus loading and unloading bays. The buses would exit the Transit Center and Park & Ride Facility onto East Covina Boulevard via an exit-only access driveway.

The City's iTEC component will be accessible from East Covina Boulevard into a surface parking lot. Shared parking for the City's iTEC component will be available in the Transit Center and Park & Ride Facility's parking structure during off-peak Park & Ride times (i.e., weekday evenings and weekends). Pedestrian access between the City's iTEC component and the Transit Center and Park & Ride Facility will be available.

The streetscape design between all three components of the proposed project would establish an attractive and inviting pedestrian environment. A meandering paseo or walkway would link the residential units to the main street, which would include guest parking and an east-west linkage to both North Citrus Avenue and the rest of the project site to the south. An enhanced crossing and pedestrian pathway of travel would be located mid-way along the Transit Center and Park & Ride Facility entry, joining the parking structure with the Transit Center and Park & Ride Facility and iTEC components of the proposed project. The crossing would continue south toward East Covina Boulevard and west to North Citrus Avenue to connect with the residential component of the proposed project.

With the design discussed above, the proposed project would not inhibit existing pedestrian or automobile routes and would enhance the community's transit routes by providing a Transit Center and Park & Ride Facility that would close a north/south "transportation gap" that currently exists between the Metro Gold Line, the Covina Metrolink Station, and the I-10 Freeway. Therefore, the proposed project would not physically divide an established community and would result in a **less than significant** impact. No mitigation is required.

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

The proposed project includes a Specific Plan Area (SPA) and a new Specific Plan for the proposed project site. The Specific Plan will replace the existing zoning for the proposed project site and will provide development standards and design guidelines for proposed uses in a manner that is compatible with existing uses and future needs.

Under state law, specific plans provide detailed land use and infrastructure plans and policies for a certain geographic area, and must be consistent with the community's general plan. In order to be consistent with the Covina General Plan 2000, the proposed project includes a General Plan Amendment to designate the Specific Plan Area as the Covina Transit-Oriented Mixed-Use Development Specific Plan and replace the current land use designation (see Figure 3.10-1, Existing Covina General Plan Land Use Map). The project also includes a rezone to designate the existing zones as the Covina Transit-Oriented Mixed-Use Development Specific Plan area and revise the current Covina Zoning Map (see Figure 3.10-2, Existing Covina Zoning Map). Adoption of the proposed Specific Plan land use designation and zoning amendments would allow for implementation of the Covina Transit-Oriented Mixed-Use Development Specific Plan and associated development standards, which are necessary to meet the increasing demand for the proposed project's amenities (see Appendix F for a table that represents the proposed project's consistency with the Covina General Plan 2000).

To ensure consistency between the Specific Plan and the City's 2000 General Plan, the General Plan will be amended concurrently with the adoption of this Specific Plan to incorporate and recognize that the Covina Transit-Oriented Mixed-Use Development Specific Plan land use designation replaces the Regional and Commercial Shopping Center zoning and General Commercial designation for that area. As required in California Government Code Sections 65454 and 65455, the proposed Specific Plan would be consistent with the City's Zoning Code.

The Specific Plan implements the General Plan as it relates to the SPA, and implements other City policy documents and redevelopment policies for the project area. The General Plan envisions Covina as a special place in which to promote a greater variety of retail businesses and better links to transit/mixed uses. The General Plan Land Use Element contains several policies that recognize the need for flexibility in residential and commercial development standards and includes policies that provide better links to transit for residents. As a result, the Specific Plan proposes density and other standards for the

SPA that vary from General Plan policies and implements zoning standards applicable to other parts of the City. This flexible approach is consistent with, and explicitly permitted by, the General Plan and addresses detailed design, land use, and policy direction for the SPA. Therefore, with implementation of the Specific Plan and the amendment to the General Plan, implementation of the proposed project would result in **less than significant** impacts. No mitigation is required.

**C. *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?***

The Covina General Plan does not designate any portions of the City as being within a habitat conservation plan (City of Covina 2000). Furthermore, the project area is not located within any of the regional conservation plans designated by the State (CDFW 2015). Therefore, implementation of the proposed project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. **No impact** would occur.

### **3.10.5 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.

#### **Physically Divide an Established Community**

A cumulative impact would occur if the construction of cumulative projects resulted in the division of an established community. Projects that would result in physical division of an established community would include large infrastructure projects such as freeways, dams, or other facilities that completely impede movement between two areas. None of the development associated with the Charter Oak Residential Development Project and/or the Covina Hassen Development Project would be expected to result in the physical division of an established community.

The proposed project would not inhibit the community's movement between any portion of local population centers and community resources such as commercial centers or public parks. There are currently four primary vehicular points of entry to the project site off North Citrus Avenue and East Covina Boulevard. Access to the proposed project with its ultimate build-out will

primarily be from North Citrus Avenue. Vehicular access would be designed to ensure minimum conflict between pedestrians, automobiles, and service vehicles. Site lines, pedestrian walkways, and lighting will be provided and vehicular entrances would be well-lit and designed to avoid conflicts with on-street parking. The proposed land uses would not impede access to any portion of an existing community and the surrounding existing commercial centers. Therefore, the proposed project would not cause a cumulatively considerable impact by physically dividing an established community. Cumulative impacts are considered **less than significant**. No mitigation is required.

### **Environmental Plans, Policies, and Regulations**

Significant adverse cumulative land use impacts would result from projects that contribute to construction that is inconsistent with applicable plans or incompatible with existing or planned uses or planned addition of incompatible uses. All development associated with the Charter Oak Residential Development Project and the Covina Hassen Development Project would be subject to similar plan consistency criteria as the proposed Specific Plan, which would ensure compliance with existing applicable land use plans with jurisdiction over the proposed Specific Plan area. Any cumulative projects that propose amendments to the General Plan or Zoning Code would be required to show that proposed uses would be consistent with applicable policies. Therefore, the discretionary review process and long-term planning at the City of Covina would ensure that all construction projects within the City's jurisdiction show consistency with the General Plan and all other applicable plans for the area. Cumulative projects that exist outside of the City's jurisdiction would be required to show consistency with relevant and applicable planning documents that govern each respective jurisdiction.

As discussed above, the proposed Specific Plan will implement goals, objectives and policies consistent with the Covina General Plan. The Specific Plan is regulatory in nature, and the land use plan and designations, zoning, development regulations, design guidelines, implementation program, conditions, and environmental mitigation shall govern all uses within the Specific Plan area. The Specific Plan would fully replace all provisions of the Covina Municipal Code and other applicable, adopted rules, regulations, or official policies of the City, as they may otherwise apply to all property and construction within the Specific Plan area. The Specific Plan would create a new Covina Transit-Oriented Mixed-Use Development zoning district, which is applicable only to the property located within the Specific Plan Area.

The Specific Plan would also require an approved amendment to the Covina General Plan. With the adoption of the General Plan Amendment, the Specific Plan would be consistent with the General Plan's Land Use Plan. Cumulative impacts are considered **less than significant**. No mitigation is required.

### **Conflicts with Habitat Conservation Plans or Natural Community Conservation Plans**

The Covina General Plan does not designate any portions of the City as being within a habitat conservation plan (City of Covina 2000). Furthermore, the project area is not within any of the regional conservation plans designated by the state (CDFW 2015). Therefore, implementation of the proposed project along with any related projects would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Cumulatively, **no impact** would occur.

### **3.10.6 Mitigation Measures**

No significant impacts have been identified; therefore no mitigation measures are required.

### **3.10.7 Level of Significance After Mitigation**

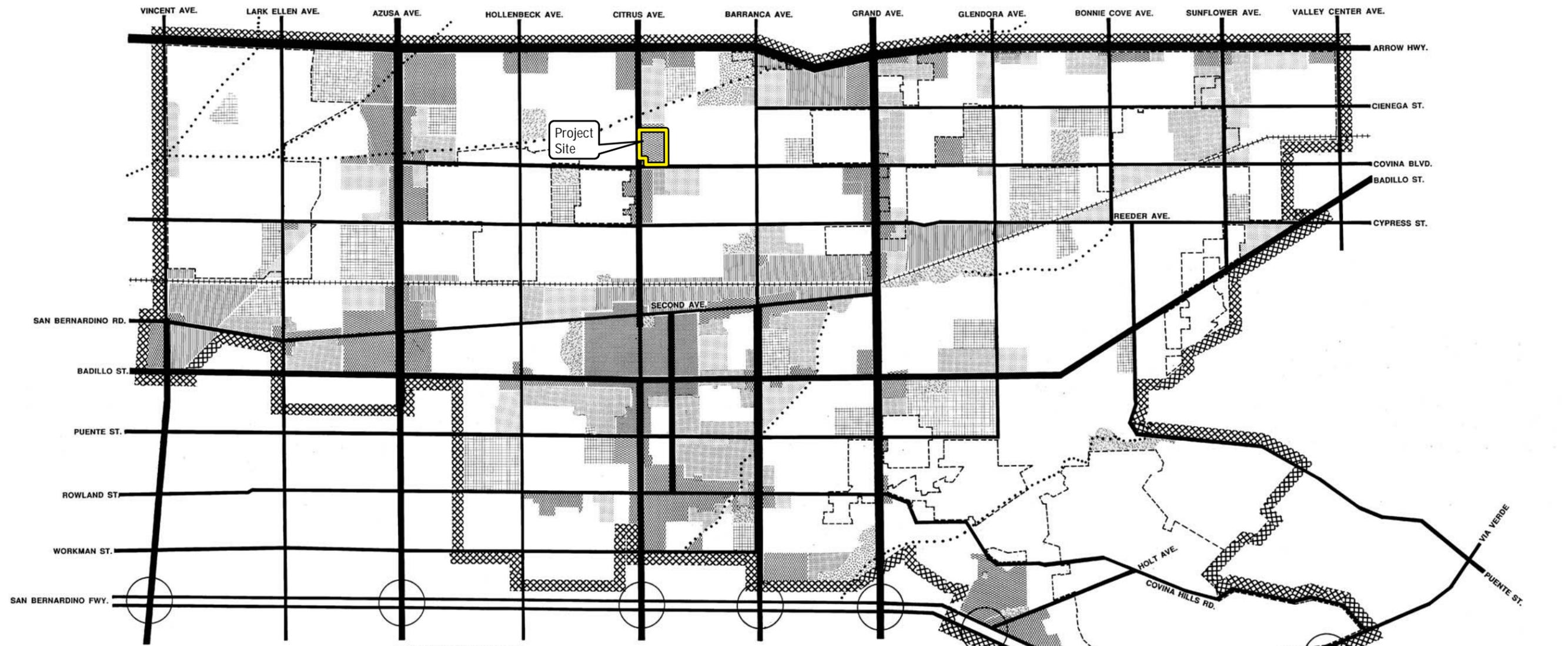
No mitigation is required, and impacts to land use and planning would be **less than significant**.

### **3.10.8 References**

City of Covina. Municipal Code. Title 17, Zoning. <http://www.codepublishing.com/CA/Covina/#!/Covina17/Covina17.html>

City of Covina 2010. City of Covina Housing Element 2010. [http://www.covinaca.gov/sites/default/files/fileattachments/planning\\_commission/page/1073/housing\\_element\\_section\\_ii\\_december\\_7\\_2010\\_.pdf](http://www.covinaca.gov/sites/default/files/fileattachments/planning_commission/page/1073/housing_element_section_ii_december_7_2010_.pdf)

City of Covina 2000, City of Covina General Plan 2000. <http://www.covinaca.gov/pc/page/general-plan>



GROWTH SCENARIO #2  
**LEGEND**

**RESIDENTIAL**

- LOW DENSITY (0 - 6.0)
- MEDIUM DENSITY (6.1 - 14.0)
- HIGH DENSITY (14.1 - 22.0)

**COMMERCIAL**

- GENERAL COMMERCIAL
- TOWN CENTER COMMERCIAL

**INDUSTRIAL**

- GENERAL INDUSTRIAL

**OTHER**

- SCHOOL
- PARK
- OPEN SPACE

**CIRCULATION**

- FREEWAY
- PRIMARY ARTERIAL
- SECONDARY ARTERIAL
- COLLECTOR
- RAILROAD
- FLOOD CONTROL CHANNEL

**BOUNDARIES**

- PLANNING AREA
- CITY LIMITS
- STUDY AREA

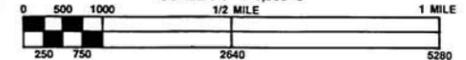


**CITY OF COVINA**

COVINA PLANNING DIVISION

SCALE: 1" = 1,000'-0"

1/2 MILE



SOURCE: CITY OF COVINA-[http://www.covinaca.gov/sites/default/files/fileattachments/planning\\_commission/page/1073/land\\_use.pdf](http://www.covinaca.gov/sites/default/files/fileattachments/planning_commission/page/1073/land_use.pdf)



Covina Transit-Oriented Mixed-Use Development Project EIR

**FIGURE 3.10-1**  
**Existing Covina General Plan Land Use Map**

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