**CITY OF WEST COVINA**

**PLANNING COMMISSION - REGULAR MEETING**

**TUESDAY, DECEMBER 10, 2024 - 7:00 PM**
**REGULAR MEETING**

**CITY HALL COUNCIL CHAMBERS**
**1444 W. GARVEY AVENUE SOUTH**
**WEST COVINA, CALIFORNIA 91790**

**Shelby Williams, Chair**
**Sheena Heng, Vice-Chair**
**Livier Becerra, Commissioner**
**Nickolas Lewis, Commissioner**
**Brian Gutierrez, Commissioner**

***Please turn off all cell phones and other electronic devices prior to entering the Council Chambers.***

***AMERICANS WITH DISABILITIES ACT***
The City complies with the Americans with Disabilities Act (ADA). If you need special assistance at Planning Commission meetings, please call (626) 939-8433 (voice) or (626) 960-4422 (TTY) from 8 to 5 Monday through Thursday. Please call at least one day prior to the meeting date to inform us of your particular needs and to determine if accommodation is possible. For sign language interpreter services at Planning Commission meetings, please request no less than four working days prior to the meeting.

***PUBLIC COMMENTS/ADDRESSING THE COMMISSION***
Any person wishing to address the Planning Commission on any matter listed on the agenda or on any other matter within their jurisdiction is asked to complete a speaker card that is provided on the speaker podium and submit the card to a Planning Division staff member.

***Please identify on the speaker card whether you are speaking on an agenda item or non-agenda item.*** Requests to speak on non-agenda items will be heard during "Oral Communications" before the Public Hearing section of the agenda. Generally, comments are limited to five minutes per speaker unless further time is granted by the Chairperson. ***The Chair may also, at his or her discretion, further limit the time of each speaker in order to accommodate a large number of speakers and/or to ensure that the business of the Planning Commission is effectively conducted.***

Any testimony or comments regarding a matter set for Public Hearing will be heard during the public hearing for that item.

**MOMENT OF SILENT PRAYER/MEDITATION**

**PLEDGE OF ALLEGIANCE**

**ROLL CALL**

**APPROVAL OF MINUTES**

1. Regular meeting, June 25, 2024
   Regular meeting, August 13, 2024
   Regular meeting, October 22, 2024

**ORAL COMMUNICATIONS**

This is the time when any member of the public may speak to the Commission on any matter within the scope of duties assigned to the Commission relating to non-agendized or consent calendar items. Other matters included on this agenda may be addressed when that item is under consideration. For all oral communications, the chairperson may impose reasonable limitations on public comments to assure an orderly and timely meeting. The Ralph M. Brown Act limits the Planning Commission and staff's ability to respond to public comments at this meeting. Thus, your comments may be agendized for a future meeting or referred to staff. The Commission may ask questions for clarification, if desired, at this time.

By policy of the Commission, Oral Communications at this time on the agenda is limited to a total of 15 minutes.

**PUBLIC HEARINGS**

2. **CONDITIONAL USE PERMIT NO. 24-05**
   **ADMINISTRATIVE USE PERMIT NO. 24-06**
   **SUBCOMMITTEE DESIGN REVIEW NO. 24-27**
   **CATEGORICAL EXEMPTION**
   **APPLICANT**: Greydiantscape Architecture Inc.
   **LOCATION**: 3550 E. Cameron Avenue
   **REQUEST**: The applicant is requesting the approval of a Conditional Use Permit (CUP), an Administrative Use Permit (AUP) and a Subcommittee Design Review (SUB) application to allow the construction of a new two-story 13,340 square foot single-family residence with a 938 square foot basement and a 2,451 square foot subterranean garage.

3. **PRECISE PLAN NO. 24-01**
   **ZONE CHANGE NO. 24-01**
   **MITIGATED NEGATIVE DECLARATION**
   **APPLICANT:** Boyd Sumner, Envision Motors
   **LOCATION:** 1800 E. Garvey Avenue & 200 S. Azusa Avenue
   REQUEST: The applicant is requesting the approval of a Precise Plan (PP) and Zone Change (ZC) to allow the construction of a new two-story 85,390 square foot dealership building. The project also includes a zone change to alter a portion of the project site currently zoned Neighborhood Commercial Mixed Use (NMU) to Service Commercial Mixed Use (SMU) within the Auto Plaza Overlay Zone.

4. **CODE AMENDMENT NO. 24-01**
   **GENERAL EXEMPTION**
   **LOCATION:** Citywide
   **REQUEST:** The Project includes amendments to Chapter 26 (Development Code) of the City's Municipal Code to make corrections and incorporate required updates to comply with State Law, and the "Commercial" portion of the Planned Community Development No. 1 (PCD-1) for the West Covina Portion of Woodside Village to make development within the PCD-1 zoning consistent with the current zoning. The proposed code amendment is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3).

**NON-HEARING ITEMS**

***TEN-DAY APPEAL PERIOD: Actions taken by the Planning Commission that are not recommendations to the City Council will become final after ten (10) calendar days unless a written appeal with the appropriate fee is lodged with the City Clerk's Office before close of business on the tenth day.***

**COMMISSION REPORTS/COMMENTS AND MISCELLANEOUS ITEMS**

This is the time when any member of the Commission may bring a matter to the attention of the full Commission that is within the scope of duties assigned to the Commission. Any item that was considered during the Agenda is not appropriate for discussion in this section of the agenda. NO COMMISSION DISCUSSION OR ACTION CAN BE CONSIDERED AT THIS TIME. If the Commission desires to discuss an issue raised by a speaker or take an action, the Commission may vote to agendize the matter for a future meeting.

**COMMUNITY DEVELOPMENT DIRECTOR'S REPORT**

**CITY COUNCIL ACTION**

This is an oral presentation of City Council matters and actions, which are in the Commission’s area of interest.

**ADJOURNMENT**

*City of West Covina*
*Memorandum*
AGENDA

**ITEM NO. 1**
**DATE: December 10, 2024**

**TO:** Planning Commission
**FROM:** Planning Division
**SUBJECT:** Regular meeting, June 25, 2024
Regular meeting, August 13, 2024
Regular meeting, October 22, 2024

---

**Submitted by:**

**Attachments**

Minutes 6.25.24
Minutes 8.13.24
Minutes 10.24.23

DRAFT

# MINUTES
# REGULAR MEETING OF THE PLANNING COMMISSION
# CITY OF WEST COVINA
# Tuesday, June 25, 2024

The regular meeting of the Planning Commission was called to order at 7:00 p.m. in the West Covina City Council Chambers, 1444 West Garvey Avenue, West Covina, California.

## MOMENT OF SILENT PRAYER/MEDITATION

The Commission observed a moment of prayer and silent meditation.

## PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Lewis.

## ROLL CALL

| | |
|---|---|
| Present: | Williams, Heng, Becerra, Lewis, Gutierrez |
| City Staff Present: | Burns, Machado, Rivera, Koo |

**APPROVAL OF MINUTES** - Regular Meeting, May 28, 2024

The minutes were adopted as presented.

## ORAL COMMUNICATIONS

This is the time when any member of the public may speak to the Commission on any matter within the scope of duties assigned to the Commission relating to non-agendized or consent calendar items. Other matters included on this agenda may be addressed when that item is under consideration. For all oral communications, the chairperson may impose reasonable limitations on public comments to assure an orderly and timely meeting. The Ralph M. Brown Act limits the Planning Commission and staff's ability to respond to public comments at this meeting. Thus, your comments may be agendized for a future meeting or referred to staff. The Commission may ask questions for clarification, if desired, at this time.

By policy of the Commission, Oral Communications at this time on the agenda is limited to a total of 15 minutes.

Brian Calderon Tabatabai, West Covina resident, spoke regarding the Pathway Home/5-Star Motel project.

**PUBLIC HEARINGS**

1. **TENTATIVE TRACT MAP NO. 24-01 (TTM 74976)**
**SECTION 15162 CEQA EXEMPTION**
**APPLICANT:** Kevin Lam
**LOCATION:** 642 and 704 E. Francisquito Avenue
**REQUEST:** This project was originally approved by the Planning Commission on August 24, 2021 (Resolution No. 21-6075), but has expired prior to the recordation of the final map. The project would subdivide two single-family residential parcels (APNs 8741-001-001 and 8741-001-002) into a total of six lots. The project site currently contains two one-story single-family residences and their associated accessory structures on two separate lots. The new lots would be rectangular in shape. Lot 1 would be approximately 10,560 square feet, Lots 2 through 4 would be approximately 9,460 square feet each, Lot 5 would be approximately 21,266 square feet, and Lot 6 would be approximately 21,069 square feet. With implementation of the proposed project, the existing single-family residential structures on the project site would be located on proposed Lots 5 and 6.

   Deputy Community Development Director Jo-Anne Burns presented the staff report.

   PROPONENT:

   Kevin Lam, applicant, spoke to the Commission regarding this project and the delays encountered with the project.

   Commissioner Lewis noted there was not a certified environmental review provided and requested that the applicant be sworn in so that he could testify regarding the environmental review.

   The applicant was sworn in by Deputy City Attorney Koo and testimony proceeded.

   OPPONENTS;

   None

   Chair Williams closed the public hearing.

   There was a discussion by the Commission regarding the delays encountered in this project.

   Motion by Gutierrez, seconded by Heng to waive further reading and adopt Resolution No. 24-6148 approving Tentative Tract Map No. 24-01 (TTM 74976) Motion carried 5-0.

   Chair Williams said this action is final unless appealed to the City Council within ten days.

**NON-HEARING ITEMS**

2. STUDY SESSION - PLANNING COMMISSION STANDING MEETING RULES

   The staff report was presented by Deputy Community Development Director Jo-Anne Burns.

   Deputy City Attorney Koo addressed the Commission regarding the Brown Act with regard to the broadcast of meetings. The Brown Act requirements should the meeting have to be adjourned due to a disruption of the broadcast and explained procedures requiring the Commission to adjourn to a date certain to continue the matter in the case of physical disruptions, and willful disruptions of the meeting by a person physically present.

There was a lengthy discussion by the Commission regarding comments by the public using profanity, harassment, direct incitement, calls for violence, and the public's First Amendment right to express their opinions. The Commission directed staff to provide new Commissioners with copies of Robert's Rules of Order.

Motion by Gutierrez, seconded by Williams, to continue this discussion at the next Planning Commission meeting. Motion carried 5-0.

***TEN-DAY APPEAL PERIOD: Actions taken by the Planning Commission that are not recommendations to the City Council will become final after ten (10) calendar days unless a written appeal with the appropriate fee is lodged with the City Clerk's Office before close of business on the tenth day.***

**COMMISSION REPORTS/COMMENTS AND MISCELLANEOUS ITEMS**

This is the time when any member of the Commission may bring a matter to the attention of the full Commission that is within the scope of duties assigned to the Commission. Any item that was considered during the Agenda is not appropriate for discussion in this section of the agenda. NO COMMISSION DISCUSSION OR ACTION CAN BE CONSIDERED AT THIS TIME. If the Commission desires to discuss an issue raised by a speaker or take an action, the Commission may vote to agendize the matter for a future meeting.

Commissioner Gutierrez requested a record of all service calls to 5-Star Motel for possible revocation of their conditional use permit. Chair Williams stated that the City Council would consider this matter at their July 2, 2024 regular meeting. There was a lengthy discussion regarding the possible revocation of the conditional use permit for this address.

Motion by Gutierrez, seconded by Becerra to initiate revocation proceedings on their conditional use permit. Motion failed, 2 to 3 (Williams, Heng, Lewis opposed.)

There was further discussion regarding his matter.

Motion by Becerra, seconded by Lewis, to place on a future Planning Commission agenda the protocol for Planning Commission notification, monitoring, and enforcement of approved entitlements. Motion carried 4-1, (Gutierrez opposed.)

Commissioner Gutierrez expressed his desire to initiate revocation proceedings for the conditional use permit since the City Council had already placed the matter on the July 2, 2024 regular meeting agenda.

Motion by Gutierrez, to request a copy of the conditions of approval for the operation of 5-Star Motel and request from West Covina Police Department, calls for service.

Lewis counter motion, agendize at a future meeting a resolution of the Planning Commission that expresses the desire from the Planning Commission to verify if the City Council would like the Planning Commission to look into Five-Star Inn's CUP for potential modification or revocation. Seconded by Williams. Motion carried 3-2 (Heng and Gutierrez opposed).

Motion for a resolution asking the City Council to provide guidance as to the review of the violation of conditions of approval contained in the CUP for 5-Star Motel to revoke or modify the conditions of approval. Discussion regarding the revocation. Planning Commission request from the Police Department or staff for calls for service, or complaints from residents.

Gutierrez counter motion, to reconsider the previous motion and vote, agendise providing the Planning

Commission with a copy of the CUP resolution with conditions of approval for the Five-Star Inn and for staff to present calls for service.

Deputy City Attorney Koo stated that reconsideration can only be brought forth by a Commissioner who voted in the majority.

Commissioner Becerra agreed to make the motion of reconsideration of the previous vote. Gutierrez seconded. Motion carried 3-2 (Lewis and Williams opposed).

Lewis motioned to adjourn. Williams seconded. Motion failed 2-3 (Gutierrez, Heng, and Becerra opposed)

Commissioner Guiterrez, verbatim motion as requested: "I wanna make a motion to uh request to uh to strike out I mean to void out the last uh vote that occurred on the matter that was brought by Commissioner Lewis and to request the review of conditions of approval for, review sorry request for review the 5-Star Inn for possible revoke of the CUP uh based upon and based upon staff's presentation of calls for service."
Motion passes 3-2 (Williams and Lewis opposed)

Lewis motioned to agendize a resolution pertaining to whether the City Council wishes the Planning Commission to take any action at all regarding the Five-Star Inn CUP. Williams seconded. Motion failed 2-3 (Williams and Lewis opposed)

Motion by Gutierrez, seconded by Becerra, to adjourn. Motion failed, (Heng, Williams, Lewis opposed.)

Williams called a recess at 9:06 pm

Meeting reconvened at 9:07 pm

Motion by Lewis, seconded by Williams, to direct staff to prepare a resolution for the next Planning Commission meeting requesting City Council direction and any investigation by the Planning Commission regarding revocation of the conditional use permit for Five-Star Inn, and direction regarding the Planning Commission drafting an ordinance addressing such uses or the creation of additional ordinances from a Planning view point to address any potential issues from uses such as the Five-Star Inn. Motion failed, 3-2 (Heng, Lewis, Williams opposed).

Motion by Gutierrez, seconded by Becerra, to adjourn. Motion carried (Lewis, Williams opposed.)
Meeting adjourned at 9:29 p.m.

Respectfully submitted:

Lydia de Zara
Senior Administrative Assistant

# DRAFT

**MINUTES**
**REGULAR MEETING OF THE PLANNING COMMISSION**
**CITY OF WEST COVINA**
**Tuesday, August 13, 2024**

The regular meeting of the Planning Commission was called to order at 7:00 p.m. in the West Covina City Council Chambers, 1444 West Garvey Avenue, West Covina, California.

## MOMENT OF SILENT PRAYER/MEDITATION

## PLEDGE OF ALLEGIANCE

Commissioner Becerra led the Pledge of Allegiance

## ROLL CALL

| | |
|---|---|
| Present: | Williams, Heng, Becerra, Gutierrez, Lewis |
| City Staff Present: | Koo, Burns, Machado, Lomeli |

## APPROVAL OF MINUTES

1. Regular meeting, June 25, 2024 - Removed for review by staff.

   Regular meeting, July 9, 2024 - Approved as submitted.

## ORAL COMMUNICATIONS

This is the time when any member of the public may speak to the Commission on any matter within the scope of duties assigned to the Commission relating to non-agendized or consent calendar items. Other matters included on this agenda may be addressed when that item is under consideration. For all oral communications, the chairperson may impose reasonable limitations on public comments to assure an orderly and timely meeting. The Ralph M. Brown Act limits the Planning Commission and staff's ability to respond to public comments at this meeting. Thus, your comments may be agendized for a future meeting or referred to staff. The Commission may ask questions for clarification, if desired, at this time.

By policy of the Commission, Oral Communications at this time on the agenda is limited to a total of 15 minutes.

Connie Figueroa spoke regarding speeding traffic on Cameron Avenue.

Mayor Brian Tabatabai spoke regarding what he felt were inappropriate actions by Commissioner Gutierrez as a Planning Commissioner.

**PUBLIC HEARINGS**

2. **CONDITIONAL USE PERMIT NO. 24-04**
**CATEGORICAL EXEMPTION**
**APPLICANT:** Valeria Salampessy
**LOCATION:** 1333 W. Merced Avenue
**REQUEST:** The applicant is requesting a Conditional Use Permit (CUP) to allow the sales of beer and wine (Type 20 Off-Sale) for off-site consumption within an existing 1,453 square foot convenience store at a service station, known as Arco, located in the "Neighborhood Commercial Mixed Use" (NMU) Zone.

Planning Intern Moises Lomeli presented the staff report.

Chair Williams opened the public hearing.

PROPONENT:

Sodhi Shoker, applicant, spoke in favor of the request for a request for a conditional use permit to sell alcoholic beverages at a service station convenience store.

Commissioner Gutierrez requested staff explain what a flock camera is and why it is recommended for this use. The applicant also offered comments regarding the installation and use of a flock camera and said the station also has a CCTV camera in use at their store.

Glenn Kennedy spoke regarding the use of two flock cameras.

OPPONENTS:

No one spoke in opposition to the request,

Chair Williams closed the public hearing,

Chair Williams asked if any of the Commissioners wished to comment on this matter. Commissioner Gutierrez commented on Mr.Tabatabai's earlier comments.

Motion by Becerra to adopt Resolution No. 24-6150, approving Conditional Use Permit No. 24-04, as presented. Motion fails due to lack of a second.

Motion by Heng, seconded by Gutierrez, to waive further reading and adopt Resolution No. 24-6150 approving Conditional Use Permit No. 24-04, allowing the sale of beer and wine at a service station convenience store located at 1333 West Merced Avenue.
Motion carried 3-2 (Williams, Lewis opposed.).

**NON-HEARING ITEMS**

3. **REVIEW OF UNCLASSIFIED USE PERMIT NO. 348**
**CATEGORICAL EXEMPTION**
**PERMITTEE:** Roger Desai
**ADDRESS:** 2748 E. Garvey Avenue South (Five-Star Inn)

Commissioner Lewis objected to the presentation of the staff report because the Planning Commission did not vote on the review of the Unclassified Use Permit. He wanted to clarify that

the item is not an action item.

There was a discussion by the Commission regarding the items that were requested from staff, and possible due process in the future with regard to this use. Deputy City Attorney Koo made a recommendation to hear information provided by staff and decide what the Planning Commission would like to do, whether it's to receive and file, or give staff direction.

Deputy Community Development Director Jo-Anne Burns presented the staff report. During the presentation she informed the Commission of the change in terminology from Unclassified Use Permit to Conditional Use Permits. She also informed the Commission of past and current violations, including unpermitted construction, abandoned vehicles, and long-term residents. She also presented the most recent violations that have already been addressed by the property owner. She added that West Covina Police and Code Enforcement representatives were present to address any questions from the Commission.

Tony Cortina, West Covina Police Department Captain, said he was present to answer any questions from the Commission. Chair Williams asked about the calls for service that were initiated by West Covina Police Department officers. Captain Cortina also answered questions from the Commission regarding these calls. There was a discussion by the Commission regarding the types of violations and calls for service from West Covina Police Department with Captain Cortina. There was also a discussion regarding the effectiveness of flock cameras for this type of use and whether security guards help deter crime.

Milan Mrakich, Code Enforcement Director, answered questions from the Commission regarding Code Enforcement actions regarding long-term residents, whether Code Enforcement has the authority to evict long-term tenants, status of unpermitted construction, and whether the issues with code enforcement have been recent or from before the new ownership, and if fines had been initiated, and if violations have been remedied. Mr. Mrakich stated that there were no new code enforcement cases pending.

Owner of the 5-Star Inn, Roger Desai spoke to the Commission regarding the lease of the property to an individual who he took legal action against in July 2024 to remove from the property. He also stated that at that time he found that 15 rooms were not suitable for rental and spoke about his efforts to bring the property into compliance. He answered questions regarding hiring security guards to minimize calls for service from the West Covina Police Department. There was a short discussion regarding how long he has owned the property, code enforcement case notifications, and if he would be open to having a security guard on the property. Mr. Desai spoke about his interest in the Pathway Homes Program.

Commissioner Gutierrez asked Code Enforcement Director Milan Mrakich who Code Enforcement notifies of code violations. Mr. Mrakich stated that the property owner of record and the occupant of the site are sent notices of violations, then they are sent an administrative citation, then they refer to the City Prosecutor's office for court actions. There was a discussion regarding any communications with the owner of the 5-Star Inn and all violations were resolved with the first notice. Gutierrez asked Captain Cortina how many calls for service had occurred recently.

There was a discussion by the Commission regarding this use, updating the unclassified use permit to a conditional use permit.

Motion by Becerra to review this matter in six months to see if there are any improvements to the operation of this use.

Counter-motion by Lewis to receive and file.

Alternate motion by Gutierrez, seconded by Becerra, to give an update to the Commission regarding calls for service and criminal activity and any updates to the matters presented within five months. Motion carried 3-2 (Lewis, Williams opposed).

The Commission took a 5-minute recess.

The meeting reconvened.

Commissioner Lewis recommended that this matter be sent to the City Council for direction and asked the majority for reconsideration.

Commissioners Heng, Becerrra and Gutierrez spoke against forwarding this matter to the City Council.

4. **PLANNING COMMISSION STANDING MEETING RULES**

Deputy Community Development Director Jo-Anne Burns presented the staff report. During her presentation she told the Commission that their suggestions for amendment to the Robert's Rules of Order had been included in Resolution No. 24-6152. She recommended that the Commission waive further reading and adopt the resolution, or instruct staff to make further amendment to Robert's Rules of Order.

Becerra commented that the amendments to the Commission's Rules of Order have not made any difference. Commissioner Gutierrez agreed.

City Attorney Koo suggested that if there are any other matters of decorum the Commission would want to include, they should direct their comments to Deputy Community Development Director Burns.

Motion by Becerra, seconded by Gutierrez, to continue discussion of this matter to the next meeting. Motion carried 3-2,
(Williams and Lewis opposed.)

***TEN-DAY APPEAL PERIOD: Actions taken by the Planning Commission that are not recommendations to the City Council will become final after ten (10) calendar days unless a written appeal with the appropriate fee is lodged with the City Clerk's Office before close of business on the tenth day.***

**COMMISSION REPORTS/COMMENTS AND MISCELLANEOUS ITEMS**

This is the time when any member of the Commission may bring a matter to the attention of the full Commission that is within the scope of duties assigned to the Commission. Any item that was considered during the Agenda is not appropriate for discussion in this section of the agenda. NO COMMISSION DISCUSSION OR ACTION CAN BE CONSIDERED AT THIS TIME. If the Commission desires to discuss an issue raised by a speaker or take an action, the Commission may vote to agendize the matter for a future meeting.

5. **COMMUNITY DEVELOPMENT DIRECTOR'S REPORT**

Deputy Community Development Director Jo-Anne Burns commented that staff had submitted the current of the Draft Housing Element to HCD.

6. **CITY COUNCIL ACTION**

This is an oral presentation of City Council matters and actions, which are in the Commission's area of interest.

**ADJOURNMENT**

Chair Williams adjourned the meeting at 9:34 p.m.

Respectfully submitted:

Lydia de Zara
Senior Administrative Assistant

DRAFT

# MINUTES
# REGULAR MEETING OF THE PLANNING COMMISSION
# CITY OF WEST COVINA
# Tuesday, October 24, 2023

The regular meeting of the Planning Commission was called to order at 7:00 p.m. in the West Covina City Council Chambers, 1444 West Garvey Avenue, West Covina, California.

## MOMENT OF SILENT PRAYER/MEDITATION

The Commission observed a moment of silent prayer and meditation in honor of West Covina Police Officer Matthew Ortiz, who passed away unexpectedly while off-duty on October 19, 2023. Chairman Guttierez also read a short obituary about Officer Ortiz and offered prayers to all members of West Covina Police Department for their safety as they perform their duties for the citizens of West Covina.

## PLEDGE OF ALLEGIANCE

Assistant City Manager Paulina Morales led the Pledge of Allegiance.

## ROLL CALL

| | |
|---|---|
| Present: | Gutierrez, Williams, Heng, Becerra, Lewis |
| City Staff Present: | Bettanhausen, Morales, Burns, Machado, |

## APPROVAL OF MINUTES

1. Regular meeting, October 10, 2023.

   The minutes were approved as submitted.

## ORAL COMMUNICATIONS

This is the time when any member of the public may speak to the Commission on any matter within the scope of duties assigned to the Commission relating to non-agendized or consent calendar items. Other matters included on this agenda may be addressed when that item is under consideration. For all oral communications, the chairperson may impose reasonable limitations on public comments to assure an orderly and timely meeting. The Ralph M. Brown Act limits the Planning Commission and staff's ability to respond to public comments at this meeting. Thus, your comments may be agendized for a future meeting or referred to staff. The Commission may ask questions for clarification, if desired, at this time.

By policy of the Commission, Oral Communications at this time on the agenda is limited to a total of 15 minutes.

**PUBLIC HEARINGS**

2. **GENERAL PLAN AMENDMENT NO. 23-02**
**ZONE CHANGE NO. 23-02**
**CODE AMENDMENT (DEVELOPMENT CODE UPDATE) NO. 23-01**
**INITIAL STUDY - NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT**
**LOCATION:** Citywide
**REQUEST:** The proposed comprehensive Development Code Update of the City's Municipal Code, including the combination of the Subdivision Code (Title 20) and the Zoning Code (Title 26) into one Development Code (Title 26). These chapters of the Municipal Code regulate how construction projects are processed and the requirements with which they must comply. These projects can range from small additions to single-family homes to new shopping centers. The goal of this effort is to create a new, streamlined Development Code that establishes clear and concise regulations for property owners, architects, and developers. Some sections of the existing Code have not been updated since the last comprehensive update in 1980. The new Code will eliminate outdated rules and regulations; provide regulations for new uses; and update the Code for consistency with the City's Housing Element and recent State legislation. It is intended that this Code will simplify the zoning process in the City. In addition, the Development Code Update includes language that prohibits drive-throughs within the Downtown Plan & Code area. This item was continued from the October 10, 2023 Planning Commission meeting.

Assistant City Manager Paulina Morales requested that the Development Code Update be continued to a special Planning Commission meeting, November 1, 2023 to allow staff sufficient time to prepare a presentation. There was a short discussion by the Commission regarding scheduling the special meeting.

Chairman Gutierrez opened the public hearing.

Motion by Gutierrez, seconded by Heng, to continue the public hearing to Wednesday, November 1, 2023 at 7:00 p.m. Motion carried 5-0.

3. **CONDITIONAL USE PERMIT NO. 23-06**
**CATEGORICAL EXEMPTION**
**APPLICANT:** Luzmaria Chavez (Alta Med)
**LOCATION:** 933 S. Glendora Avenue

**REQUEST:** The applicant is requesting the approval of a Conditional Use Pemit (CUP) to allow for an all-inclusive care facility for the elderly with outpatient medical care services located within an existing 18,017 square foot building.

Associate Planner Miriam Machado presented the staff report and recommended approval of the request.

Chairman Gutierrez opened the public hearing.

PROPONENTS:

Luzmaria Chavez, representing Alta Med, spoke to the Commission in favor of the application and spoke regarding how they provide assistance to their clients and their families, She also spoke about the type of care their clients receive.

OPPONENTS:

None

Chairman Gutierrez closed the public hearing.

Motion by Gutierrez, seconded by Becerra, to waive further reading and adopt Resolution No. 23-6138, approving Conditional Use Permit No. 23-06. There was a discussion regarding the correct case number. Motion carried 5-0.

**NON-HEARING ITEMS - None**

***TEN-DAY APPEAL PERIOD**: Actions taken by the Planning Commission that are not recommendations to the City Council will become final after ten (10) calendar days unless a written appeal with the appropriate fee is lodged with the City Clerk's Office before close of business on the tenth day.*

**COMMISSION REPORTS/COMMENTS AND MISCELLANEOUS ITEMS**

This is the time when any member of the Commission may bring a matter to the attention of the full Commission that is within the scope of duties assigned to the Commission. Any item that was considered during the Agenda is not appropriate for discussion in this section of the agenda. NO COMMISSION DISCUSSION OR ACTION CAN BE CONSIDERED AT THIS TIME. If the Commission desires to discuss an issue raised by a speaker or take an action, the Commission may vote to agendize the matter for a future meeting.

4. **COMMUNITY DEVELOPMENT DIRECTOR'S REPORT**

Saturday, October 28, 2023 - Festival of Frights 4 pm to 11 pm, costume contest for all ages starts at 5 pm.

Cameron Community Center open house, November 4, 2023 starting at 6 pm.

Veteran's Day Festivities and Barbeque on Saturday, November 11, 2023 at West Covina City Hall.

5. **CITY COUNCIL ACTION**

This is an oral presentation of City Council matters and actions which are in the Commission's area of interest.

City Council approved an extension of time for the delivery station on Badillo Street, and the final tract map on Merced Avenue

Appeals to the City Council regarding Planning Commission decisions for Rebel Yell Bar and Restaurant and the Toyota Dealership. They will be placed on the next available City Council agenda.

**ADJOURNMENT**

Chairman Gutierrez adjourned the meeting in memory of West Covina Police Officer Ortiz at 7:27 p.m.

Respectfully submitted:

Lydia de Zara
Senior Administrative Assistant

**AGENDA**
**ITEM NO. 2**
**DATE: December 10, 2024**

**PLANNING DEPARTMENT STAFF REPORT**

---

**SUBJECT**

**CONDITIONAL USE PERMIT NO. 24-05**
**ADMINISTRATIVE USE PERMIT NO. 24-06**
**SUBCOMMITTEE DESIGN REVIEW NO. 24-27**
**CATEGORICAL EXEMPTION**
**APPLICANT**: Greydiantscape Architecture Inc.
**LOCATION**: 3550 E. Cameron Avenue
**REQUEST**: The applicant is requesting the approval of a Conditional Use Permit (CUP), an Administrative Use Permit (AUP) and a Subcommittee Design Review (SUB) application to allow the construction of a new two-story 13,340 square foot single-family residence with a 938 square foot basement and a 2,451 square foot subterranean garage.

**BACKGROUND**

The project site is a 42,840 square foot vacant lot located along East Cameron Avenue. The project site is adjacent to single-family residences to the north, south, east and west.

| ITEM | DESCRIPTION |
|---|---|
| **ZONING AND GENERAL PLAN DESIGNATION** | Residential Single-Family (R-1) and Low Density Residential (NL) |
| **SURROUNDING ZONING AND LAND USES** | North: Unincorporated Los Angeles County, Single Family Residential<br>East: Unincorporated Los Angeles County, Single Family Residential<br>South: Residential Single-Family (R-1)<br>West: Residential Single-Family (R-1) |
| **CURRENT DEVELOPMENT** | Vacant Lot |
| **LEGAL NOTICE** | A public hearing notice was posted on-site at least thirty (30) days prior to the public hearing, and notices of the public hearing were sent to all owners and occupants of properties located within 300 feet of the subject site at least ten (10) days prior to the public hearing. |

**DISCUSSION**

The project involves the construction of a new 13,340 square foot two-story single-family residence with a subterranean eight-car garage, an attached two-car garage, and a 1,195 square foot attached accessory dwelling unit.

**Conditional Use Permit and Administrative Use Permit**

The proposed two-story single-family residence requires a Conditional Use Permit as it exceeds the 25% threshold of the 8,000 square foot maximum unit size for lots greater than 40,000 square feet, and an Administrative Use Permit for the two-story design. The proposed residence will feature large exterior windows, thin stone cladding, smooth stucco and standing seam metal roofing. The residence will have a subterranean garage level consisting of an eight-car garage split as a one-car garage, a three-car garage, and a four-car garage. The lower level will consist of a gym room, storage rooms, a recording room, an outdoor mud room, a pool bathroom, a bathroom, a wine

cellar, and a wine storage room. The entry level will primarily consist of a family room, two (2) bedrooms/sitting rooms (two stories each), a primary bedroom with a primary bathroom, two (2) powder rooms, a great room, a kitchen, and a library. The second floor will primarily consist of a primary bedroom with a primary bathroom, two (2) bedrooms, four (4) bathrooms, an office space and a sitting area.

The proposal also includes the construction of a separate two-car attached garage and workshop on the entry level and an attached 1,195 square foot accessory dwelling unit (ADU) on the second floor to be located at the rear of the residence. Per State law, the ADU is required to be reviewed and approved administratively and is not within the Planning Commission's purview.

The table below summarizes the development standards requirements in comparison to the proposed project:

| | PROPOSED | WCMC DEVELOPMENT STANDARDS |
|---|---|---|
| **RESIDENCE SIZE** | 13,340 Square Feet | 8,000 Square Feet ("By Right") |
| **LOT COVERAGE** | 21% (8,783 Square Feet) | 35% (14,994 Square Feet) |
| **FLOOR AREA RATIO** | 31% (13,340 Square Feet) | 35% (14,994 Square Feet) |
| **SETBACKS** | **Front (North):**<br>112'-6" (Lower Level), 31'-2" Feet (Second Floor)<br>**Side (West):**<br>14' (First Floor), 26'-5" (Second Floor)<br>**Side (East):**<br>46'-3" (Lower Level), 73'-9" (Second Floor)<br>**Rear (South):**<br>117'-10" (Lower Level), 218'-6" (Second Floor) | **Front (North):**<br>≥ 25 Feet (Lower/First Floor), ≥ 30 Feet (Second Floor)<br>**Side (West):**<br>≥ 5 Feet (Lower/First Floor), ≥ 10 Feet (Second Floor)<br>**Side (East):**<br>≥ 5 Feet (Lower/First Floor), ≥ 10 Feet (Second Floor)<br>**Rear (South):**<br>≥ 15 Feet (Lower/First Floor), ≥ 25 Feet (Second Floor) |
| **BUILDING HEIGHT** | 29 Feet | 25 Feet* |

*Properties larger than 20,000 square feet are permitted to exceed the maximum 25-foot height limitation with a maximum of 32 feet if the required minimum setbacks are increased on a one-to-one ratio.

***Staff Survey of Surrounding Residences***

Staff conducted a survey of twelve (12) neighboring properties and found that the area consists of single-story and two-story residences that were constructed between 1948 to 1989. The residences in the survey are located on East Cameron Avenue and Via Caballos Street. The following chart shows the mean and median lot size, square footage of the home, and the floor area ratio percentage of the surveyed homes. The mean is the average of all twelve (12) homes, and the median is the number that falls directly in the middle of the listed in numerical order.

| | LOT SIZE | FLOOR AREA | FLOOR AREA RATIO |
|---|---|---|---|

| | LOT SIZE | SQUARE FEET | PERCENTAGE |
|---|---|---|---|
| **MEAN** | 46,273 Square Feet | 4,116 Square Feet | 9% |
| **MEDIAN** | 44,715 Square Feet | 3,643 Square Feet | 8% |
| **SUBJECT PROPERTY** | 42,840 Square Feet | 13,340 Square Feet | 31% |

The proposed single-family residence would be approximately 224% larger than the average sized house within the surveyed area. Currently, the largest house in the surveyed area is 6,106 square feet and has a much smaller floor area ratio of 12%. However, staff is not necessarily opposed to the size of the proposed residence because, as conditioned and designed, the visual scale and massing presented by the overall design from off-site (street and residential) views is insignificant due to the topography of the site. In addition, the proposed residence is composed of staggered floor levels, which assists in reducing the overall massing.

***Public Comment Period***

During the public comment period, on November 19th, Staff received one (1) letter **(Attachment No. 4)** from a concerned neighbor. The primary concerns listed in the letter involved traffic and any potential impacts to the exiting private driveway/road that is an access point for numerous properties, including the subject property. To address any potential concerns, the project was routed to the Traffic Engineering Division. The following conditions have been included in the draft resolutions of approval **(Attachment No. 1 and Attachment No. 2)**:

- To provide adequate line of sight for vehicles exiting the shared driveway/private road off of East Cameron Avenue, there shall be a maximum height of 42-inches of shrubs and/or brush along the project frontage.
- The applicant/property owner/contractor shall make every effort to keep construction/contractor parking onsite and shall not block the main private driveway located on the east side of the property that provides street (Cameron) access to the neighboring residences. Approval of any off-site parking location shall be based on the submittal of a Parking Management Plan by the applicant that demonstrates that the proposed parking locations will not interfere with the neighbors' and the public's use of the surrounding streets, will not prevent or hinder emergency vehicle access, and will not create a traffic safety hazard. The Parking Management Plan may require contractors and construction workers to carpool to the construction site if sufficient parking is not available in the immediate area.
- No construction, no deliveries and no movement of construction materials shall occur on Sundays or City recognized holidays. In addition, no deliveries and no movement of construction materials shall occur on trash pickup days.

**Subcommittee for Design Review**

Since the Conditional Use Permit application requires Planning Commission review and approval, the design review aspect of the project has been forwarded to the Planning Commission to promote efficiency in project review. The following is a discussion of Subcommittee Design Guidelines for new two-story homes or additions:

***1. Design the two-story house or addition so that all setbacks, including the second story, have been met. The proposed two-story single-family home shall be in compliance with all applicable setback requirements.***

The proposed single-family residence complies with all minimum setback requirements. The proposed front setbacks of the lower/first story of the residence will be 112 feet 6 inches from the front property line, 14 feet from the west side property line, 46 feet 3 inches from the east side property line and 117 feet 10 inches from the rear property line. The second story setbacks will be 31 feet 2 inches from the front property line, 26 feet 5 inches from the west side property line, 73 feet 9 inches from the east side property line and 218 feet 6 inches from the rear property line.

***2. In areas that are predominantly one story, it is encouraged that the size of the second story be reduced in relation to the ground floor. A smaller second floor will not appear as massive or boxy. The plate height shall be***

***consistent with the first story of the house.***

The subject property is located in a neighborhood that is composed of both single-story and second-story homes. The proposed residence would have a b2,501 square for lower level, a 8,174 square foot first/ground floor and a 2,665 quare foot second floor. The proposed first/lower floor area is larger than the second floor area for the proposed home.

***3. New two-story additions can result in privacy impacts on neighboring properties. Design the second story to reduce or eliminate the need for windows on the side elevations. High windows that allow light in but restrict views onto neighboring properties may also reduce privacy impacts. In an area that is predominately one story, the elements of the house usually emphasize the horizontal. Many modern two-story designs emphasize the vertical through two-story porches with tall columns, tall windows, and two-story front elevations with no horizontal breaks. These elements are generally out-of-character with a one-story neighborhood.***

The neighboring properties consist of one-story and two-story homes. The proposed single-family residence will not have any privacy impacts to the surrounding neighbors as the only immediate neighbor is located to the west of the property, which sits at a higher slope.

***4. When adding a second-story in a one-story area, it is encouraged to provide a significant second-story setback on the front elevation. By adding back the second story from the first story, the front of the house will fit better in the context of a one-story neighborhood.***

The neighboring properties consist of one-story and two-story homes. The proposed two-story residence will provide sufficient first floor and second floor setbacks.

***5. In an area that is predominately one story, the addition of a second-story balcony, especially in a flatland neighborhood, can have an effect on privacy. In these areas, balconies in rear yards are discouraged.***

The applicant is proposing a balcony on the east side of the proposed residence. The proposed balcony will have minimal privacy impacts, as the neighboring property sits at a higher slope.

***6. When designing a second-story addition, consider that all sides of the second story are visible. Window treatment on second-story windows is encouraged.***

The overall design of the single-family residence is modern. Aluminum clad windows are being proposed for the entire residence to match the overall design and materials, such as the smooth stucco, thin stone cladding, and standing seam metal roofing.

***7. Discuss your proposed house or addition with adjacent neighbors.***

An Administrative Use Permit and Conditional Use Permit requires written notification to all property owners and occupants within 300-feet of the subject property. The City sent out a public hearing notice to all property owners and occupants within the 300-foot radius at least ten (10) days prior to the public hearing date. Additionally, a public hearing notice was posted on site at least thirty (30) days in advance along East Cameron Avenue.

***8. Landscaping that is removed or destroyed during the construction process shall be replaced prior to final inspection.***

New landscaping and irrigation will be installed. The applicant submitted a conceptual landscape plan as part of this project. A complete Landscape Plan is required as part of the conditions of approval.

***9. Provide the City-owned parkway width for the strip of property between the private property and the street. This area is to allow for sidewalks or the widening of the street.***

The applicant has illustrated the city-owned parkway width on the site plan.

**REQUIRED FINDINGS**

Prior to granting approval of a Conditional Use Permit for a large home and an Administrative Use Permit, the following findings are required:

***a. That the lot and proposed development is consistent with the general plan, zoning, and meets all other applicable code requirements.***

The proposed house is consistent with the Neighborhood Low (up to 8 dwelling units per acre) General Plan designation and the Residential Single-Family (R-1) Zone, in that it consists of the construction of one single-family residence on the lot. The project meets all applicable requirements of the Residential Single-Family (R-1) Zone.

**b. That the development utilizes building materials, color schemes and a roof style which blend with the existing structure, if any, and results in a development which is harmonious in scale and mass with the surrounding residences.**

The neighborhood consists of a mixture of one-story and two-story homes and features a variety of architectural styles. The proposed two-story house features a modern architectural style with bronze patina cladding, bronze cladding sepia, thin stone cladding, smooth stucco, and a metal standing seam roof.

***c. That the development is sensitive and not detrimental to convenience and safety of circulation for pedestrians and vehicles.***

The proposed house will be accessible from a driveway off of East Cameron Avenue and will not negatively impact circulation or safety for pedestrians and vehicles. The subject property is within all setbacks as required by the Municipal Code. The proposed house does not have negative effects on the convenience and safety of circulation for pedestrians or vehicles in that it will not result in any visual obstructions adjacent to a right-of-the-way.

***d. That the development can be adequately served by existing or required infrastructure and services.***

The lot is adequately served by existing infrastructure (streets, sewer, water, etc.). The proposed two-story house is not anticipated to require additional infrastructure or services beyond that provided for the existing residences nearby. Therefore, the development can be adequately served by existing infrastructure and services.

***e. That the design of the structure has given consideration to the privacy of surrounding properties through the usage and placement of windows and doors, cantilevers, decks, balconies, minimal retaining walls, trees and other buffering landscaping materials.***

As currently proposed, the two-story residence will not cause privacy impacts due to a combination of distance/setback, design, and landscape screening.

***f. That the development is sensitive to the natural terrain, minimizes necessary grading, de-emphasizes vertical massing which could disrupt the profile of a natural slope, and does not impede any scenic vistas or views open to the public or surrounding properties.***

The proposal is sensitive to the natural terrain in that there are no major terrain modifications. The preliminary grading plan indicates that it will be cut and fill. An Initial Study **(Attachment No. 3)** was prepared, and the project was found to cause no significant impact. All necessary grading for construction will require a grading permit from the Engineering Division. The project proposes a new two-story house that would not impede any scenic views from surrounding properties.

**ENVIRONMENTAL DETERMINATION**

Pursuant to the California Environmental Quality Act (CEQA), the proposed project is considered to be categorically exempt, pursuant to Section 15303 (Class 3, New Construction) as the proposal involves the construction of a two-story single-family residence.

**STAFF RECOMMENDATIONS**

Planning Staff recommends that the Planning Commission adopt Resolution No. 24-6152 approving Conditional Use Permit No. 24-04 and Resolution No. 24-6153 approving Administrative Use Permit No. 24-06, and approving Subcommittee Design Review No. 24-27.

**LARGE ATTACHMENTS**

Plans may be viewed at the West Covina City Hall Planning Division Counter at 1444 W. Garvey Avenue South, 2nd Floor - Room 208, West Covina, CA 91790.

**Submitted by:** Miriam Machado, Associate Planner

---

**Attachments**

Attachment No. 1 - CUP Resolution of Approval

Attachment No. 2 - AUP Resolution of Approval

Attachment No. 3 - Initial Study

Attachment No. 4 - Public Comment

**ATTACHMENT NO. 1**

**P L A N N I N G  C O M M I S S I O N**

**R E S O L U T I O N  N O. 24-6152**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 24-05**

---

**CONDITIONAL USE PERMIT NO. 24-05**

**CATEGORICAL EXEMPTION**

**APPLICANT:** Greydiantscape Architecture Inc.

**LOCATION:** 3550 E. Cameron Avenue

---

**WHEREAS**, there was filed with this City a verified application on the forms prescribed in Chapter 26, Article VI of the West Covina Municipal Code, requesting approval of a Conditional Use Permit to allow:

> The construction of a new two-story single-family residence that exceeds the maximum unit size allowable by more than twenty-five (25) percent ("Large Home").
>
> On that certain property described as follows:
>
> Assessor's Parcel No. 8277-030-027, as listed in the records of the office of the Los Angeles County Assessor; and

**WHEREAS**, the Planning Commission, upon giving the required notice, did on the 10th day of December 2024, conduct a duly advertised public hearing to consider the subject application for a conditional use permit; and

**WHEREAS**, studies and investigations made by this Commission and on its behalf reveal the following facts:

1. The applicant is requesting the approval of a Conditional Use Permit to allow the construction of a "Large Home" located in the "Single-Family Residential" (R-1) Zone.

2. The applicant is proposing to construct a new two-story 13,340 square foot single-family residence with a 938 square foot basement and a 2,451 square foot subterranean garage.

3. Findings necessary for the approval of a Conditional Use permit for a "Large Home" are as follows:

a. *The lot and proposed development are consistent with the general plan, zoning and meets all other applicable code requirements.*

b. *The development utilizes building materials, color schemes and a roof style which blend with the existing structure, if any, and results in a development which is harmonious in scale and mass with surrounding residences.*

c. *The development is sensitive and not detrimental to convenience and safety of circulation for pedestrians and vehicles.*

d. *The development can be adequately served by existing or required infrastructure and services.*

e. *The design of the structure has given consideration to the privacy of surrounding properties through the usage and placement of windows and doors, cantilevers, decks, balconies minimal retaining walls, trees and other buffering landscaping materials.*

f. *The development is sensitive to the natural terrain, minimizes necessary grading, de-emphasizes vertical massing which could disrupt the profile of a natural slope and does not impede any scenic vistas or views open to the public or surrounding properties.*

4. The project is categorically exempt under the California Environmental Quality Act, pursuant to Section 15303 (New Construction), as the proposal involves the construction of a two-story single-family residence.

**NOW, THEREFORE, BE IT RESOLVED**, by the Planning Commission of the City of West Covina as follows:

1. On the basis of evidence presented, both oral and documentary, the Planning Commission makes the following findings for approval of a Conditional Use Permit:

   a. The proposed house is consistent with the Neighborhood Low (up to 8 dwelling units per acre) General Plan designation and the Residential Single-Family (R-1) Zone, in that it consists of the construction of one single-family residence on the lot. The project meets all applicable requirements of the Residential Single-Family (R-1) Zone.

   b. The neighborhood consists of a mixture of one-story and two-story homes and features a variety of architectural styles. The proposed two-story house features a modern architectural style with bronze patina cladding, bronze cladding sepia, thin stone cladding, smooth stucco, and a metal standing seam roof.

   c. The proposed residence will be accessible from a driveway off of East Cameron Avenue and will not negatively impact circulation or safety for pedestrians and

vehicles. The subject property is within all minimum setbacks as required by the Municipal Code. The proposed residence does not have negative effects on the convenience and safety of circulation for pedestrians or vehicles in that it will not result in any visual obstructions adjacent to a right-of-the-way.

d. The lot is adequately served by existing infrastructure (streets, sewer, water, etc.). The proposed two-story residence is not anticipated to require additional infrastructure or services beyond that provided for the existing residences nearby. Therefore, the development can be adequately served by existing infrastructure and services.
e. As currently proposed and conditioned, the two-story residence will not cause privacy impacts due to a combination of distance/setback, design, and landscape screening.

f. The proposal is sensitive to the natural terrain in that there are no major terrain modifications. The preliminary grading plan indicates that it will be cut and fill. All necessary grading for construction will require a grading permit from the Engineering Division. The project proposes a new two-story house that would not impede any scenic views from surrounding properties.

2. That pursuant to all of the evidence presented, both oral and documentary, and further based on the findings above, Conditional Use Permit No. 24-05 is approved subject to the provisions of the West Covina Municipal Code, provided that the physical development of the herein described property shall conform to said plan and the conditions set forth herein which, except as otherwise expressly indicated, shall be fully performed and completed or shall be secured by bank or cash deposit satisfactory to the Community Development Director, before the use or occupancy of the property is commenced and before the Certificate of Occupancy or final approval is issued, and the violation of any of which shall be grounds for revocation of said conditional use permit by the Planning Commission or City Council.

3. The Conditional Use Permit shall not be effective for any purpose until the owner of the property involved (or his/her duly authorized representative) has filed at the office of the Community Development Director his/her affidavit stating he/she is aware of, and accepts, all conditions of this conditional use permit as set forth below. Additionally, no permits shall be issued until the owner of the property involved (or a duly authorized representative) pays all costs associated with the processing of this application pursuant to City Council Resolution No. 8690.

4. The costs and expenses of any enforcement activities, including, but not limited to attorney's fees, caused by the applicant's violation of any condition imposed by this approval or any provision of the West Covina Municipal Code shall be paid by the applicant.

5. That the approval of the Conditional Use Permit for a Large Home that exceeds the maximum unit size allowable floor area by more than 25 percent is subject to the following conditions:

    a. Comply with the plans reviewed by the Planning Commission on December 10, 2024.

    b. Comply with all requirements of the "Single-Family Residential" (R-1) Zone and all other applicable standards of the West Covina Municipal Code.

    c. The approval is to allow for the construction of a new 13,340 square foot two-story single-family residence with a subterranean eight-car garage, and an attached two-car garage and workshop.

    d. That any proposed changes to the approved site plan, floor plan or elevations be reviewed by the Planning Division, and the written authorization of the Community Development Director shall be obtained prior to implementation.

    e. No overhead utility lines are permitted to service the residence. Existing overhead lines to be relocated or modified shall be converted to underground services.

    f. No mechanical equipment (water heater, air conditioner, etc.) shall be located in any required setbacks or mounted on the roof.

    g. This development shall conform to all applicable Municipal regulations, Fire, Building, Mechanical, Electrical, Plumbing codes and recognized, approved, standards of installation.

    h. The approved use shall not create a public nuisance as defined in the West Covina Municipal Code Section 26-416 regarding landscape maintenance and property maintenance.

    i. Prior to the final building permit issuance, a detailed landscape and irrigation plan in compliance with AB 1881 and Executive Order B-29-15 shall be submitted for the front yard. Plans shall include the type, size and quantity of landscape materials and irrigation equipment. All vegetation areas shall be automatically irrigated, and a detailed watering program and water budget shall be provided. All damaged vegetation shall be replaced, and the site shall be kept free of diseased or dead plant materials and litter at all times. The applicant shall coordinate with the applicable water district to determine if the water district has any specific requirements for water efficient landscaping.

        i. To provide adequate line of sight for vehicles exiting the shared driveway/private road off of East Cameron Avenue, there shall be a maximum height of 42-inches of shrubs and/or brush along the project frontage.

ii. Where a driveway provides direct access to a street (not including alleys), no hedge, solid wall or fence in excess of forty-two (42) inches in height shall be permitted within a triangular area formed by one (1) line extending along the edge of the driveway for the first ten (10) feet inward from the inner edge of the sidewalk or the edge of the street (if no sidewalk exists), one (1) line extending outward ten (10) feet at a ninety (90) degree angle from the first line, and a diagonal line connecting the two lines. Non-solid walls and fences up to a maximum height of six (6) feet may be erected provided that the portion in excess of forty-two (42) inches shall be constructed of decorative wood, wrought iron, tubular steel, or similar material such that at least seventy (70) percent of the plane of the fence or wall in excess of forty-two (42) inches in height is open. Columns, posts, and pillars may be incorporated into the design of the fence or wall if the requirement for visibility is met. This restriction shall apply to all portions of the triangular area encompassing the subject and any adjoining properties.

j. All landscaping per the approved landscape plan shall be installed prior to the Planning final inspection. A licensed landscape architect shall certify that all plantings are installed according to the approved landscape plans.

k. The proposed project is required to comply with Section 7050.5 of the California Health and Safety Code in the unlikely event that human remains are encountered during construction. If human remains of Native American origin are discovered during construction activities, the proposed project would be required to comply with state laws, under the jurisdiction of the Native American Heritage Commission (Public Resources Code Section 5097), relating to handling of Native American burials.

l. If archaeological resources are discovered during excavation or grading activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines, including those set forth in the Public Resources Code Section 21083.2.

m. The applicant/property owner/contractor shall make every effort to keep construction/contractor parking onsite and shall not block the main private driveway located on the east side of the property that provides street (Cameron) access to the neighboring residences. Approval of any off-site parking location shall be based on the submittal of a Parking Management Plan by the applicant that demonstrates that the proposed parking locations will not interfere with the neighbors' and the public's use of the surrounding streets, will not prevent or hinder emergency vehicle access, and will not create a traffic safety hazard. The Parking Management Plan may require contractors and construction workers to carpool to the construction site if sufficient parking is not available in the immediate area.

n. No construction, no deliveries and no movement of construction materials shall occur on Sundays or City recognized holidays. In addition, no deliveries and no movement of construction materials shall occur on trash pickup days.

o. The applicant shall sign an affidavit accepting all conditions of this approval.

p. Any graffiti that appears on the property during construction shall be cleaned or removed on the same business day.

q. This approval is effective for a period of two (2) years. All applicable building permits must be obtained within two (2) years of project approval.

r. Prior to requesting a final inspection by the Building Division, a final Planning inspection will be required.

s. The Zoning Code gives provisions for up to two (2) one-year extensions to keep entitlements active. Therefore, prior to December 10, 2026, (if building permits have not been obtained) you are urged to file a letter with the Planning Division requesting a one-year extension of time. The required submittal is a letter stating the reasons why an extension is needed, as well as an applicable processing fee. **Please be advised that the applicant will not be notified by the Planning Division about the pending expiration of the subject entitlement(s)**.

**BUILDING DIVISION:**

1. The second sheet of building plans is to list all conditions of approval and to include a copy of the Planning Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.

2. Plans prepared in compliance with the code in effect shall be submitted to the Building Division for review prior to permit issuance.

3. School Developmental Fees shall be paid to the School District prior to the issuance of the building permit.

4. Fees shall be paid to the County of Los Angeles Sanitation District prior to the issuance of the building permit.

5. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.

6. Each sheet of the plans shall be stamped and signed by a California licensed architect or engineer per R301.1.3.2 as adopted and amended by the City, for all dwellings of wood frame construction more than one story in height or with a basement located in Seismic Design Category D0, D1, or D2 or E.

7. Project shall comply with the CalGreen Residential requirements.

8. Foundation inspection will not be made until the excavation has been surveyed and the setbacks are determined to be in accordance with the approved plans by a land surveyor licensed by the State of California. THIS NOTE IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.

9. A separate plan review and application is required for the swimming pool.

**ENGINEERING DIVISION:**

1. The second sheet of building plans, grading plans and/or offsite improvement plans is to list all conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.

2. Should the proposed work generate a cut into any public right of way infrastructure (street, sidewalk, driveway, curb & gutter, etc.):
   a. street paving shall be along the length of the property frontage to the centerline of the street as directed by the City Engineer or his/her designee.
   b. sidewalk reconstruction shall be in accordance with SPPWC Standard Plan 113-2, and as directed by the City Engineer and/or his/her designee.
   c. driveway apron reconstruction shall be in accordance with SPPWC Standard Plan 110-2, and as directed by the City Engineer or his/her designee.
   d. curb and gutter reconstruction shall be in accordance with SPPWC Standard Plan 111-5 and as directed by the City Engineer or his/her designee.

3. If any, existing street tree(s) in the parkway along the frontage of the property shall be protected and maintained the duration of construction.

4. If any, all construction graffiti shall be removed (any underground utility identifying spray paint markings on the sidewalk and pavement related to excavation due to construction).

5. A grading and drainage plan shall be submitted to the Engineering Division and plans shall be approved prior to issuance of the building permit. The grading and drainage plan shall indicate how all storm drainage including contributory drainage from adjacent lots is carried to the public way or drainage structure approved to receive storm water.

6. Stormwater Planning Program LID Plan Checklist (Form PC) completed by Engineer of Record shall be copied on the first sheet of Grading Plans. The form can be found at the following link https://www.westcovina.org/home/showdocument?id=18427.

7. A separate plan review and application required for the retaining walls.

**FIRE DEPARTMENT:**
Based on the preliminary information received, the Fire Department requirements* for the above-noted project are:

1. NFPA 13D Fire Sprinkler System required in proposed additions.

2. New Fire Flow Test Required.

3. Required Fire Flow of 1,000 GPM @ 20 psi for 2 hours.

4. Ensure 1 fire hydrant within 600 feet of the property line.

5. Hard-wired smoke and carbon monoxide detectors with battery back-up required throughout the new residence.

   **NOTE**: If the garage is attached to the dwelling unit, doors between the garage and the dwelling unit shall be equipped with a self-closing device and be equipped with positive latching. The door shall be either solid wood or a solid honeycomb core steel door with a minimum thickness of 1 3/8 inch; a 20-minute rated door equipped with a smoke gasket is also acceptable.

   ***NOTE**: Additional Fire Department requirements may be set upon future review of a full set of architectural plans.

**I, HEREBY CERTIFY,** that the foregoing Resolution was adopted by the Planning Commission of the City of West Covina, at a regular meeting held on the 10th day of December 2024, by the following:

AYES:

NOES:

ABSTAIN:

ABSENT:

DATE: December 10, 2024

_____
Chair
Planning Commission

_____
Jo-Anne Burns, Secretary
Planning Commission

**ATTACHMENT NO. 2**

**P L A N N I N G  C O M M I S S I O N**

**R E S O L U T I O N  N O. 24-6153**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING ADMINISTRATIVE USE PERMIT NO. 24-06**

---

**ADMINISTRATIVE USE PERMIT NO. 24-06**

**CATERGORICAL EXEMPTION**

**APPLICANT:** Greydiantscape Architecture Inc.

**LOCATION:** 3550 E. Cameron Avenue

---

**WHEREAS**, there was filed with this City a verified application on the forms prescribed in Chapter 26, Article VI of the West Covina Municipal Code, requesting approval of an Administrative Use Permit, to allow the construction of a two-story single-family residence.

On that certain property described as follows:

Assessor's Parcel No. 8277-030-027, as listed in the records of the office of the Los Angeles County Assessor; and

**WHEREAS**, the Planning Commission upon giving the required notice did on the 10th day of December, 2024, conduct a duly advertised public hearing as prescribed by law to consider said application; and

**WHEREAS**, studies and investigations made by this Commission and in its behalf reveal the following facts:

1. The applicant is requesting the approval of an Administrative Use Permit to allow for the construction of a two-story 13,340 square foot single-family residence with a 938 square foot basement and a 2,451 square foot subterranean garage, located in the "Residential Single-Family" (R-1) Zone.

2. Appropriate findings for approval of an Administrative Use Permit are as follows:

   a. *That the lot and proposed development is consistent with the general plan, zoning, and meets all other applicable code requirements.*

   b. *That the development utilizes building materials, color schemes and a roof style which blend with the existing structure, if any, and results in a development which is harmonious in scale and mass with the surrounding residences.*

c. *That the development is sensitive and not detrimental to convenience and safety of circulation for pedestrians and vehicles.*

d. *That the development can be adequately served by existing or required infrastructure and services.*

e. *That the design of the structure has given consideration to the privacy of surrounding properties through the usage and placement of windows and doors, cantilevers, decks, balconies, minimal retaining walls, trees and other buffering landscaping materials.*

f. *That the development is sensitive to the natural terrain, minimizes necessary grading, de-emphasizes vertical massing which could disrupt the profile of a natural slope, and does not impede any scenic vistas or views open to the public or surrounding properties.*

3. The proposal is considered to be categorically exempt, pursuant to Section 15303 (Class 3, New Construction) of the California Environmental Quality Act (CEQA), as the proposal involves the construction of a two-story single-family residence.

**NOW, THEREFORE**, the Planning Commission of the City of West Covina does resolve as follows:

1. On the basis of the evidence presented, both oral and documentary, for Administrative Use Permit No. 24-06, the Planning Commission makes the following findings:

   a. The proposed house is consistent with the Neighborhood Low (up to 8 dwelling units per acre) General Plan designation and the Residential Single-Family (R-1) Zone, in that it consists of the construction of one single-family residence on the lot. The project meets all applicable requirements of the Residential Single-Family (R-1) Zone.

   b. The neighborhood consists of a mixture of one-story and two-story homes and features a variety of architectural styles. The proposed two-story house features a modern architectural style with bronze patina cladding, bronze cladding sepia, thin stone cladding, smooth stucco, and a metal standing seam roof.

   c. The proposed house will be accessible from a driveway off of East Cameron Avenue and will not negatively impact circulation or safety for pedestrians and vehicles. The subject property is within all setbacks as required by the Municipal Code. The proposed house does not have negative effects on the convenience and safety of circulation for pedestrians or vehicles in that it will not result in any visual obstructions adjacent to a right-of-the-way.

d. The lot is adequately served by existing infrastructure (streets, sewer, water, etc.). The proposed two-story residence is not anticipated to require additional infrastructure or services beyond that provided for the existing residences nearby. Therefore, the development can be adequately served by existing infrastructure and services.

e.

f. As currently proposed and conditioned, the two-story residence will not cause privacy impacts due to a combination of distance/setback, design, and landscape screening.

g. The proposal is sensitive to the natural terrain in that there are no major terrain modifications. The preliminary grading plan indicates that it will be cut and fill. All necessary grading for construction will require a grading permit from the Engineering Division. The project proposes a new two-story house that would not impede any scenic views from surrounding properties.

2. That pursuant to all of the evidence presented, both oral and documentary, and further based on the findings above, Administrative Use Permit No. 24-06, is approved subject to the provisions of the West Covina Municipal Code, provided that the physical development of the herein described property shall conform to said plan and the conditions set forth herein which, except as otherwise expressly indicated, shall be fully performed and completed or shall be secured by bank or cash deposit satisfactory to the Community Development Director, before the use or occupancy of the property is commenced and before the Certificate of Occupancy is issued, and the violation of any of which shall be grounds for revocation of said precise plan by the Planning Commission or City Council.

3. That the Administrative Use Permit shall not be effective for any purpose until the owner of the property involved (or a duly authorized representative) has filed at the office of the Community Development Director, his/her affidavit stating he/she is aware of, and accepts, all conditions of this Administrative Use Permit as set forth below. Additionally, no permits shall be issued until the owner of the property involved (or a duly authorized representative) pays all costs associated with the processing of this application pursuant to City Council Resolution No. 8690.

4. The costs and expenses of any enforcement activities, including, but not limited to attorneys' fees, caused by the applicant's violation of any condition imposed by this approval or any provision of the West Covina Municipal Code shall be paid by the applicant.

5. That the approval of the Administrative Use Permit to allow for the construction of a two-story single-family residence is subject to the following conditions:

a. Comply with the plans reviewed by the Planning Commission on December 10, 2024.

b. Comply with all requirements of the "Single-Family Residential" (R-1) Zone and all other applicable standards of the West Covina Municipal Code.

c. The approval is to allow for the construction of a new 13,340 square foot two-story single-family residence with a subterranean eight-car garage, and an attached two-car garage and workshop.

d. That any proposed changes to the approved site plan, floor plan or elevations be reviewed by the Planning Division, and the written authorization of the Community Development Director shall be obtained prior to implementation.

e. No overhead utility lines are permitted to service the residence. Existing overhead lines to be relocated or modified shall be converted to underground services.'

f. No mechanical equipment (water heater, air conditioner, etc.) shall be located in any required setbacks or mounted on the roof.

g. This development shall conform to all applicable Municipal regulations, Fire, Building, Mechanical, Electrical, Plumbing codes and recognized, approved, standards of installation.

h. The approved use shall not create a public nuisance as defined in the West Covina Municipal Code Section 26-416 regarding landscape maintenance and property maintenance.

i. Prior to the final building permit issuance, a detailed landscape and irrigation plan in compliance with AB 1881 and Executive Order B-29-15 shall be submitted for the front yard. Plans shall include the type, size and quantity of landscape materials and irrigation equipment. All vegetation areas shall be automatically irrigated, and a detailed watering program and water budget shall be provided. All damaged vegetation shall be replaced, and the site shall be kept free of diseased or dead plant materials and litter at all times. The applicant shall coordinate with the applicable water district to determine if the water district has any specific requirements for water efficient landscaping.

- To provide adequate line of sight for vehicles exiting the shared driveway/private road off of East Cameron Avenue, there shall be a maximum height of 42-inches of shrubs and/or brush along the project frontage.

- Where a driveway provides direct access to a street (not including alleys), no hedge, solid wall or fence in excess of forty-two (42) inches in height shall be permitted within a triangular area formed by one (1) line extending along the edge of the driveway for the first ten (10) feet inward from the inner edge of the sidewalk or the edge of the street (if no sidewalk exists), one (1) line extending outward ten (10) feet at a ninety (90) degree angle from the first line, and a diagonal line connecting the two lines. Non-solid walls and fences up to a maximum height of six (6) feet may be erected provided that the portion in excess of forty-two (42) inches shall be constructed of

decorative wood, wrought iron, tubular steel, or similar material such that at least seventy (70) percent of the plane of the fence or wall in excess of forty-two (42) inches in height is open. Columns, posts, and pillars may be incorporated into the design of the fence or wall if the requirement for visibility is met. This restriction shall apply to all portions of the triangular area encompassing the subject and any adjoining properties.

j. All landscaping per the approved landscape plan shall be installed prior to the Planning final inspection. A licensed landscape architect shall certify that all plantings are installed according to the approved landscape plans.

k. The proposed project is required to comply with Section 7050.5 of the California Health and Safety Code in the unlikely event that human remains are encountered during construction. If human remains of Native American origin are discovered during construction activities, the proposed project would be required to comply with state laws, under the jurisdiction of the Native American Heritage Commission (Public Resources Code Section 5097), relating to handling of Native American burials.

l. If archaeological resources are discovered during excavation or grading activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines, including those set forth in the Public Resources Code Section 21083.2.

m. The applicant/property owner/contractor shall make every effort to keep construction/contractor parking onsite and shall not block the main private driveway located on the east side of the property that provides street (Cameron) access to the neighboring residences. Approval of any off-site parking location shall be based on the submittal of a Parking Management Plan by the applicant that demonstrates that the proposed parking locations will not interfere with the neighbors' and the public's use of the surrounding streets, will not prevent or hinder emergency vehicle access, and will not create a traffic safety hazard. The Parking Management Plan may require contractors and construction workers to carpool to the construction site if sufficient parking is not available in the immediate area.

n. No construction, no deliveries and no movement of construction materials shall occur on Sundays or City recognized holidays. In addition, no deliveries and no movement of construction materials shall occur on trash pickup days.

o. The applicant shall sign an affidavit accepting all conditions of this approval.

p. Any graffiti that appears on the property during construction shall be cleaned or removed on the same business day.

q. This approval is effective for a period of two (2) years. All applicable building permits must be obtained within two (2) years of project approval.

r. Prior to requesting a final inspection by the Building Division, a final Planning inspection will be required.

s. The Zoning Code gives provisions for up to two (2) one-year extensions to keep entitlements active. Therefore, prior to December 10, 2026, (if building permits have not been obtained) you are urged to file a letter with the Planning Division requesting a one-year extension of time. The required submittal is a letter stating the reasons why an extension is needed, as well as an applicable processing fee. **Please be advised that the applicant will not be notified by the Planning Division about the pending expiration of the subject entitlement(s)**.

**BUILDING DIVISION:**

1. The second sheet of building plans is to list all conditions of approval and to include a copy of the Planning Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.

2. Plans prepared in compliance with the code in effect shall be submitted to the Building Division for review prior to permit issuance.

3. School Developmental Fees shall be paid to the School District prior to the issuance of the building permit.

4. Fees shall be paid to the County of Los Angeles Sanitation District prior to the issuance of the building permit.

5. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.

6. Each sheet of the plans shall be stamped and signed by a California licensed architect or engineer per R301.1.3.2 as adopted and amended by the City, for all dwellings of wood frame construction more than one story in height or with a basement located in Seismic Design Category D0, D1, or D2 or E.

7. Project shall comply with the CalGreen Residential requirements.

8. Foundation inspection will not be made until the excavation has been surveyed and the setbacks are determined to be in accordance with the approved plans by a land surveyor licensed by the State of California. THIS NOTE IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.

9. A separate plan review and application is required for the swimming pool.

**ENGINEERING DIVISION:**

1. The second sheet of building plans, grading plans and/or offsite improvement plans is to list all conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.

2. Should the proposed work generate a cut into any public right of way infrastructure (street, sidewalk, driveway, curb & gutter, etc.):
   a. street paving shall be along the length of the property frontage to the centerline of the street as directed by the City Engineer or his/her designee.
   b. sidewalk reconstruction shall be in accordance with SPPWC Standard Plan 113-2, and as directed by the City Engineer and/or his/her designee.
   c. driveway apron reconstruction shall be in accordance with SPPWC Standard Plan 110-2, and as directed by the City Engineer or his/her designee.
   d. curb and gutter reconstruction shall be in accordance with SPPWC Standard Plan 111-5 and as directed by the City Engineer or his/her designee.

3. If any, existing street tree(s) in the parkway along the frontage of the property shall be protected and maintained the duration of construction.

4. If any, all construction graffiti shall be removed (any underground utility identifying spray paint markings on the sidewalk and pavement related to excavation due to construction).

5. A grading and drainage plan shall be submitted to the Engineering Division and plans shall be approved prior to issuance of the building permit. The grading and drainage plan shall indicate how all storm drainage including contributory drainage from adjacent lots is carried to the public way or drainage structure approved to receive storm water.

6. Stormwater Planning Program LID Plan Checklist (Form PC) completed by Engineer of Record shall be copied on the first sheet of Grading Plans. The form can be found at the following link https://www.westcovina.org/home/showdocument?id=18427.

7. A separate plan review and application required for the retaining walls.

**FIRE DEPARTMENT:**
Based on the preliminary information received, the Fire Department requirements* for the above -noted project are:

1. NFPA 13D Fire Sprinkler System required in proposed additions.

2. New Fire Flow Test Required.

3. Required Fire Flow of 1,000 GPM @ 20 psi for 2 hours.

4. Ensure 1 fire hydrant within 600 feet of the property line.

5. Hard-wired smoke and carbon monoxide detectors with battery back-up required throughout the new residence.

**NOTE**: If the garage is attached to the dwelling unit, doors between the garage and the dwelling unit shall be equipped with a self-closing device and be equipped with positive latching. The door shall be either solid wood or a solid honeycomb core steel door with a minimum thickness of 1 3/8 inch; a 20-minute rated door equipped with a smoke gasket is also acceptable.

***NOTE**: Additional Fire Department requirements may be set upon future review of a full set of architectural plans.

**I, HEREBY CERTIFY,** that the foregoing Resolution was adopted by the Planning Commission of the City of West Covina, at a regular meeting held on the 10th day of December 2024, by the following:

AYES:

NOES:

ABSTAIN:

ABSENT:

DATE: December 10, 2024

_____
Chair
Planning Commission

_____
Jo-Anne Burns, Secretary
Planning Commission

**ATTACHMENT NO. 3**

# Initial Study

## Rise Residence at 3550 East Cameron Avenue


Prepared for

City of West Covina
Planning Division
1444 West Garvey Avenue
West Covina, California 91790
Contact: Miriam Machado

Prepared by

Psomas
5 Hutton Centre Drive, Suite 300
Santa Ana, California 92707
Contact: Alia Hokuki



October 24, 2024

**TABLE OF CONTENTS**

**Section** **Page**

**1.0 Introduction ..... 1-1**

1.1 Purpose of the Initial Study ..... 1-1

1.2 Project Summary ..... 1-1

*1.2.1 Location ..... 1-1*
*1.2.2 Project Proponent ..... 1-1*
*1.2.3 Existing General Plan and Zoning ..... 1-1*
*1.2.4 Existing Setting ..... 1-2*
*1.2.5 Proposed Project ..... 1-2*

1.3 Organization of the Initial Study ..... 1-2

**2.0 Project Description ..... 2-1**

2.1 Project Land Use ..... 2-1

2.2 Project Access/Parking ..... 2-1

2.3 Construction Activities ..... 2-1

2.4 Discretionary Approvals ..... 2-1

**3.0 Environmental Checklist ..... 3-1**

3.1 Aesthetics ..... 3-3

3.2 Agriculture and Forest Resources ..... 3-7

3.3 Air Quality ..... 3-9

3.4 Biological Resources ..... 3-24

3.5 Cultural Resources ..... 3-27

3.6 Energy ..... 3-29

3.7 Geology and Soils ..... 3-33

3.8 Greenhouse Gas Emissions ..... 3-38

3.9 Hazards and Hazardous Materials ..... 3-46

3.10 Hydrology and Water Quality ..... 3-50

3.11 Land Use and Planning ..... 3-55

3.12 Mineral Resources ..... 3-59

3.13 Noise ..... 3-60

3.14 Population and Housing ..... 3-70

3.15 Public Services ..... 3-72

3.16 Recreation ..... 3-74

3.17 Transportation ..... 3-75
3.18 Tribal Cultural Resources ..... 3-78
3.19 Utilities and Service Systems ..... 3-80
3.20 Wildfire ..... 3-85
3.21 Mandatory Findings of Significance ..... 3-86

**4.0 References ..... 4-1**

## TABLES

**Table** **Page**

Table 3-1 South Coast Air Quality Management District Air Quality Significance Thresholds ..... 3-11
Table 3-2 Attainment Status of Criteria Pollutants in the South Coast Air Basin ..... 3-12
Table 3-3 California and Federal Ambient Air Quality Standards ..... 3-13
Table 3-4 Estimated Maximum Daily Construction Emissions ..... 3-16
Table 3-5 Peak Daily Operational Emissions ..... 3-18
Table 3-6 Localized Significance Threshold Construction Emissions ..... 3-20
Table 3-7 Localized Significance Threshold Operational Emissions ..... 3-21
Table 3-8 Energy Use During Construction ..... 3-31
Table 3-9 Energy Use During Operations ..... 3-31
Table 3-10 Estimated GreenHouse Gas Emissions from Construction ..... 3-42
Table 3-11 Estimated Annual GreenHouse Gas Emissions from Project Operation ..... 3-43
Table 3-12 Estimated Total Project Annual Greenhouse Gas Emissions ..... 3-43
Table 3-13 Energy Action Plan Consistency ..... 3-45
Table 3-14 Proposed Project General Plan Consistency Analysis ..... 3-56
Table 3-18 Construction Equipment Reference Vibration Levels ..... 3-68
Table 3-19 Estimated Project Construction Vibration Levels at Nearby Buildings ..... 3-69

## EXHIBITS


| Exhibit | | Follows Page |
|---|---|---|
| 1-1 | Regional Location and Local Vicinity | 1-1 |
| 1-2 | Aerial Photograph | 1-1 |
| 2-1a | Conceptual Elevations – East and West | 2-1 |
| 2-1b | Conceptual Elevations – North and South | 2-1 |


## APPENDICES


| Appendix | |
|---|---|
| A | Air Quality and Greenhouse Gas Emissions Modeling Data |
| B | Energy Data |
| C | Noise Calculations |

# 1.0 INTRODUCTION

## 1.1 PURPOSE OF THE INITIAL STUDY

The purpose of this Initial Study is to (1) describe the proposed Rise Residence at 3550 E. Cameron Avenue (hereinafter referred to as the "Project"), which will be constructed in the City of West Covina and (2) provide an evaluation of potential environmental impacts associated with the Project's construction and operation. This Initial Study has been prepared pursuant to the California Environmental Quality Act (CEQA), as amended (Section 21000 et. seq. of the *Public Resources Code*) and in accordance with the State CEQA Guidelines (Section 15000 et. seq. of the *California Code of Regulations*). Using Appendix G (Environmental Checklist Form) of the State CEQA Guidelines, the analysis covers all environmental topics. Upon completion of the analysis, if significant impacts are identified, the City may require preparation of an Initial Study/Mitigated Negative Declaration (IS/MND) for the Project.

The City of West Covina has the authority for Project approval and certification of the accompanying environmental documentation, as applicable.

## 1.2 PROJECT SUMMARY

### 1.2.1 LOCATION

The 1.06-acre Project site is in the City of West Covina, in Los Angeles County, California (APN 8277-030-027). The site is located at 3550 E. Cameron Avenue, west of S. Grand Avenue and over a mile south of Interstate (I) 10 Freeway. Local and regional access to the site is provided by S. Grand Avenue and I-10, respectively. The site is undeveloped and located within a large-lot residential area of the City.

Exhibit 1-1 depicts the Regional Location and Local Vicinity and Exhibit 1-2 shows the Aerial Photograph of the site and vicinity.

### 1.2.2 PROJECT PROPONENT

Chiedu Chijindu, AIA
Greydiantscape Architecture Inc
3579 E. Foothill Boulevard, Suite 405
Pasadena, California 91107
(310) 561-6277

### 1.2.3 EXISTING GENERAL PLAN AND ZONING

The Project site currently has a General Plan land use designation of Neighborhood Low. The land use designation in the general vicinity is the same, except for the Parks and Open Space land use designation to the west along E. Cameron Avenue.

In the City's Zoning Map, the site is zoned as R-1: Residential Single-Family and is within the Hillside Overlay Zone. Adjacent zoning designations are the same as the proposed Project site.

### 1.2.4 EXISTING SETTING

#### Project Site and Surrounding Land Uses

The Project site is currently undeveloped, located on a slope, and covered with vegetation. It is surrounded by single-family homes to the west and east and municipal water tanks to the south.

The Project site is off East Cameron Avenue and surrounded by large lot single-family detached residential units. To the west of the adjacent property along East Cameron Avenue, are the Heritage Park and Taylor House "Home of the Rose Float Foundation". South Hills High School and South Hills Country Club are located less than a mile to the west, at the intersection of Cameron Avenue and Barranca Street.

### 1.2.5 PROPOSED PROJECT

The Project involves development of a 2-story, 13,340-square-foot (sf) residence with a 938-sf basement and a 2,451-sf subterranean garage. A detached garage with a 1,195-sf second floor accessory dwelling unit (ADU) is also proposed. The Project will also include a swimming pool and spa plus other improvements including landscaping.

## 1.3 ORGANIZATION OF THE INITIAL STUDY

The Initial Study is organized into sections, as described below.

- **Section 1.0: Introduction.** This section provides an introduction, Project summary, and overview of the conclusions in the Initial Study.
- **Section 2.0: Project Location and Environmental Setting.** This section provides a brief description of the Project location and a description of the existing conditions of the Project site and vicinity.
- **Section 3.0: Project Description.** This section provides a description of the proposed Project and necessary discretionary approvals.
- **Section 4.0: Environmental Checklist.** The completed Environmental Checklist Form from the State CEQA Guidelines provides an overview of the potential impacts that may or may not result from Project implementation. The Environmental Checklist Form also includes "mandatory findings of significance", as required by CEQA.
- **Section 5.0: References.** This section identifies the references used to prepare the Initial Study.

*This page intentionally left blank*

# 2.0 PROJECT DESCRIPTION

## 2.1 PROJECT LAND USE

The proposed Project involves construction of a two-story residence with subterranean garage, a detached garage with a second-floor accessory dwelling unit, and an in-ground pool. Other activities associated with the Project would involve site grading, construction of retaining walls, construction and landscaping of three courtyards, and construction and paving of two driveways/motor courts. The residence will consist of a 13,340-sf main building area, a 1,936-sf detached building area, a 3,856-sf non-habitable garage, and a 1,936-sf ADU. The lot area is 42,840s sf and the Project components would cover approximately 8,174 sf or 21 percent, of the overall lot area. Exhibits 2-1a and 2-1b, Conceptual Elevations, depict the east, west, north, and south elevations of the proposed Project.

## 2.2 PROJECT ACCESS/PARKING

One primary ingress and egress point is proposed on the eastern boundary of the Project site, via a private gated entrance. Additionally, internal circulation consists of two driveway/motor courts. Project parking includes a subterranean parking garage, a detached garage, and surface parking opportunities throughout the Project site, including those within the driveways/motor circles. The subterranean garage would accommodate up to eight vehicles while the detached garage would park two vehicles.

## 2.3 CONSTRUCTION ACTIVITIES

Construction activities are anticipated to begin in January 2025 and continue in a single phase, through September 2026. Construction activity would occur for 8 hours per day, and 6 days per week, in accordance with the City's permitted hours of construction.

## 2.4 DISCRETIONARY APPROVALS

The following discretionary actions are required as part of the Project's approval and implementation:

- **Conditional Use Permit.** It is required to allow for a "large" house over 10,000 square feet.
- **Administrative Use Permit.** It is required to allow for a two-story single-family residence.
- **Subcommittee Design Review.** It is required for the architectural review of the proposed residence

*This page intentionally left blank*

# 3.0 ENVIRONMENTAL CHECKLIST

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

| | | |
|---|---|---|
| ☐ Aesthetics | ☐ Agriculture and Forestry Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Energy |
| ☐ 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 | ☐ Tribal Cultural Resources |
| ☐ Utilities and Service Systems | ☐ Wildfire | ☐ Mandatory Findings of Significance |

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

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to be the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because al potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

| | |
|---|---|
| Signature | Date |
| Printed Name | For |

## EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

# 3.1 AESTHETICS

| Except as provided in Public Resources Code Section 21099, would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☒ | ☐ |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | ☐ | ☐ | ☐ | ☒ |
| c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | ☐ | ☐ | ☒ | ☐ |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☐ | ☐ | ☒ | ☐ |

## Impact Analysis

### *Would the Project:*

#### *a) Have a substantial adverse effect on a scenic vista?*

**Less Than Significant Impact.**

Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual resources that are seen from public viewing areas. The Our Natural Community Element of the City's General Plan identifies the San Jose Hills, located at the southeasterly boundary of the City, as a scenic vista (City of West Covina 2016a). The Project site is located within the northern slopes of the San Jose Hills. Views of the San Jose Hills may be experienced by motorists driving east along East Cameron Avenue. However, these views are limited due to intervening utility infrastructure, trees, and topography.

Additionally, location of the Project along East Cameron Avenue is such that would not block the potential views of the San Jose Hills to the motorists. Thus, the proposed Project during and post construction activities would not result in any adverse effect on a scenic vista by blocking views of the scenic vista from public vantage points.

Therefore, the Project would not have the potential to have a substantial adverse effect on a scenic vista due to its design and location, and a less than significant impact would occur.

#### *b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

**No Impact**. There are no officially designated scenic highways within West Covina (City of West Covina 2016a). The nearest Officially Designated State Scenic Highway is portions of the Angeles Crest Highway, located approximately 20 miles north of the Project

site (Caltrans 2024). Views of the Project site from this Officially Designated Highway are completely obstructed by distance, development, and intervening topography, and there is no direct line-of-sight to the Project area such that short-term construction activities and long-term operation would affect public views from the Angeles Crest Highway. State Route (SR) 57 between SR 91 and SR 60, located approximately 4.5-miles southeast of the Project site, is identified as Eligible for State Scenic Highway designation (Caltrans 2024). There are scenic resources, including trees and one historic building within the vicinity of the Project; however, views of the Project site from the portion of SR-57, which is an Eligible State Scenic Highway, are completely obstructed by intervening topography and development, and there is no direct line-of-sight to the Project area such that short-term construction activities and long-term operation would affect public views from SR 57. Therefore, implementation of the Project would not have the potential to damage scenic resources within a State scenic highway. Impacts would be less than significant.

***c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

**Less Than Significant Impact.** The Project site is in an urbanized area as defined in Section 21071 of the Public Resources Code (PRC). As such, this analysis focuses on the Project's consistency with applicable zoning and other regulations governing scenic quality.

**City of West Covina Municipal Code**

Regulations relating to the aesthetic character of West Covina are contained in Chapter 7, Buildings and Building Regulations, Article X, Division 3, Development Standards, of the West Covina Municipal Code (WCMC), which regulates all building within the City. This section of code identifies development standards such as lighting, landscaping, and exterior design ensure that development within the City is visually similar and maintains a specific style. Additionally, Chapter 26 of the WCMC contains zoning and land use regulations, both of which affect the visual character and quality of the built environment and land use patterns within the community. These regulations are tools to implement the goals and policies of the General Plan and have played a large role in determining the current aesthetic character of the City. The Project would be required to comply with the said zoning and land use regulations contained within these chapters of the WCMC and would not deviate from the standards. As such, the Project would result in less than significant impacts.

**City of West Covina General Plan**

The Our Natural Community Element of the City of West Covina General Plan identifies two Policies governing scenic quality within the City, as discussed below:

P1.9 During the review of public and private development projects, analyze potential impacts to views of natural areas from public streets, parks, trails, and community facilities

- Threshold 4.1a, above, assessed the potential impacts to views of natural areas surrounding the Project site from public streets (East Cameron Avenue). The discussion did not identify any potential impacts. As such, the Project would be consistent with this policy.

P1.10 To preserve nighttime views within and immediately adjacent to single family residential zones, require property owners within and directly adjacent to these zones to utilize shielding and directional lighting methods to direct lighting away from adjoining properties.

- Threshold 4.1d, below, assesses the potential impacts related to nighttime views. As discussed, the Project would implement directional lighting methods and shielding to minimize lighting impacts to adjoining properties. As such, the Project would be consistent with this policy.

**City of West Covina Zoning Code**

The Project site is zoned R-1: Residential Single-Family and is within the Hillside Overlay Zone. As discussed, in Section 4.11, Land Use and Planning, the Project would be consistent with all regulations governing the R-1 and Hillside Overlay zoning regulations.

As such, impacts related to this threshold would be less than significant, and no mitigation is required.

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

**Less Than Significant Impact**. The Project site is in an area that is already subject to ambient lighting from the existing residential and recreational uses. The existing light sources include exterior and interior building lights.

Project construction activities would be limited to daytime hours, as permitted by the WCMC. Therefore, no lighting impacts would occur during construction.

Project buildout would introduce new light sources on the Project site; these would include both interior building lighting and exterior lighting along the upper and lower driveways, in the motor court, entry courtyard, center courtyard, and vista courtyard. Although new, this level of lighting would be consistent with the ambient and night-time lighting at the residential uses surrounding the site.

Moreover, to avoid potential impact and light trespass onto the surrounding uses, lighting associated with the new residence would be in compliance with WCMC which ensures that sensitive land uses are not affected by lighting associated with new developments. Section 26-519 of WCMC requires that "all lighting of the building, landscape, parking area, or similar facilities shall be hooded and directed to reflect away from adjoining properties" This is generally accomplished with shielding and directional lighting methods. Additionally, during nighttime, the proposed lighting would not be more intense than the surrounding uses, and no lighting that is considered of high intensity such as high wattage security lighting is

proposed that would cause substantial nighttime glare. Due to the developed nature of the Project area and existing ambient lighting, impacts associated with new lighting from the proposed Project would be less than significant.

Glare is a common daytime phenomenon and is due mainly to the occurrence of a high number of days per year with direct sunlight and the presence of large reflective surfaces. Excessive glare not only restricts visibility but also increases the ambient heat reflectivity in a given area. Glare is caused by light reflections from pavement, vehicles, and building materials such as reflective glass and polished surfaces. Glare can create hazards to motorists and nuisances for pedestrians and other viewers. The proposed Project would be constructed with primarily non-reflective materials such as sandstone, cladding, and stucco on the exterior facades and concrete or clay tile roofing. The use of glass would be confined to windows and is not such that would generate substantial glare affecting surrounding uses. The Project would also comply with City regulations (RR AES-1). Impacts would be less than significant, and no mitigation is required.

## Regulatory Requirements

**RR AES-1** Exterior lighting for the Project shall be designed and constructed in compliance with Section 26.519, Lighting, of the West Covina Municipal Code.

## Mitigation Measures

Project implementation would not result in significant impacts related to Aesthetics; therefore, no mitigation measures are required.

# 3.2 AGRICULTURE AND FOREST RESOURCES

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |

## Impact Analysis

***Would the Project:***

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

**No Impact.** Based on review of the California Department of Conservation Farmland Mapping and Monitoring Program's (FMMP) California Important Farmland Finder (CIFF) application, the Project site is designated as Urban and Built-Up Land (FMMP 2024a). As such, there are no designated farmlands in or near the Project site. Also, there are no existing or ongoing agricultural activities in or near the Project site. Therefore, the Project would not result in the conversion of these resources to non-agricultural use. Also, there are no agricultural activities on the Project site, and no farmland conversion or impacts to agricultural uses would occur because of the Project. No impacts on agricultural resources would occur, and no mitigation is required.

***b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?***

**No Impact.** The Project site is not zoned for agricultural use, nor is it under a Williamson Act contract (FMMP 2024b). Under the City of West Covina Zoning Code, the Project site is currently zoned R-1 (Residential Single Family) (City of West Covina 2024a). Thus, the

Project would not conflict with existing zoning for agricultural use. Therefore, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impacts would occur, and no mitigation is required.

***b) 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.** The Project site is not zoned for forest land, timberland, or Timberland Production (FMMP 2024a). As discussed above, the Project site is zoned as Residential Single Family (R-1), and thus would not conflict with zoning for forest land and timberland and would not cause rezoning of such resources, as defined in Public Resources Code Sections 12220(g) and 4526 respectively. No impacts would occur, and no mitigation is required.

***c) Result in the loss of forest land or conversion of forest land to non-forest use?***

**No Impact.** As previously discussed, the Project site is located in an urbanized area and does not include any forest land or timberland. No loss of forest resources or conversion of forest land to non-forest use would occur with the Project. No impacts would occur, and no mitigation is required.

***d) 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.** The Project site is in an urbanized area of the City of West Covina and does not include farmland or forest land. The Project site and surrounding area are not mapped as farmland, are not zoned for farmland or agricultural use, and do not contain such uses. As such, the Project would not result in the conversion of farmland to non-agricultural use, or the conversion of forest land to non-forest use. No impacts would occur, and no mitigation is required.

## Regulatory Requirements

None required.

## Mitigation Measures

Project implementation would not result in significant impacts related to Agriculture and Forest Resources; therefore, no mitigation measures are required.

# 3.3 AIR QUALITY

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ |
| b) 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? | ☐ | ☐ | ☒ | ☐ |
| c) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☒ | ☐ |
| d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |

## Impact Analysis

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants: ozone, carbon monoxide, nitrogen oxides, sulfur dioxide, and particulate matter 10 and 2.5 microns. The characteristics and health effects of these criteria pollutants are described below:

- Ozone ($O_3$) is a nearly colorless gas that is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight). Ground-level $O_3$ exposure can cause a variety of health problems, including lung irritation, wheezing, coughing, pain when taking a deep breath, and breathing difficulties during exercise or outdoor activities; permanent lung damage; aggravated asthma; and increased susceptibility to respiratory illnesses.
- Carbon monoxide (CO) is a colorless and odorless toxic gas which, in the urban environment, is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. CO combines with hemoglobin in the bloodstream and reduces the amount of oxygen that can be circulated through the body. High CO concentrations can lead to headaches, aggravation of cardiovascular disease, and impairment of central nervous system functions.
- Nitrogen oxides (NOx) are yellowish-brown gases, which at high levels can cause breathing difficulties. NOx are formed when nitric oxide (a pollutant from internal combustion processes) combines with oxygen.
- Sulfur dioxide ($SO_2$) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.
- Particulate Matter 10 (PM10) and Particulate Matter 2.5 (PM2.5) refer to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since

fine particles can more easily cause irritation. Particulate matter includes both aerosols and solid particles. An example of particulate matter is fugitive dust. Short-term exposure to high PM2.5 levels is associated with premature mortality and increased hospital admissions and emergency room visits. Long-term exposure to high PM2.5 levels is associated with premature mortality and development of chronic respiratory disease. Short-term exposure to high PM10 levels is associated with hospital admissions for cardiopulmonary diseases, increased respiratory symptoms, and possible premature mortality.

The SCAQMD develops rules and regulations; establishes permitting requirements for stationary sources; inspects emissions sources; and enforces such measures through educational programs or fines, when necessary. It is directly responsible for reducing emissions from stationery (area and point), mobile, and indirect sources. To accomplish this goal, the SCAQMD prepares Air Quality Management Plans (AQMPs) in conjunction with the Southern California Association of Governments (SCAG), County transportation commissions, and local governments; develops rules and regulations; establishes permitting requirements for stationary sources; inspects emissions sources; and enforces such measures through educational programs or fines, when necessary, as indicated above. The SCAQMD has prepared an AQMP that establishes a program of rules and regulations directed at attaining the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS).

The current regional plan applicable to the Project is the SCAQMD's 2022 AQMP. The 2022 AQMP was adopted on December 2, 2022, by the SCAQMD Governing Board. The 2022 AQMP is a regional and multi-agency effort among the SCAQMD, CARB, SCAG, and USEPA. The 2022 AQMP includes an analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures. The purpose of the 2022 AQMP is to set forth a comprehensive program that would promote reductions in criteria pollutants, greenhouse gases, and toxic risk and efficiencies in energy use, transportation, and goods movement. The 2022 AQMP incorporates the latest scientific and technical information and planning assumptions, including SCAG's 2020-2045 RTP/SCS; updated emission inventory methods for various source categories; and SCAG's latest growth forecasts. The next iteration of the SCAQMD AQMP will incorporate the planning assumptions and growth forecasts contained in SCAG's latest 2024-2050 RTP/SCS adopted on April 4, 2024. The AQMP is based on projections of energy usage and vehicle trips from land uses within the SoCAB.

The 2022 AQMP evaluates integrated strategies and measures to meet the following NAAQS (SCAQMD 2022):

- 8-hour $O_3$ target of 80 parts per billion (ppb) by 2024, 75 ppb by 2032, 70 ppb by 2038;
- Annual PM2.5 (12 micrograms per cubic meter [$\mu g/m^3$]) by 2025;
- 1-hour $O_3$ (120 ppb) by 2023; and
- 24-hour PM2.5 (35 $\mu g/m^3$) by 2023.

The main purpose of an AQMP is to bring an area into compliance with the requirements of federal and State air quality standards. The two principal criteria for conformance to an AQMP are:

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

To estimate if a project may adversely affect the air quality in the region, the SCAQMD has prepared the *Air Quality Analysis Guidance Handbook* (SCAQMD CEQA Handbook) to provide guidance to those who analyze the air quality impacts of projects (SCAQMD 1993). The SCAQMD CEQA Handbook provides significance thresholds for both construction and operation of projects within the SCAQMD's jurisdictional boundaries. The SCAQMD recommends that projects be evaluated in terms of the quantitative thresholds established to assess both the regional and localized impacts of project-related air pollutant emissions. The SCAQMD CEQA Handbook states that any project in the SoCAB with daily emissions that exceed any of the identified significance thresholds may have an individually and cumulatively significant air quality impact. The City of West Covina uses the current SCAQMD thresholds to determine whether a project would have a significant impact (SCAQMD 2019). These SCAQMD thresholds are identified in Table 3-1, *South Coast Air Quality Management District Air Quality Significance Thresholds*.

**TABLE 3-1**
**SOUTH COAST AIR QUALITY MANAGEMENT**
**DISTRICT AIR QUALITY SIGNIFICANCE THRESHOLDS**

| Mass Daily Thresholds (lbs/day) | | |
|---|---|---|
| **Pollutant** | **Construction** | **Operation** |
| VOC | 75 | 55 |
| NOx | 100 | 55 |
| CO | 550 | 550 |
| PM10 | 150 | 150 |
| PM2.5 | 55 | 55 |
| SOx | 150 | 150 |
| Lead | 3 | 3 |

lbs/day: pounds per day; VOC: volatile organic compound; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; SOx: sulfur oxides.

Source: SCAQMD 2019.

## *Regulatory Background*

The U.S. Environmental Protection Agency (USEPA) defines seven "criteria" air pollutants, as described above. These pollutants are called criteria pollutants because the USEPA has established National Ambient Air Quality Standards (NAAQS) for the concentrations of these pollutants (USEPA 2014). The California Air Resources Board (CARB) has also established standards for the criteria pollutants, known as California Ambient Air Quality Standards (CAAQS), and the State standards are generally more restrictive than the NAAQS. When a region has air quality that fails to meet the standards, the USEPA and the CARB designate the region as "nonattainment" and the regional air quality agency must develop plans to attain the standards.

Based on monitored air pollutant concentrations, the USEPA and the CARB designate an area's status in attaining the NAAQS and the CAAQS, respectively, for selected criteria pollutants. These attainment designations are shown in Table 3-2. As identified in Table 3-2, Los Angeles County is a nonattainment area for O3, PM10, and PM2.5 for the State standards and a nonattainment area for O3, and PM2.5 for the State standards.

**TABLE 3-2**
**ATTAINMENT STATUS OF CRITERIA POLLUTANTS**
**IN THE SOUTH COAST AIR BASIN**

| Pollutant | State | Federal |
|---|---|---|
| $O_3$ (1 hour) | Nonattainment | No standards |
| $O_3$ (8 hour) | Nonattainment | Nonattainment |
| PM10 | Nonattainment | Attainment/Maintenance |
| PM2.5 | Nonattainment | Nonattainment |
| CO | Attainment | Unclassified/Attainment |
| $NO_2$ | Attainment | Unclassified/Attainment |
| $SO_2$ | Attainment | Attainment |
| Lead | Attainment | Attainment/Nonattainment* |
| All others | Attainment/Unclassified | No standards |

$O_3$: ozone; PM2.5: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; CO: carbon monoxide; $NO_2$: nitrogen dioxide; $SO_2$: sulfur dioxide; SoCAB: South Coast Air Basin.

* Los Angeles County is classified nonattainment for lead; the remainder of the SoCAB is in attainment of the State and federal standards.

Source: CARB 2018

CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for coordinating and administering both the federal and State air pollution control programs in California. In this capacity, CARB conducts research, sets the CAAQS (as shown in Table 3-3), compiles emission inventories, develops suggested control measures, oversees local programs, and prepares the State Implementation Plan (SIP). For regions that do not attain the CAAQS, CARB requires the air districts to prepare plans for attaining the standards. These plans are then integrated into the SIP. CARB establishes emissions standards for (1) motor vehicles sold in California, (2) consumer products (e.g., hair spray, aerosol paints, barbecue

lighter fluid), and (3) various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

Ozone (O3) is a secondary pollutant and is created when nitrogen oxides (NOx) and volatile organic compounds (VOCs) react in the presence of sunlight. The predominant source of air emissions generated by Project development would be from vehicle emissions. Motor vehicles primarily emit CO, NOx, and VOCs. The NAAQS and CAAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. The NAAQS and CAAQS for O3, CO, NO2, SO2, PM10, PM2.5, and lead are shown in Table 3-3.

**TABLE 3-3**
**CALIFORNIA AND FEDERAL AMBIENT AIR QUALITY STANDARDS**

| Pollutant | Averaging Time | California Standards | Federal Standards | |
|---|---|---|---|---|
| | | | Primary[a] | Secondary[b] |
| $O_3$ | 1 Hour | 0.09 ppm (180 µg/m³) | – | – |
| | 8 Hour | 0.070 ppm (137 µg/m³) | 0.070 ppm (137 µg/m³) | Same as Primary |
| PM10 | 24 Hour | 50 µg/m³ | 150 µg/m³ | Same as Primary |
| | AAM | 20 µg/m³ | – | Same as Primary |
| PM2.5 | 24 Hour | – | 35 µg/m³ | Same as Primary |
| | AAM | 12 µg/m³ | 12.0 µg/m³ | 15.0 µg/m³ |
| CO | 1 Hour | 20 ppm (23 mg/m³) | 35 ppm (40 mg/m³) | – |
| | 8 Hour | 9.0 ppm (10 mg/m³) | 9 ppm (10 mg/m³) | – |
| | 8 Hour (Lake Tahoe) | 6 ppm (7 mg/m³) | – | – |
| $NO_2$ | AAM | 0.030 ppm (57 µg/m³) | 0.053 ppm (100 µg/m³) | Same as Primary |
| | 1 Hour | 0.18 ppm (339 µg/m³) | 0.100 ppm (188 µg/m³) | – |
| $SO_2$ | 24 Hour | 0.04 ppm (105 µg/m³) | – | – |
| | 3 Hour | – | – | 0.5 ppm (1,300 µg/m³) |
| | 1 Hour | 0.25 ppm (655 µg/m³) | 0.075 ppm (196 µg/m³) | – |
| Lead | 30-day Avg. | 1.5 µg/m³ | – | – |
| | Calendar Quarter | – | 1.5 µg/m³ | Same as Primary |
| | Rolling 3-month Avg. | – | 0.15 µg/m³ | |
| Visibility Reducing Particles | 8 Hour | Extinction coefficient of 0.23 per km – visibility ≥ 10 miles (0.07 per km – ≥30 miles for Lake Tahoe) | **No Federal Standards** | |
| Sulfates | 24 Hour | 25 µg/m³ | | |
| Hydrogen Sulfide | 1 Hour | 0.03 ppm (42 µg/m³) | | |
| Vinyl Chloride | 24 Hour | 0.01 ppm (26 µg/m³) | | |

**TABLE 3-3**
**CALIFORNIA AND FEDERAL AMBIENT AIR QUALITY STANDARDS**

| Pollutant | Averaging Time | California Standards | Federal Standards | |
|---|---|---|---|---|
| | | | Primary[a] | Secondary[b] |
| $O_3$: ozone; ppm: parts per million; µg/m$^3$: micrograms per cubic meter; PM10: respirable particulate matter 10 microns or less in diameter; AAM: Annual Arithmetic Mean; –: No Standard; $_{PM2.5}$: fine particulate matter 2.5 microns or less in diameter; CO: carbon monoxide; mg/m$^3$: milligrams per cubic meter; $NO_2$: nitrogen dioxide; $SO_2$: sulfur dioxide; km: kilometer. | | | | |
| [a] *National Primary Standards:* The levels of air quality necessary, within an adequate margin of safety, to protect the public health. [b] *National Secondary Standards:* The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. | | | | |
| Note: More detailed information in the data presented in this table can be found at the CARB website (www.arb.ca.gov). | | | | |
| Source: SCAQMD 2016 | | | | |

***Would the Project:***

***a) Conflict with or obstruct implementation of the applicable air quality plan?***

**Less Than Significant Impact.** CEQA requires a discussion of any inconsistencies between a project and applicable General Plans (GPs) and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the Project includes the SCAQMD's AQMP, as discussed above.

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

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Both criteria are evaluated for the Project, as shown below.

With respect to the first criterion, based on the air quality modeling analysis conducted for the proposed Project [thresholds 4.3(b) and 4.3(c), below)], construction and operation of the Project would not exceed the SCAQMD's CEQA thresholds of significance and consequently would not result in an increase in the frequency or severity of existing air quality violations nor cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emissions reductions in the AQMP. Therefore, the Project is consistent with the first criterion.

With respect to the second criterion, the proposed Project was assessed as to whether it would exceed the assumptions in the AQMP. The SCAQMD's current air quality planning document is the 2022 Air Quality Management Plan (2022 AQMP). The 2022 AQMP was adopted on December 2, 2022, by the SCAQMD Governing Board. The 2022 AQMP is a regional and multi-agency effort among the SCAQMD, CARB, SCAG, and USEPA. The 2022 AQMP includes an analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures. The purpose of the 2022 AQMP is to set forth a comprehensive program that would promote reductions in criteria pollutants, greenhouse gases, and toxic risk and efficiencies in energy use, transportation, and goods movement. The 2022 AQMP incorporates the latest scientific and technical information and planning assumptions, including SCAG's 2020-2045 RTP/SCS; updated emission inventory methods for various source categories; and SCAG's latest growth forecasts. The next iteration of the SCAQMD AQMP will incorporate the planning assumptions and growth forecasts contained in SCAG's latest 2024-2050 RTP/SCS adopted on April 4, 2024. The AQMP is based on projections of energy usage and vehicle trips from land uses within the SoCAB.

In addition, the Project would not significantly affect any regional population, housing, and employment projections prepared for the City of West Covina. Projects that are consistent with the projections of employment and population forecasts identified in the RTP/SCS prepared by SCAG are considered consistent with the SCAQMD's 2022 AQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP.

City-specific growth forecasts are provided by SCAG as part of their 2020 initiative, Connect SoCal. According to the Growth Forecast Appendix prepared by SCAG for the 2020-2045 Connect SoCal plan, the City of West Covina is projected to add a total of 11,100 residents through the year 2045. The proposed Project's potential growth is anticipated to be seven persons, which is based on the ratio of 3.32 persons per household identified by the United States Census Bureau. The number of residents that would be added is well within SCAG's growth forecast of 11,100 residents for the City. In addition, the Project is in conformance with SCAG's regional sustainable development policies that promote infill development. Lastly, the Project would be consistent with the site's R-1: Residential Single Family zoning designation and Neighborhood - Low Density Residential (NL) General Plan land use designation. As a result, impacts related to implementation of the applicable air quality plan would be less than significant, and no mitigation is required.

***b) 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?***

**Less Than Significant Impact.** Los Angeles County is a nonattainment area for O3, PM10, and PM2.5, as shown in Table 3-2, Attainment Status of Criteria Pollutants in the South Coast Air Basin. The Project would generate PM10, PM2.5, NO2, and O3 precursors (NOx and VOC) during short-term construction and long-term operations.

## *Construction Impacts*

Construction-Related Regional Impacts

A project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation.

A project with daily emission rates below the SCAQMD's established air quality significance thresholds (shown in Table 3-1) would have a less than significant impact on regional air quality. Project emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.26 computer program (CAPCOA 2022). CalEEMod is designed to model construction and operational emissions for land development projects and allows for the input of project- and County-specific information. The CalEEMod input for construction emissions was based on the Project's construction assumptions provided by the Project applicant and default assumptions derived from CalEEMod.

Table 3-4, Estimated Maximum Daily Construction Emissions, presents the estimated maximum daily emissions during construction of the proposed Project and compares the estimated emissions with the SCAQMD's daily regional emission thresholds. As shown in Table 3-4, all criteria pollutants are below the SCAQMD's respective thresholds.

**TABLE 3-4**
**ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS**

| Year | Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | **VOC** | **NOx** | **CO** | **SOx** | **PM10** | **PM2.5** |
| 2025 | 1 | 9 | 9 | <1 | <1 | <1 |
| *2026* | **2** | 9 | 9 | **<1** | <1 | <1 |
| *Maximum Emissions* | 2 | **9** | **9** | **<1** | **<1** | **<1** |
| *SCAQMD Thresholds (Table 3-1)* | *75* | *100* | *550* | *150* | *150* | *55* |
| **Exceeds SCAQMD Thresholds?** | **No** | **No** | **No** | **No** | **No** | **No** |

lbs/day: pounds per day; VOC: volatile organic compound; NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District.

Source: SCAQMD 2019 (thresholds); see Appendix A, Air Quality and Greenhouse Gas Emissions Modeling Data, for CalEEMod model outputs.

Cumulative Construction Impacts

Construction activities associated with the proposed Project would result in less than significant construction-related regional and localized air quality impacts, as quantified above in Table 3-4, Estimated Maximum Daily Construction Emissions, and Table 3-6, Localized Significance Threshold Construction Emissions (discussed under Threshold 4.3c), respectively. Short-term cumulative impacts related to air quality could occur if construction of the Project and other projects in the surrounding area were to occur simultaneously. In particular, with respect to local impacts, the consideration of cumulative construction particulate (PM10 and PM2.5) impacts is limited to cases when projects constructed

simultaneously are within a few hundred yards of each other because of: (1) the combination of the short range (distance) of particulate dispersion (especially when compared to gaseous pollutants), and (2) the SCAQMD's required dust-control measures, which further limit particulate dispersion from the Project site (RR AQ-1).

SCAQMD's policy with respect to cumulative impacts associated with the above-referenced pollutants and their precursors is that impacts that would be directly less than significant on a project level would also be cumulatively less than significant (SCAQMD 2003a). Because the Project's construction emissions are below the SCAQMD's regional and local significance thresholds, local construction emissions would not be cumulatively considerable, and the impact would be less than significant. No mitigation is required.

## *Operational Impacts*

The following section provides an analysis of potential long-term air quality impacts to regional air quality with the long-term operation of the proposed Project. The potential operations-related air emissions have been analyzed below for the regional and local criteria pollutant emissions and cumulative impacts.

Operations-Related Regional Impacts

Operational emissions associated with the Project are comprised of area, energy, and mobile source emissions. The principal source of VOC emissions associated with the Project would result from vehicle trips. Area and energy source emissions are based on CalEEMod assumptions for specific land uses and size. Mobile source emissions are based on estimated Project-related trip generation forecasts derived from the Institute of Transportation Engineers (ITE). The Project would generate an average of 19 trips per day based on the ITE rate of 9.44 trips per dwelling unit for detached single-family residential. The peak day operational emissions for VOC, NOx, CO, SOx, PM10, and PM2.5 daily emissions that would be created from the Project's long-term operation have been calculated and are summarized below in Table 3-5, Peak Daily Operational Emissions.

**TABLE 3-5**
**PEAK DAILY OPERATIONAL EMISSIONS**

| Source | Emissions (lbs/day)* | | | | | |
|---|---|---|---|---|---|---|
| | **VOC** | **NOx** | **CO** | **SOx** | **PM10** | **PM2.5** |
| Mobile | <1 | <1 | 1 | <1 | <1 | <1 |
| Area | <1 | <1 | <1 | <1 | <1 | <1 |
| Energy | <1 | <1 | <1 | <1 | <1 | <1 |
| Water | <1 | <1 | <1 | <1 | <1 | <1 |
| Waste | <1 | <1 | <1 | <1 | <1 | <1 |
| Refrig. | <1 | <1 | <1 | <1 | <1 | <1 |
| Stationary sources | 1 | <1 | 2 | <1 | <1 | <1 |
| **Total Operational Emissions*** | **1** | **<1** | **2** | **<1** | **<1** | **<1** |
| *SCAQMD Significance Thresholds (Table 3-1)* | *55* | *55* | *550* | *150* | *150* | *55* |
| **Significant Impact?** | **No** | **No** | **No** | **No** | **No** | **No** |

lbs/day: pounds per day; VOC: volatile organic compound; NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District.

* Some totals do not add due to rounding.

Source: SCAQMD 2019 (thresholds); see Appendix A, Air Quality and Greenhouse Gas Emissions Modeling Data, for CalEEMod model outputs.

The data provided in Table 3-5 shows that none of the criteria pollutants analyzed would exceed the SCAQMD's regional emissions operational thresholds. Therefore, operational impacts related to regional air quality would be less than significant, and no mitigation is required.

Cumulative Operational Impacts

As shown in Table 3-5, Peak Daily Operational Emissions, and Table 3-6, Localized Significance Thresholds Operational Emissions (under Threshold 4.3c, below) operational emissions of VOC, NOx, CO, SOx, PM10, and PM2.5 would be below the SCAQMD CEQA significance thresholds. Consistent with the approach described above (under Cumulative Construction Impacts), SCAQMD's policy with respect to cumulative impacts associated with the above-referenced pollutants and their precursors is that impacts that would be directly less than significant on a project level would also be cumulatively less than significant. Therefore, because the Project's operational emissions are less than the respective SCAQMD daily operational thresholds, the Project's operations phase activities would not contribute to a cumulatively considerable net increase of a pollutant for which the SoCAB is in nonattainment. Emissions of nonattainment pollutants or their precursors would not be cumulatively considerable and would be less than significant, and no mitigation is required.

## *Cumulative Health Impacts*

The SoCAB is designated as nonattainment for O3, PM10, and PM2.5, which means that the background levels of those pollutants are, at times, higher than the ambient air quality

standards. The air quality standards were set to protect public health, including the health of sensitive individuals (the elderly, children, and the sick). Therefore, when the concentrations of those pollutants exceed the standard, it is likely that some sensitive individuals in the population would experience health effects. These health effects are not identified for specific individual receptors nor does the analysis identify the magnitude of health effects. The regional analysis detailed above found that the Project would not exceed the SCAQMD regional significance thresholds for VOC and NOx (ozone precursors), PM10, and PM2.5. As such, the Project would result in a less than significant cumulative health impact, and no mitigation is required.

***c) Expose sensitive receptors to substantial pollutant concentrations?***

**Less Than Significant Impact.** A significant impact may occur when a project generates pollutant concentrations to a degree that would significantly affect sensitive receptors, which include populations that are more susceptible to the effects of air pollution than the population at large. Exposure of sensitive receptors is addressed for emissions from construction and operation of the proposed Project. To address construction activities, the analysis below includes the following analyses: localized air quality impacts from construction and toxic air contaminants (TACs), specifically diesel particulate matter (DPM) from on-site construction, and asbestos and exposure to lead-based paint during demolition activities. To address operational emissions exposure to sensitive receptors, the analysis below discusses local air quality impacts from on-site operations and CO hotspots. Operational, long-term TACs may be generated by some industrial land uses; commercial land uses (e.g., gas stations and dry cleaners); and diesel trucks on freeways. Residential uses do not generate substantial quantities of TACs; therefore, the Project would result in less than significant impacts related to operational TACs, and no mitigation is required.

## *Construction*

Localized Criteria Pollutants from On-Site Construction

In addition to the mass daily emissions thresholds established by the SCAQMD, short-term local impacts to nearby sensitive receptors from on-site emissions of NOx, CO, PM10, and PM2.5 are examined based on SCAQMD localized significance threshold (LST) methodology. To assess local air quality impacts for development projects without complex dispersion modeling, the SCAQMD developed screening (lookup) tables to assist lead agencies in evaluating impacts.

The LST method is recommended to be limited to projects that are five acres or less. For the purposes of an LST analysis, SCAQMD considers receptors where it is possible that an individual could remain for 1 hour for NO2 and CO exposure and 24 hours for PM10 and PM2.5 exposure. The emissions limits in the lookup tables are based on the SCAQMD's Ambient Air Quality Standards (SCAQMD 2016). The closest receptors to the Project site are single family uses located north, east, and west of the Project site. Individuals at these residences were evaluated for exposure for 1 hour and 24 hours. The emissions thresholds are for receptors within 25 meters (82 feet) of the Project site; the thresholds for receptors farther away would be higher, and the Project emissions would be a smaller fraction of the thresholds.

Table 3-6, Localized Significance Threshold Construction Emissions, shows the maximum daily on-site emissions for construction activities compared with the SCAQMD LSTs with receptors within 25 meters for a Project site area of 1 acre. The Project's maximum daily on-site emissions would occur during the grading phase. As shown in Table 3-6, the localized emissions from the Project would be below the respective SCAQMD thresholds, and impacts to sensitive receptors would be less than significant, and no mitigation is required.

**TABLE 3-6**
**LOCALIZED SIGNIFICANCE THRESHOLD CONSTRUCTION EMISSIONS**

| | Emissions (lbs/day)[a] | | | |
|---|---|---|---|---|
| **Emissions and Thresholds** | **NOx** | **CO** | **PM10** | **PM2.5** |
| Project maximum daily on-site emissions | 8 | 7 | <1 | <1 |
| **SCAQMD Localized Significance Threshold[a]** | 83 | 673 | 5 | 4 |
| **Exceed threshold?** | **No** | **No** | **No** | **No** |

lbs/day: pounds per day; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter.

[a] Data is for SCAQMD Source Receptor Area 11, South San Gabriel Valley, 25-meter distance, 1 acre.

Source: SCAQMD 2009 (thresholds); see Appendix A, Air Quality and Greenhouse Gas Emissions Modeling Data, for CalEEMod outputs.

Toxic Air Contaminant Emissions from On-Site Construction

Construction activities would result in short-term, project-generated emissions of DPM from the exhaust off-road, heavy-duty diesel equipment used for site preparation (e.g., demolition, excavation, and grading); paving; building construction; and other miscellaneous activities. CARB identified DPM as a TAC in 1998. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Thus, the risks estimated for a maximally exposed individual (MEI) are higher if a fixed exposure occurs over a longer time period. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments—which determine the exposure of sensitive receptors to TAC emissions—should be based on a 40-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the Project.

There would be relatively few pieces of off-road, heavy-duty diesel equipment in operation, and the total construction period would be relatively short when compared to a 40-year exposure period. Combined with the highly dispersive properties of DPM and additional reductions in particulate emissions from newer construction equipment, as required by USEPA and CARB regulations, construction emissions of TACs would not expose sensitive receptors to substantial emissions of TACs. The impact would be less than significant, and no mitigation is required.

## *Operational*

Localized Criteria Pollutants from On-site Operations

Project-related air emissions may have the potential to exceed the State and federal air quality standards in the vicinity of the Project even though these pollutant emissions may not be significant enough to create a regional impact to the SoCAB. Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, and on-site usage of natural gas appliances may have the potential to generate emissions that exceed the State and federal air quality standards in the vicinity of the Project even though these pollutant emissions may not be significant enough to create a regional impact to the SoCAB.

The local air quality emissions from on-site operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the LST Methodology. Table 3-7, Localized Significance Threshold Operational Emissions, shows the on-site operational emissions from area sources, energy usage, vehicles operating on-site, and the calculated emissions thresholds.

**TABLE 3-7**
**LOCALIZED SIGNIFICANCE THRESHOLD**
**OPERATIONAL EMISSIONS**

| | Pollutant Emissions (pounds/day)[b] | | | |
|---|---|---|---|---|
| **On-Site Emission Source** | **NOx** | **CO** | **PM10** | **PM2.5** |
| Mobile[a] | <1 | <1 | <1 | <1 |
| Area | <1 | <1 | <1 | <1 |
| Energy | <1 | <1 | <1 | <1 |
| Water | <1 | <1 | <1 | <1 |
| Waste | <1 | <1 | <1 | <1 |
| Refrig. | <1 | <1 | <1 | <1 |
| Stationary | <1 | 2 | <1 | <1 |
| Project's total maximum daily on-site emissions | **<1** | **2** | **<1** | **<1** |
| **SCAQMD Localized Significance Threshold[b]** | **83** | **673** | **1** | **1** |
| **Exceeds Threshold?** | **No** | **No** | **No** | **No** |

lbs/day: pounds per day; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter.

[a] Onsite vehicle emissions based on 5% of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the Project site.

[b] Data is for SCAQMD Source Receptor Area 11, San Gabriel Valley, with a source receptor distance of 25-meters, 1 acre.

Source: SCAQMD 2009 (thresholds); see Appendix A, Air Quality and Greenhouse Gas Emissions Modeling Data, for CalEEMod outputs.

The data provided in Table 3-7 shows that the ongoing operations of the Project would not exceed the local NOx, CO, PM10, and PM2.5 thresholds of significance. Therefore, operation of the Project would create a less than significant impact to sensitive receptors, and no mitigation is required.

Carbon Monoxide Hotspot

In an urban setting, vehicle exhaust is the primary source of CO. Consequently, the highest CO concentrations generally are found close to congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as the distance from the emissions source (e.g., congested intersection) increases. Therefore, for purposes of providing a conservative worst-case impact analysis, CO concentrations typically are analyzed at congested intersection locations. If impacts are less than significant close to congested intersections, impacts also would be less than significant at more distant sensitive-receptor and other locations. If impacts are less than significant close to congested intersections, impacts also would be less than significant at more distant sensitive-receptor and other locations. An initial screening procedure is provided in the *Transportation Project-Level Carbon Monoxide Protocol* (CO Protocol) to determine whether a project poses the potential to generate a CO hotspot (UCD ITS 1997). The key criterion is whether the Project would worsen traffic congestion at signalized intersections operating at level of service (LOS) E or F. If a project poses potential for a CO hotspot, quantitative screening is required.

The Project's daily trips, as well as AM and PM peak hour trips, were quantified using the ITE's 11th Edition Trip Generation Manual. The Project is anticipated to generate approximately 19 trips per day, with one trip occurring during the AM peak hour and two trips during the PM peak hour (ITE 2021). The number of trips the Project would generate is considered to be negligible and would not be enough to significantly degrade any intersection's LOS. In addition, the 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (SCAQMD 2003b) evaluated numerous intersections for the potential to result in CO hotspots and found that the 1-hour CO standard (20.0 ppm) would likely not be exceeded until the daily traffic at the intersection exceeded more than 400,000 vehicles per day. Because the roadways proximate to the Project site have substantially less traffic than 400,000 trips per day, CO concentrations at nearby roadway intersections are anticipated to be substantially less than the CO ambient air quality standards. Moreover, vehicle standards have become increasingly more stringent since 1992, and background CO concentrations are less than in 1992. As such, existing CO concentrations would be less than the ambient air quality concentration standards and the small contribution of Project-related traffic would likewise not result in CO concentrations that would exceed either the State or federal ambient air quality standards. The Project would result in less than significant impacts related to CO hotspots, and no mitigation is required.

***d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

**Less Than Significant Impact.** Project construction would use equipment and activities that could result in other emissions (such as those leading to odors). However, these odors would be typical during construction and not extraordinarily objectionable. Potential construction

odors include on-site construction equipment's diesel exhaust emissions as well as roofing, painting, and paving operations. There may be situations where construction activity odors could be noticed. However, these odors would be temporary and would dissipate rapidly from the source with an increase in distance. These odors would not be of such magnitude to cause a public nuisance. Therefore, the impacts would be short-term; would not affect a substantial number of people; and would be less than significant.

According to the SCAQMD CEQA Handbook, land uses associated with odor complaints typically include agricultural uses, sewer treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The Project does not include any uses identified by the SCAQMD as being associated with odors, and therefore, would not likely produce objectionable odors. In addition, the Project uses are regulated from nuisance odors or other objectionable emissions by SCAQMD Rule 402, Nuisance (RR AQ-2). Rule 402 prohibits discharge from any source of air contaminants or other material which would cause injury, detriment, nuisance, or annoyance to people or the public. Overall, there would be a less than significant impact, and no mitigation is required.

## Regulatory Requirements

**RR AQ-1** All construction activities shall be conducted in compliance with South Coast Air Quality Management District's Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance. Contractor compliance with Rule 403 requirements shall be mandated in the contractor's specifications.

**RR AQ-2** All construction activities shall be conducted in compliance with South Coast Air Quality Management District Rule 402, Nuisance, which states that a project shall not "discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property".

## Mitigation Measures

Project implementation would not result in significant impacts related to Air Quality; therefore, no mitigation measures are required.

# 3.4 BIOLOGICAL RESOURCES

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife 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 Wildlife or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| c) Have a substantial adverse effect on state or federally protected wetlands (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? | ☐ | ☐ | ☐ | ☒ |

## Impact Analysis

***Would the Project:***

***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 Wildlife or U.S. Fish and Wildlife Service?***

**Less Than Significant Impact**. The Project site is located within an urbanized portion of the City and lacks potentially suitable habitat to support listed sensitive or special status plant or wildlife species for the area. Typically, significant wildlife habitats do not occur within the urbanized portions of a City. Vegetation on-site is non-native and disturbed, and the Project site and surrounding area is anticipated to be utilized primarily by wildlife species common to urban areas. The Crotch's bumblebee, a candidate for listing under the California Endangered Species Act, lives in grasslands, shrublands, chaparral, desert margins, and semi-urban areas. Although no native vegetation types are present on the Project site, the Crotch's bumblebee may potentially occur onsite, similar to any other site in Southern

California. Therefore, as part of the Project, a biologist will be retained to survey for any Crotch's bumblebee and nesting prior to the start of construction (within three days). If any active nests are identified, construction activity will stay outside of a no-disturbance buffer, as recommended by the biologist. In light of this Project feature, potential impacts would be less than significant, and no mitigation is required.

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

**No Impact**. The Project site does not contain any riparian habitat or other sensitive natural vegetation communities identified in the local or regional plans or by the California Department of Fish and Wildlife (CDFW) and US Fish and Wildlife Service (USFWS). There would be no impact to riparian habitats or sensitive natural vegetation communities, and no mitigation is required.

***c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

**No Impact.** The Project site does not support State or federally protected wetlands, or other areas under the jurisdiction of the CDFW, the Regional Water Quality Control Board (RWQCB), or the U.S. Army Corps of Engineers (USACE). There are no jurisdictional drainage, wetland, or riparian habitats on the Project site. Therefore, regulatory approvals from the CDFW, RWQCB, or USACE would not be required for implementation of the Project. There would be no impact, and no mitigation is required.

***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?***

**Less Than Significant Impact**. The undeveloped Project site is within a developed area of the City. The site is isolated from regional wildlife corridors and linkages, and there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the Project site to any identified wildlife corridors or linkages. As a result, implementation of the proposed Project would not disrupt or have any adverse effects on any migratory corridors or linkages in the surrounding area. The Project would not affect the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, as the Project is part of none. Also, there are no native wildlife nursery sites on or near the site.

Currently there are no trees but only vegetation on the Project site. Although unlikely as there are no trees, there may be nesting potential on the site for birds protected by the Federal Migratory Bird Treaty Act (MBTA) and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code. The MBTA protects common and special status migratory birds and their nests and eggs. If site ground disturbance or vegetation removal activities occur during the nesting season (January 15th and September 15th), active bird nests, if

present, on the site may be disturbed by the proposed Project, resulting in a significant impact. As a project design feature (PDF), a pre-construction survey for nesting birds will be conducted within three days of the start of any vegetation removal or ground disturbing activities. If an active nest is identified during the pre-construction survey, construction activities will stay outside of a no-disturbance buffer, as determined by a wildlife biologist, until the young have left the nest or the nest otherwise becomes inactive under natural conditions. The potential impacts would be less than significant with the PDF, and no mitigation is required.

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

**No Impact**. Currently there are no trees but only vegetation on the site. The proposed landscape plan would comply with Chapter 26, Article XIV, Division 1, Water Efficient Landscaping, of the West Covina Municipal Code, as reviewed and approved by the City of West Covina (RR BIO-1). The Project would not conflict with any local policies or ordinances, no impacts would occur, and no mitigation is required.

***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?***

**No Impact**. The proposed Project site is in an urbanized region and not within any established Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved type of habitat conservation plan. In addition, there are no HCP or NCCP areas within two miles of the Project site. Therefore, the proposed Project would not have any significant impacts in this regard, and no mitigation is required.

## Regulatory Requirements

**RR BIO-1** The proposed on-site and off-site trees shall be planted, preserved, removed, replaced and/or maintained in accordance with Chapter 26, Article XIV, Division 1, Water Efficient Landscaping, and Chapter 26, Article VI, Division 9, Preservation, Protection and Removal of Trees, of the West Covina Municipal Code.

## Mitigation Measures

Project implementation would not result in significant impacts related to Biological Resources; therefore, no mitigation measures are required.

# 3.5 CULTURAL RESOURCES

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | ☐ | ☐ | ☒ | ☐ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | ☐ | ☐ | ☒ | ☐ |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☐ | ☒ | ☐ |

This analysis used the results of the City of West Covina 2016 General Plan Update (Plan WC) and Downtown Plan and Code EIR (Rincon 2016).

## Impact Analysis

***Would the Project:***

***a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?***

**Less Than Significant Impact**. The National Register of Historic Places (NRHP) Database does not identify historic resources in the City. While there are no properties within ½-mile of the Project site that the City has previously recommended nomination to the California Register of Historical Places, the Taylor House, located at 3510 Cameron Avenue, is listed on the City of West Covina's website as a restored resource (West Covina 2016a). While historically significant, the Taylor House has not been officially designated as a historic landmark. The Taylor House is located approximately 0.07 mile west of the Project site but is not adjacent to the site. Given the distance with an existing large lot residence located between the proposed Project and the Taylor House and that all construction related activities would occur within the site, impacts to historical resources pursuant to Section 15064.5 would be less than significant, and no mitigation is required.

***b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?***

**Less Than Significant Impact.** The NRHP Database found no archaeological resources in the City. However, buried historical and/or archaeological materials have the potential to be uncovered during ground-disturbing activities, similar to any other site. If Project grading and excavation occurs within native sediment, the Project Applicant (as a PDF) may retain a qualified Archaeologist to monitor during large areas of earth-moving activities, as needed. The potential impacts would be less than significant with the proposed PDF, and no mitigation is required.

***c) Disturb any human remains, including those interred outside of formal cemeteries?***

**Less Than Significant Impact.** There is no indication that human remains are present within the Project site. However, construction activities may unearth previously undiscovered human remains. In compliance with State and federal regulations, if human remains are encountered during excavation activities, all work shall halt at the site and or any nearby areas reasonably suspected to overlie adjacent remains, and the County Coroner shall be notified (RR CUL-1). The Coroner shall determine whether the remains are of forensic interest within two working days of receiving notification. If the Coroner, with the aid of the qualified archaeologist, determines that the remains are prehistoric, the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours of the determination. The NAHC shall be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 5097.98 of the California Public Resources Code. Compliance with RR CUL-1 would ensure that impacts on human remains would be less than significant. No mitigation is required.

## Regulatory Requirements

**RR CUL-1** If human remains are encountered during any Project-related ground-disturbing activities, Section 7050.5 of the *California Health and Safety Code* states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition of the materials pursuant to Section 5097.98 of the *California Public Resources Code.* The provisions of Section 15064.5 of the California Environmental Quality Act Guidelines shall also be followed. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner shall notify the Native American Heritage Commission (NAHC). The NAHC will determine and notify a Most Likely Descendent (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The descendent must complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. These requirements shall be included as notes on the contractor specification and verified by the Community Development Department, prior to issuance of grading permits. This measure shall be implemented to the satisfaction of the City in consultation with the County Coroner.

## Mitigation Measures

Project implementation would not result in significant impacts related to Cultural Resources; therefore, no mitigation measures are required.

# 3.6 ENERGY

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☐ | ☐ | ☐ | ☒ |

## Impact Analysis

***Would the Project:***

***a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

**Less Than Significant Impact.** Section 21100(b)(3) of the *California Public Resources Code* and Appendix F to the State CEQA Guidelines require a discussion of potential energy impacts of proposed projects. Appendix F states:

> The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:
>
> (1) Decreasing overall per capita energy consumption,
>
> (2) Decreasing reliance on fossil fuels such as coal, natural gas and oil, and
>
> (3) Increasing reliance on renewable energy sources.

Southern California Edison (SCE) and the Southern California Gas Company (SCGC) are utility companies that currently provide and would continue to provide electrical and natural gas services to the Project site. Compliance with energy efficiency and conservation policies and regulations is discussed in this section.

The City of West Covina has adopted an Energy Action Plan (EAP) to address environmental and fiscal impacts associated with energy consumption. The EAP was developed to guide the City toward attainable conservation goals that would reduce the impact of GHG emissions within the community. These conservation goals include:

- Educating the public about energy saving techniques and programs.
- Promoting and creating energy conservation opportunities and programs.
- Installing environmentally benign, renewable and reliable energy facilities.
- Participating in alliances with local businesses and with other agencies.

- Pursuing and performing local and higher funding opportunities.
- Coordinating other City policies, programs and ordinances to become compatible with Sustainable Community goals.

The State of California has also adopted efficiency design standards within the Title 24 Building Standards and CALGreen requirements (RR ENE-1). Title 24 of the California Code of Regulations (CCR, specifically, Part 6) is California's Energy Efficiency Standards for Residential and Non-residential Buildings. Title 24 was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and to provide energy efficiency standards for residential and non-residential buildings. The 2022 California Green Building Standards Code (24 CCR, Part 11), also known as the CALGreen Code, contains mandatory requirements for new residential and nonresidential buildings throughout California. The development of the CALGreen Code is intended to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the following construction practices: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental quality (CBSC 2022). The CALGreen Code was adopted to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. Starting on January 1, 2020, all new single-family residential uses are required to offset their annual electrical demand through the use of energy efficiency and solar photovoltaic panels. These new homes are expected to reduce energy use by more than 50 percent. The proposed Project would be consistent with RR ENE-1.

## *Construction*

Project construction would require the use of construction equipment for grading and building activities. All off-road construction equipment is assumed to use diesel fuel. Construction also includes the vehicles of construction workers and vendors traveling to and from the Project site.

Fuel consumption was estimated based on anticipated construction durations, as well as equipment quantities and types. Construction energy consumption was estimated using a proprietary energy consumption model utilizing a combination of the California Emissions Estimator Model (CalEEMod), the Off-Road Diesel Analysis (OffRoad) inventory tool, and CARB's Emission Factors (EMFAC) database. As shown in Table 3-8, a total of 1,124 gallons of gasoline, 4,090 gallons of diesel fuel, and 693 kilowatt hours of electricity is estimated to be consumed during Project construction.

**TABLE 3-8**
**ENERGY USE DURING CONSTRUCTION**

| Source | Gasoline - gallons | Diesel Fuel - gallons | Electricity (kWh/yr) |
|---|---|---|---|
| Off-road Construction Equipment | 0 | 4,087 | **693** |
| Worker commute | 1,124 | 3 | **0** |
| Vendors | 0 | 0 | **0** |
| On-road haul | 0 | 0 | **0** |
| **Totals** | **1,124** | **4,090** | **693** |
| Sources: Psomas 2020 based on data from CalEEMod, OffRoad and EMFAC2017. Energy data can be found in Appendix C of this Initial Study. | | | |

Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Furthermore, there are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. Energy used in the construction of the Project would enable the development of buildings that meet the latest energy efficiency standards as detailed in California's Title 24 building standards. Therefore, the proposed construction activities would not result in inefficient, wasteful, or unnecessary energy consumption.

## *Operations*

The proposed Project would promote building energy efficiency through compliance with energy efficiency and green building standards (Title 24 and CALGreen). The Project site is currently undeveloped. The development of the Project would be required to comply with the latest (2022) building energy efficiency standards adopted by the State of California. The estimated energy consumption attributable to the Project is shown in Table 3-9 below.

**TABLE 3-9**
**ENERGY USE DURING OPERATIONS**

| Land Use | Gasoline | Diesel | Natural Gas (kBTU/yr) | Electricity (kWh/yr) |
|---|---|---|---|---|
| Project Land Uses | 1,627 | 625 | 76,671 | 13,790 |
| Title 24 Energy Consumption | - | - | - | 13,790 |
| Total | **1,627** | **625** | **76,671** | **0** |
| Sources: Psomas 2024. Energy data can be found in Appendix C of this Initial Study. | | | | |

As shown in the above table, the Project's operation would result in the consumption of approximately 1,627 gallons of gasoline, 625 gallons of diesel, and 76,671 kilo-British thermal units of natural gas. The Project would include solar panels in accordance with Title 24. These solar panels are estimated to supply 100 percent of the electricity consumed by the Project. Since the Project would incorporate energy efficient appliances, fixtures, and

solar panels into the Project design, the Project's operation would not result in inefficient, wasteful, or unnecessary energy consumption. Therefore, the proposed Project would not result in an inefficient, wasteful, or unnecessary consumption of energy. There would be a less than significant impact, and no mitigation is required.

***b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

**No Impact.** The Project would be required to comply with the State of California's Title 24 Building Standards and Title 24 Energy Efficiency Standards (RR ENE-1). The 2022 Building Energy Efficiency Standards contains mandatory requirements for appliances; lighting controls; insulation; solar readiness; space-conditioning equipment (heating and cooling); water heating; windows and doors; electrical power distribution systems; and the prohibition of pilot lights, among others. The requirements of the energy efficiency standards will result in the reduction of natural gas and electricity consumption (CBSC 2022a).

In addition, the CALGreen Code provides standards for energy efficiency (energy-efficient appliances); electric vehicle charging; renewable energy; lighting; insulation; and the planting of trees for shade. Inclusion of CALGreen Code measures reduces energy consumption through the use of energy efficient appliances, lighting, and building design features (insulation). In addition, the planting of trees for shade would reduce energy consumption related to air conditioning, while the inclusion of insulation would reduce energy consumption related to heating (CBSC 2022b).

The Project would be constructed in compliance with the latest energy efficiency and green building standards, which would be verified prior to the issuance of a certificate of occupancy. As a result, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and no impacts are anticipated.

## Regulatory Requirements

**RR ENE-1** The Project must be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) and the Title 24 Green Building Standards Code (CALGreen), (CCR, Title 24, Part 11). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods.

## Mitigation Measures

Project implementation would not result in significant impacts related to Energy; therefore, no mitigation measures are required.

# 3.7 GEOLOGY AND SOILS

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Directly or indirectly cause 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 groundshaking? | ☐ | ☐ | ☒ | ☐ |
| 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 direct or indirect risks to life or property? | ☐ | ☐ | ☒ | ☐ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | ☐ | ☐ | ☐ | ☒ |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☐ | ☒ | ☐ |

## Impact Analysis

A Geotechnical Engineering and Geological Report (Geotechnical Report) has been prepared by Environmental Geotechnology Laboratory, Inc. (EGL) (April 2024) for the proposed Project to assess the geotechnical conditions on the site and provide structural design recommendations for the construction of the Project. The findings of the Geotechnical Report are summarized below, and the report is included as Appendix D to this Initial Study.

***Would the Project:***

***a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

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

**Less Than Significant Impact.** Ground rupture occurs when movement on a fault breaks through the surface. The State of California has established Earthquake Fault Zones for the purpose of mitigating the hazard of fault rupture by prohibiting the location of most human occupancy structures across the traces of active faults. The Project site is outside of an Earthquake Fault Zone and Alquist-Priolo Earthquake Fault Zoning Map. Therefore, per the Geotechnical Report, the potential for surface rupture onsite is low. Therefore, the Project has a less than significant potential to cause adverse effects related to surface rupture from an Alquist-Priolo Fault Zone, and no mitigation is required.

***ii) Strong seismic groundshaking?***

**Less Than Significant Impact.** The subject property is located in the northern slopes of San Jose Hills and consisted of east west trending ridge with low to moderately steep hills. Subject property is located northwest and southeast of the San Jose Hills fault and Walnut Creek structural areas approximately 4,940 to 5,550 feet southeast and 5,590 to 6,000 feet northwest of the subject property, respectively. Both faults (as part of the Puente Hill fault system) are classified as active fault systems that have past seismic events that occurred within the last 11,000 years based on the definition of California Geological Survey. It is anticipated that because the Project site is located within a seismically active region, the Project site would experience ground shaking during the life of the Project.

In order to reduce the effects of ground shaking, the Project should be designed in accordance with all applicable current codes and standards utilizing the appropriate seismic design parameters to reduce seismic risk as defined by California Geological Survey (CGS) Chapter 2 of Special Publication 117a and the 2022 California Building Code (RR GEO-1). All buildings and other structures constructed as part of the proposed Project would be designed in accordance with applicable requirements of the CBC in effect at the time of grading plan submittal, and any applicable building and seismic codes in effect at the time the grading plans are submitted. Based on the subsurface conditions exposed during field investigation and laboratory testing program, the Geotechnical Report includes recommendations to be incorporated in the design and construction phases of the Project and concludes that the proposed Project is feasible from a geotechnical standpoint, with incorporation of the Geotechnical Report recommendations into the design and construction of the Project and compliance with applicable building and seismic codes. Therefore, there would be a less than significant impact from strong seismic groundshaking, and no mitigation is required.

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

**No Impact**. Liquefaction of soils may be caused by cyclic loading such as that imposed by ground shaking during earthquakes. The increase in pore pressure results in a loss of strength, and the soil then can undergo both horizontal and vertical movements, depending on the site conditions. Liquefaction is generally known to occur in loose (low-density), saturated, relatively clean, fine-to medium-grained cohesionless soils. Effects of liquefaction can include sand boils, settlement, and bearing capacity failures below structural foundations.

As indicated in the Geotechnical Report (Appendix D), based on a review of the State of California Official Map of Earthquake Zones of Required Investigation for the San Dimas Quadrangle, the site is not located within a Zone of Required Investigation for Liquefaction. Additionally, with the absence of shallow groundwater, the potential for liquefaction to occur onsite is low. Therefore, the Project would not have the potential to cause substantial adverse effects, including the risk of loss, injury, or death, due to seismic-related ground failure, including liquefaction. No impact would occur, and no mitigation is required.

### *iv) Landslides?*

**No Impact.** The Project site and surrounding area are located within the northern slopes of the San Jose Hills on a vacant hillside site bordered easternly and north by low to moderately steep slopes, with ground elevations on the Project site at approximately 480 feet above mean sea level (msl). The California Department of Conservation (DOC) does not designate the site and the surrounding area as an Earthquake-Induced Landslide Zone, which include areas where historical occurrence of landslide movement has occurred or where local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacement (DOC 2024). Therefore, the Project would not have a significant potential to result in a substantial adverse effect, including the risk of loss, injury, or death, due to landslides. No impact would occur, and no mitigation is required.

### *b) Result in substantial soil erosion or the loss of topsoil?*

**Less Than Significant Impact.** According to the Geotechnical Report, it is EGL's opinion that the surficial soils at the existing Project site, specifically the northerly descending slopes, will not significantly impact the subject property or neighbor's property due to fully established vegetation growth with future retaining walls retaining the upslope area. However, all slopes will be subject to surficial erosion. Therefore, as discussed in the Geotechnical Report, slopes should be protected from surface runoff by means of top-of-slope compacted earth berms or concrete interceptor drains, all slopes should be landscaped with suitable plants requiring minimal cultivation and irrigation water in order to thrive, irrigation system should be installed and properly maintained, and over-watering and subsequent saturation of slope surface should be avoided.

Additionally, as the Project site has over one acre of land area, it would be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities or coverage under the NPDES Construction General Permit. The Construction

General Permit requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of erosion control, sediment control, tracking, waste management, and construction site maintenance best management practices (BMPs) to reduce the potential for soil and wind erosion during construction activities (RR HYD-1, in Section 4.10). Further, the proposed Project must comply with the City's grading ordinance, which requires preparation of an erosion control plan for City approval prior to issuance of a grading permit (RR GEO-2). With compliance with these regulations, construction-related soil erosion would be less than significant, and no mitigation is required.

***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?***

**Less Than Significant Impact.** As discussed in the Geotechnical Report, based on EGL's review of the "Seismic Hazard Zones Map of San Dimas Quadrangle" (CDMG,1999), the site is not located in a mapped earthquake-induced liquefaction or landslide potential areas. Additionally, based on the Geotechnical Report, groundwater, seeps, seepage or springs and/or static surface streams were not observed in the any of the exploration or surficially during subsurface investigation to the maximum explored depth of 16 feet below the existing ground surface. As such, the current local groundwater is deeper than the maximum explored depths. Therefore, groundwater is not expected to be a significant constraint during Project construction. It is noted that groundwater may be a constraint if grading is completed during the rainy season when perched water is more likely to occur. However, Project grading is not anticipated to occur during rainy season. Impacts would be less than significant, and no mitigation is required.

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

**Less Than Significant Impact.** As indicated in the Geotechnical Report, it is anticipated that the proposed structures will be underlain by bedrock and/or new certified compacted fill of low expansion potential. However, as indicated in the geotechnical report, it is recommended that the construction areas be cut to grade then observed by a representative of EGL to verify the sub-grade soil conditions for any potential needs of removal of loose soils and replacement with compacted fill. The report states that this may also be necessary due to difference in expansion characteristics of foundation materials beneath a structure. Locally deeper removals may be necessary to expose competent natural ground. Additionally, cut and fill transition during the grading process is anticipated, and it is recommended to remove all loose surficial soil to expose competent bedrock within the proposed fill area prior to adding any fill material. The actual removal depths should be determined in the field as conditions are exposed. Visual inspection and/or testing may be used to define removal requirements. In compliance with the recommendation in the report, the impacts would be less than significant, and no mitigation is required.

Additionally, Project construction would be required to comply with 2022 California Building Code (RR GEO-1). The Geotechnical Report concludes that the proposed Project is feasible from a geotechnical standpoint, provided the recommendations in the Geotechnical

Report are incorporated into the design and construction of the proposed Project. The Applicant/Project contractor will ensure implementation and enforcement of all recommendations within the Project's Geotechnical Engineering and Geotechnical Report. Additionally, Project plans would be reviewed and approved by the City prior to construction to ensure all Project improvements are geotechnically sound. Impacts are less than significant, and no mitigation is required.

***e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?***

**No Impact.** There are no existing septic tanks at the Project site. The use of septic tanks or alternative wastewater disposal systems is not proposed by the Project. Therefore, no impact would result, and no mitigation is required.

***f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

**Less Than Significant Impact.** The site is in the northeastern portion of the Los Angeles Basin within the Peninsular Ranges geomorphic province of California. The Peninsular Ranges are characterized by elongate structural blocks bounded by northwest to west-northwest trending fault zones. Several of these faults terminate at or merge with the east-west trending thrust faults at the southern edge of the Traverse Ranges geomorphic province to the north of the site.

The Project is consistent with the City requirements and designations for the site and does not propose a development resulting in land use of greater density, intensity than permitted under State Law, the General Plan, or the Municipal Code and would not allow new development on sites where such development is prohibited under State Law or the General Plan.

If excavation extends into native soils, and if grading activities encounter unknown paleontological resources, the Project Applicant (as a PDF) may retain a qualified Paleontologist to monitor during large areas of earth-moving activities, as needed. The potential impacts would be less than significant with the PDF, and no mitigation is required.

## Regulatory Requirements

**RR GEO-1** The Project shall be designed and constructed in compliance with the 2019 California Building Code (CBC) Design Parameters, or the most current CBC adopted in the City's Municipal Code.

**RR GEO-2** Prior to issuance of a grading permit, the Project Applicant shall prepare an erosion control plan in compliance with City's Grading Ordinance, as approved by the City.

## Mitigation Measures

Project implementation would not result in significant impacts related to Geology and Soils; therefore, no mitigation measures are required.

# 3.8 GREENHOUSE GAS EMISSIONS

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☒ | ☐ |

## Impact Analysis

Climate change refers to any significant change in measures of climate (e.g., average temperature, precipitation, or wind patterns) over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have recently been associated with global warming, which is an average increase in the temperature of the atmosphere near the Earth's surface; this is attributed to an accumulation of greenhouse gas (GHG) emissions in the atmosphere. GHGs trap heat in the atmosphere which, in turn, increases the Earth's surface temperature. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through fossil fuel combustion in conjunction with other human activities are associated with global warming.

GHGs, as defined under California's Assembly Bill (AB) 32, include carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxide ($N_2O$), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride ($SF_6$). General discussions on climate change often include water vapor, atmospheric ozone, and aerosols in the GHG category. Water vapor and atmospheric ozone are not gases that are formed directly in the construction or operation of development projects, nor can they be controlled in these projects. Aerosols are not gases. While these elements have a role in climate change, they are not considered by either regulatory bodies, such as CARB, or climate change groups, such as the California Climate Action Registry, as gases to be reported or analyzed for control. Therefore, no further discussion of water vapor, atmospheric ozone, or aerosols is provided.

## *Regulatory Background*

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order (EO) S-3-05, which calls for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

The principal overall State plan and policy adopted for the purpose of reducing GHG emissions is Assembly Bill (AB) 32 (California Global Warming Solutions Act of 2006). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 recognizes that California is the source of substantial amounts of GHG emissions. The statute states the following:

> Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

In order to avert these consequences, AB 32 establishes a State goal of reducing GHG emissions to 1990 levels by the year 2020, codifying the goal of EO S-3-05.

CARB approved a Climate Change Scoping Plan as required by AB 32 in 2008; this plan is required to be updated every five years. The Climate Change Scoping Plan proposes a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (CARB 2008). The Climate Change Scoping Plan has a range of GHG-reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation regulation to fund the program. On February 10, 2014, CARB released the Draft Proposed First Update to the Climate Change Scoping Plan (CARB 2014). The board approved the final First Update to the Climate Change Scoping Plan on May 22, 2014. The first update describes California's progress towards AB 32 goals, stating that "California is on track to meet the near-term 2020 greenhouse gas limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32" (CARB 2014). The latest update occurred in January 2017 and incorporates the 40 percent reduction to 1990 emissions levels by 2030.

The Sustainable Communities and Climate Protection Act of 2008, Senate Bill (SB) 375, established a process to coordinate land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. SB 375 required SCAG to incorporate a "sustainable communities strategy" (SCS) into its regional transportation plans (RTPs) that will achieve GHG emission reduction targets

though several measures, including land use decisions. SCAG's SCS is included in the SCAG 2016–2040 RTP/SCS (SCAG 2016). The goals and policies of the RTP/SCS that reduce vehicle miles traveled (VMT) focus on transportation and land use planning that include building infill projects; locating residents closer to where they work and play; and designing communities so there is access to high quality transit service.

On April 29, 2015, Governor Brown signed EO B-30-15, which ordered an interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. Five key goals for reducing GHG emissions through 2030 include (1) increasing renewable electricity to 50 percent; (2) doubling the energy efficiency savings achieved in existing buildings and making heating fuels cleaner; (3) reducing petroleum use in cars and trucks by up to 50 percent; (4) reducing emissions of short-lived climate pollutants; and (5) managing farms, rangelands, forests and wetlands to increasingly store carbon. EO B-30-15 also directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

On September 8, 2016, the Governor signed Senate Bill 32 (SB 32) to codify the GHG reduction goals of EO B-30-15, requiring the State to reduce GHG emissions by 40 percent below 1990 levels by 2030 (Health and Safety Code Section 38566). As stated above, this goal is expected to keep the State on track to meeting the goal set by EO S-3-05 of reducing GHG emissions by 80 percent below 1990 levels by 2050.

AB 197 was signed at the same time to ensure that the SB 32 goals are met by requiring CARB to provide annual reports of GHGs, criteria pollutants, and TACs by facility, City and sub-county level, and sector for stationary sources and at the County level for mobile sources. It also requires the CARB to prioritize specified emission reduction rules and regulations and to identify specified information for emission reduction measures (e.g., alternative compliance mechanism, market-based compliance mechanism, and potential monetary and nonmonetary incentive) when updating the Scoping Plan.

SB 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. SB 350 is the implementation of some of the goals of EO B-30-15. The objectives of SB 350 are as follows:

1. To increase from 33 percent to 50 percent, the procurement of our electricity from renewable sources
2. To double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation

The text of SB 350 sets a December 31, 2030, target for 50 percent of electricity to be generated from renewable sources. SB 350 also requires the State to double statewide energy efficiency savings in electricity and natural gas end uses by 2030. Additionally, SB 350 sets requirements for large utilities to develop and submit integrated resources plans (IRPs), which detail how utilities would meet their customers' resource needs, reduce GHG emissions, and integrate clean energy resources (CEC 2020a).

On September 10, 2018, Governor Brown signed SB 100, the 100 Percent Clean Energy Act of 2018. SB 100 requires renewable energy and zero-carbon resources to supply 100 percent of electric retail sales to end-use customers and 100 percent of electricity procured to serve state agencies by December 31, 2045. This policy requires the transition to zero-carbon electric systems that do not cause contributions to increase of GHG emissions elsewhere in the western electricity grid (CEC 2020b). SB 100 also creates new standards for the Renewable Portfolio Standard (RPS) goals established by SB 350 in 2015. Specifically, the bill increases required energy from renewable sources for both investor-owned utilities and publicly owned utilities from 50 percent to 60 percent by 2030.

Further, on September 10, 2018, Governor Brown also signed California EO B-55-18, which sets a new statewide goal of carbon neutrality as soon as possible, and no later than 2045 and achieve net negative emissions thereafter. EO B-55-18 was added to the existing Statewide targets of reducing GHG emissions, including the targets previously established by Governor Brown of reducing emissions to 40 percent below 1990 levels by 2030 (EO B-30-15 and SB 32), and by Governor Schwarzenegger of reducing emissions to 80 percent below 1990 levels by 2040 (EO S-3-05).

The City of West Covina does not currently have a Climate Action Plan; however, the City has adopted an Energy Action Plan (EAP). Therefore, the Project is evaluated against the City's EAP. The purpose of the EAP is to "guide the City of West Covina toward attainable conservation goals that may also significantly reduce the impact of greenhouse gas emissions within the community" (City of West Covina 2011). The goals of the City's EAP include: educating the public about energy-saving techniques and programs; promoting and creating energy conservation opportunities and programs; installing environmentally benign, renewable, and reliable energy facilities; participating in alliances with local businesses and with other agencies; pursuing and performing local and higher funding opportunities; and coordinating other City policies, programs, and ordinances to become compatible with Sustainable Community goals.

## *SCAQMD Significance Criteria*

On December 5, 2008, the SCAQMD Governing Board presented the staff proposal for a tiered threshold approach wherein Tier 1 determines if a project qualifies for an applicable CEQA exemption, Tier 2 determines consistency with GHG reduction plans, and Tier 3 proposes a numerical screening value as a threshold. At their September 28, 2010, meeting, the Working Group suggested a Tier 3 threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO2e) per year for all land use types (SCAQMD 2010). Tier 4 determines if the project meets performance standards. Tier 4 has three options: Option 1—percent emission reduction target; Option 2—early implementation of applicable measures, and Option 3—sector-based standard. Tier 5 determines mitigation for CEQA offsets.

In the absence of adopted thresholds, the Tier 3 standard is used for this analysis (SCAQMD 2008). The development of project-level thresholds in accordance with CEQA is an ongoing effort at the State, Regional, and County levels, and significance thresholds may differ for future projects based on new or additional data and information that may be available at that time for consideration. The City of West Covina has not officially adopted any GHG CEQA

significance threshold. The City defers to assessment methods and significance thresholds developed by the SCAQMD. This impact analysis evaluates consistency with regulatory programs designed to reduce GHG emissions and that contribute to the achievement of AB 32's and SB 32's goals as the primary significance criterion. In addition, this impact analysis also evaluates the Project's estimated emissions compared to the Tier 3 threshold (as discussed above) for impacts related to GHG emissions proposed by staff of the SCAQMD, but not adopted by the SCAQMD Board.

***Would the Project:***

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

**Less Than Significant Impact.** In developing methods for GHG impact analyses, there have been suggestions from local air pollution control districts of quantitative thresholds, often referred to as screening levels, which define an emissions level below which it may be presumed that climate change impacts would be less than significant. Neither the SCAQMD, the City of West Covina, nor the County of Los Angeles have adopted a significance threshold for GHG emissions from non-industrial development projects. Consequently, pursuant to the discretion afforded by Sections 15064.4(a) and 15064.4(b) of the State CEQA Guidelines, the impact of the Project's GHG emissions are assessed based on the methodologies proposed by SCAQMD's GHG CEQA Significance Threshold Working Group, as described above.

Based on the proposed construction activities described above, the principal source of construction related GHG emissions would be from internal combustion engines of construction equipment, on-road construction vehicles, and workers' commuting vehicles. GHG emissions from construction activities were obtained from the CalEEMod model, described above. The estimated construction GHG emissions for the proposed Project would be 65 MTCO2e, as shown in Table 3-10, Estimated Greenhouse Gas Emissions from Construction.

**TABLE 3-10**
**ESTIMATED GREENHOUSE GAS EMISSIONS**
**FROM CONSTRUCTION**

| Year | Emissions ($MTCO_2e$) |
|---|---|
| 2025 | 128 |
| 2026 | 71 |
| **Total** | **199** |

$MTCO_2e$: metric tons of carbon dioxide equivalent

Notes:

- Totals may not add due to rounding variances.
- Detailed calculations in Appendix A, Air Quality and Greenhouse Gas Emissions Modeling Data.

Operational GHG emissions would come primarily from vehicle trips; other sources include electricity and water consumption; natural gas for space and water heating; and landscaping

and maintenance equipment. Table 3-11, Estimated Annual Greenhouse Gas Emissions from Project Operation, shows the annual GHG emissions from proposed Project's operations.

**TABLE 3-11**
**ESTIMATED ANNUAL GREENHOUSE GAS EMISSIONS FROM PROJECT OPERATION**

| Source | Emissions ($MTCO_2e$/yr) |
|---|---|
| Mobile | 20 |
| Area | <1 |
| Energy | 7 |
| Water | 1 |
| Waste | <1 |
| Refrig. | <1 |
| Stationary | 7 |
| **Total Operational Emissions** | **35** |

$MTCO_2e$/yr: metric tons of carbon dioxide equivalent per year

Notes:
- Totals may not add due to rounding variances.
- Detailed calculations in Appendix A, Air Quality and Greenhouse Gas Emissions Modeling Data.

Because impacts from construction activities occur over a relatively short period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions. In addition, GHG emission reduction measures for construction equipment are relatively limited. The SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime so that GHG reduction measures address construction GHG emissions as part of the operational GHG reduction strategies (SCAQMD 2008). Therefore, construction and operational emissions are combined by amortizing the construction and operations over an assumed 30-year project lifetime. This combination is shown in Table 3-12, Estimated Total Project Annual Greenhouse Gas Emissions, using the proposed Project's amortized construction and operational emissions.

**TABLE 3-12**
**ESTIMATED TOTAL PROJECT ANNUAL GREENHOUSE GAS EMISSIONS**

| Source | Emissions ($MTCO_2e$/yr[a]) |
|---|---|
| Construction (Amortized) | 7[a] |
| Operations (Table 14) | 35 |
| **Total[b]** | **42** |
| **SCAQMD-Recommended Threshold (Tier 3)** | **3,000** |
| **Exceeds Threshold?** | **No** |

$MTCO_2e$/yr: metric tons of carbon dioxide equivalent per year

[a] Total derived by dividing construction emissions (see Table 3-10) by 30.
[b] Total annual emissions are the sum of amortized construction emissions and operational emissions.

It is noted that there are no established applicable quantitative federal, State, regional, or local CEQA significance criteria for GHG emissions for non-industrial projects in the SoCAB. The SCAQMD has proposed, but not adopted, a threshold of 3,000 MTCO2e per year for non-industrial land use projects. As shown, the estimated GHG emissions from the Project would be less than this suggested threshold. The impact would be less than significant, and no mitigation is required.

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

**Less Than Significant Impact.** As discussed previously, the City of West Covina has adopted standards for the purpose of reducing energy consumption, which would result in a reduction in GHG emissions. The State policy and standards adopted for the purpose of reducing GHG emissions that are applicable to the proposed Project are EO S-3-05, AB 32, the California Global Warming Solutions Act of 2006, and SB 32. The quantitative goal of these regulations is to reduce GHG emissions to 1990 levels by 2020 to 80 percent below 1990 levels by 2050, and for SB 32, to 40 percent below 1990 levels by 2030. Statewide plans and regulations (such as GHG emissions standards for vehicles, the Low Carbon Fuel Standard, Cap-and-Trade, and renewable energy) are being implemented at the statewide level, and compliance at a project level is not addressed.

As stated above, the City adopted the Energy Action Plan (EAP) to identify the City's long-term strategies and commitment to achieve energy efficiency in the community and in City operations. However, the EAP does not include requirements or standards for implementation of energy reduction to development projects. Table 3-13, below, shows the applicable EAP policies applicable to the Project and the Project's consistency with these policies.

**TABLE 3-13**
**ENERGY ACTION PLAN CONSISTENCY**

| Energy Action Plan Policy | Project Consistency Analysis |
|---|---|
| Modify the City's lighting standards to encourage the application of "Dark Skies" goals (discourage excessive and spill-over lighting). | **Consistent**. The Project would comply with all City development standards and zoning ordinances governing residential lighting. |
| Promote energy and water conservation design features in all major renovation and development projects. | **Consistent**. The Project is designed to meet current Title 24 Standards at the time of Building Permit Review. The regulation of energy efficiency for residential and non-residential structures is established by the CEC and its California Energy Code. Starting on January 1, 2020, all new single-family residential uses will be required to offset their annual electrical demand through the use of energy efficiency and solar photovoltaic panels. |
| Encourage the efficient use of water and reduce urban runoff through the use of natural drainage, drought tolerant landscaping, and efficient irrigation systems in major renovation and new development projects. Recommend the incorporation of these practices within the approval processes of other local and regional departments and jurisdictions. | **Consistent.** The Project would meet current California Green Building Standards Code (CALGreen Code) for indoor water use. |
| Source: City of West Covina 2011. | |

As shown in Table 3-13, the Project is consistent with applicable EAP policies. The Project would be built to meet the current applicable Title 24 Energy Efficiency Standards for Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) and the applicable CALGreen Code (24 CCR 11).

The regulations, plans, and polices adopted for the purpose of reducing GHG emissions that are directly applicable to the Project include the 2022 Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings and the Title 24 California Green Building Standards Code (CALGreen) (RR ENE-1). The Energy Code contains energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. In addition, the 2022 Energy Code encourages energy efficient approaches to foster building decarbonization, emphasizing heat pumps for space heating and water heating. The 2022 Energy Codes also extends the benefits of photovoltaic and battery storage systems and other demand flexible technology to work in combinations with heat pumps to enable California buildings to be responsive to climate change. This Energy code also strengthens ventilation standards to improve indoor air quality. This 2022 update provides crucial steps in the state's progress toward 100 percent clean carbon neutrality by midcentury. Lastly, the requirements of the energy efficiency standards will result in the reduction of natural gas and electricity consumption. Since natural gas use produces GHG emissions, a reduction in natural gas consumption results in a related reduction in GHG emissions (CBSC 2022a).

The CALGreen Code provides standards for bicycle parking; carpool/vanpool/electric vehicle spaces; energy-efficient appliances; renewable energy; graywater systems; water efficient plumbing fixtures; recycling and recycled materials; pollutant controls (including moisture control and indoor air quality); storm water management; building design; insulation; flooring; and framing, among others. Implementation of the CALGreen Code measures reduces energy consumption and vehicle trips and encourages the use of alternative-fuel vehicles which, in turn, reduces GHG emissions (CBSC 2022b).

These codes are enforced by the City, and adherence to standard requirements for construction and operations would ensure that the Project would comply with both regulations. Therefore, through implementation of the State regulations mentioned above, the Project would be consistent with the City's Energy Action Plan.

Overall, the proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions. The impact would be less than significant, and no mitigation is required.

### Regulatory Requirements

RR ENE-1, in Section 4.6, Energy, would be applicable to this topic.

### Mitigation Measures

Project implementation would not result in significant impacts related to GHG Emissions; therefore, no mitigation measures are required.

## 3.9 HAZARDS AND HAZARDOUS MATERIALS

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ |
| 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 it 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, would the project | ☐ | ☐ | ☐ | ☒ |

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| result in a safety hazard or excessive noise for people residing or working in the project area? | | | | |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☒ | ☐ |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | ☐ | ☐ | ☒ | ☐ |

## Impact Analysis

***Would the Project:***

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

**Less Than Significant Impact.** Construction activities for the proposed Project would involve the use of chemical substances such as solvents, paints, fuel for equipment, and other potentially hazardous materials. Hazards to the environment or the public may occur with the transport, use, storage, or disposal of hazardous materials. However, construction activities would be relatively short-term and the transport, use, and disposal of hazardous materials as part of these activities would be temporary. The contractor would be required to comply with existing regulations for the transport, use, storage and disposal of hazardous materials to prevent public safety hazards. These regulations include the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act (RCRA), California Hazardous Waste Control Act (HWCA), and California Accidental Release Prevention Program (CalARPP), among others.

Once constructed, the proposed residence would not utilize, store, or generate hazardous materials or wastes in quantities that would pose a significant hazard to the public. Impacts would be less than significant, and no mitigation is required.

***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?***

**Less Than Significant Impact.** As discussed above, the Project would involve clearing of existing vegetation, grading of the existing hillside, and the construction of a two-story single-family residence with a subterranean garage, a detached garage with a second-story ADU, and related site improvements. Based on review of historical imagery, the Project site has never undergone development, and no buildings or structures have existed on the site. In the absence of previous activities, presence of previous or current hazardous materials or wastes is not anticipated. The site is undeveloped and covered with vegetation; no trash and waste materials or evidence of a recognized environmental condition (REC) are observed on

the site based on aerial imagery. Additionally, in the absence of any structures on the site that would be demolished, no potential for presence of asbestos-containing materials (ACM) and lead-based paint (LBP) is anticipated. Impacts would be less than significant, and no mitigation is required.

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

**Less Than Significant Impact.** There are no existing schools located within a 0.25-mile radius of the Project site. The nearest schools to the Project site are South Hills High School, located at 645 Barranca Street approximately 0.81mile northwest of the site and Mesa Elementary School, located at 409 S. Barranca Avenue approximately 1.0-mile northwest of the site.

Due to the distance between the Project site and the nearest schools, the Project would not expose children at these nearby schools to hazardous substances through accidental releases during construction activities. While a potential exists for the accidental release or spill of hazardous substances such as gasoline, oil, hydraulic fluid, diesel fuel, or other liquids during construction, operation, and maintenance activities, use of these materials would be in limited quantities as typical during the operation and maintenance of construction equipment and would be conducted in compliance with applicable federal, State, and local regulations. Additionally, the contractor would be required to use standard construction controls and safety procedures, which would avoid and minimize the potential for accidental release or spill of such substances into the environment. Because no schools are within 0.25 miles of the Project site, the level of risk associated with the accidental release of hazardous substances during construction would be less than significant, and no mitigation is required.

Residential activities associated with occupancy of the proposed residence would be similar to other residential uses surrounding the site and would not generate hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste in quantities that would result in an impact. There would be a less than significant impact, and no mitigation is required.

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

**No Impact**. According to a review of the California Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site List – Site Cleanup (Cortese List) (DTSC 2024), the Project site is not included on a list of hazardous material sites compiled pursuant to California Government Code Section 65962.5. Therefore, the Project does not have the potential to create a significant hazard to the public or the environment due to presence of an existing hazardous materials site identified on the Cortese List. No impact would occur, and no mitigation is required.

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

**No Impact**. The Project site is not located within two miles of an airport. The nearest public airports are the San Gabriel Valley Airport (formerly El Monte Airport), located approximately 9 miles northwest of the Project site, and the Brackett Field Airport, located approximately 5 miles northeast of the Project site.

West Covina is not within the San Gabriel Valley Airport Influence Area, as defined by the Los Angeles County Airport Land Use Plan (Los Angeles County ALUC 1991). Similarly, West Covina is not within the Brackett Field Airport Influence Area, as defined by the Brackett Field Airport Land Use Compatibility Plan (Los Angeles County ALUC 2015). Thus, the Project would not result in a safety hazard or excessive noise for people residing on the site, as it relates to exposure to airport or aircraft hazards in areas within an airport land use plan or within two miles of a public airport. No impact would occur, and no mitigation is required.

***f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

**Less Than Significant Impact.** The City of West Covina has a Natural Hazard Mitigation Plan (NHMP) which addresses natural hazards, risks, and mitigation actions for the City. It establishes a framework for proactive local planning for natural hazard mitigation, per the federal Disaster Mitigation Act of 2000. The nearest designated disaster route to the Project site is East Cameron Avenue, which is approximately 200 feet north of the site (LACPW 2008). The nearest designated freeway disaster route is I-10 freeway, located 1.1-mile north of the Project site. Temporary lane closures on adjacent streets (East Cameron Avenue and the neighborhood access road at the eastern boundary of the Project site) may be required during the short-term construction period in order to connect the proposed Project to the existing utility infrastructure within these roadways. However, Project construction would not involve full closure of any public roadway during construction. Implementation of traffic control measures during construction in accordance with Chapter 19, Article X, Section 19-302, Standard Specifications for Public Works Construction, of WCMC, which adopts the Greenbook by reference (see RR HAZ-1), would further reduce the potential for traffic hazards and the obstruction of access to adjacent parcels. Additionally, despite potential lane closures during construction, with compliance with the NHMP, impacts would be less than significant, and no mitigation is required.

***g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

**Less Than Significant Impact.** The Project site and the surrounding areas are located in a designated Very High Fire Hazard Severity Zone (VHFHSZ), as identified by the California Department of Forestry and Fire Prevention (CalFire). However, the proposed Project is similar in land use and compatible with the surrounding residential development and would not significantly increase hazards related to the risk of loss, injury, or death involving

wildland fires more so than existing conditions. Additionally, the West Covina Fire Prevention Bureau of the West Covina Fire Department (WCFD) provides technical review of all building construction plans within the City to ensure proposed buildings meet the City's adopted 2022 California Fire Code, 2022 California Building Code, California Health and Safety Code, and WCMC standards prior to construction. Therefore, the Project would have a less than significant impact, and no mitigation is required.

## Regulatory Requirements

**RR HAZ-1** All construction on public rights-of-way shall include the implementation of traffic control measures in accordance with the West Covina Municipal Code Chapter 12.20, Street Excavation, and Chapter 19, Article X, Section 19-302, Standard Specifications for Public Works Construction, which adopts the Greenbook by reference.

## Mitigation Measures

Project implementation would not result in significant impacts related to Hazards and Hazardous Materials; therefore, no mitigation measures are required.

# 3.10 HYDROLOGY AND WATER QUALITY

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | ☐ | ☐ | ☒ | ☐ |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project impede sustainable groundwater management of the basin? | ☐ | ☐ | ☒ | ☐ |
| c) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:<br>i) result in substantial erosion or siltation on- or off-site; | ☐ | ☐ | ☒ | ☐ |
| ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | ☐ | ☐ | ☐ | ☒ |
| iii) 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; or | ☐ | ☐ | ☐ | ☒ |
| iv) impede or redirect flood flows? | ☐ | ☐ | ☒ | ☐ |

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | ☐ | ☐ | ☐ | ☒ |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | ☐ | ☐ | ☒ | ☐ |

## Impact Analysis

***Would the Project:***

***a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

**Less Than Significant Impact.** Implementation of the Project would involve removal of existing vegetation, grading of the existing hillside, and construction of the proposed two-story residence, detached garage with a second-story ADU, and site improvements including landscaping and hardscaping. Therefore, the Project has the potential to result in short-term construction impacts to surface water quality from demolition, grading, and construction-related activities. Storm water runoff from the construction site would contain loose soils, organic matter, and sediments. Spills or leaks from heavy equipment and machinery, such as fuel, oil and grease, and heavy metals, could also enter the runoff. Building construction would involve the use of hazardous materials (e.g., paints, solvents, cleansers) that, if not properly handled, may enter the stormwater runoff.

The Clean Water Act (CWA) establishes a framework for regulating potential water quality impacts from construction activities, as well as new development and major redevelopment, through the NPDES program. Construction activities that disturb one acre or more of land are required to obtain an NPDES permit or coverage under the NPDES Construction General Permit. The Construction General Permit requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of erosion control, sediment control, tracking, waste management, and construction site maintenance best management practices (BMPs) to reduce the potential for soil and wind erosion during construction activities Coverage under the NPDES Construction General Permit and implementation of the Project's SWPPP (see RR HYD-1) would ensure that short-term, construction-related water quality impacts would be less than significant. No mitigation is required.

Stormwater pollutants that would be generated by the Project in the long-term include sediment, trash and debris, oil and grease, bacterial indicators, nutrients, and pesticides that would come from landscaped areas, drive aisles, parking areas, and outdoor residential activities. In accordance with the NPDES program and Section 9.36, Control of Pollutants from New Developments/Redevelopment Projects, of the WCMC, the Project Applicant would be required to prepare and implement a standard urban stormwater mitigation plan (SUSMP) (RR HYD-2). The City would review and approve the SUSMP prior to construction

and operation of the Project. The SUSMP would include low impact development, structural and non-structural BMPs and source control BMPs. Compliance with RR HYD-1 and RR HYD-2 would reduce the risk of water degradation from soil erosion and other pollutants related to construction activities, and potential violations of water quality standards would be minimized through required BMPs. Therefore, the Project would not violate water quality standards or waste discharge requirements. Impacts would be less than significant, and no mitigation is required.

***b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project impede sustainable groundwater management of the basin?***

**Less Than Significant Impact.** The Project would not involve direct or indirect withdrawals of groundwater. Domestic water service would be provided by the Suburban Water Systems, as described in Section 4.19, Utilities and Service Systems. According to the Project's Geotechnical Report, groundwater, seeps, seepage or springs and/or static surface streams were not observed in any of the exploration or surficial during subsurface investigation and is not expected to be a significant constraint during construction in the drier seasons. Therefore, there would be minimal change in groundwater recharge; impacts would be less than significant, and no mitigation is required.

***c) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***

***i) Result in substantial erosion or siltation on- or off-site;***

**Less Than Significant Impact.** As discussed previously, the Project would be required to obtain an NPDES permit for construction activities or coverage under the NPDES Construction General Permit. The Construction General Permit requires preparation of a SWPPP and implementation of erosion control, sediment control, tracking, waste management, and construction site maintenance BMPs to reduce the potential for soil and wind erosion during construction activities (RR HYD-1). Further, the proposed Project must comply with the City's grading ordinance, which requires preparation of an erosion and sediment control plan for City approval prior to issuance of a grading permit (RR GEO-2). With compliance with these regulations, construction-related erosion would be less than significant, and no mitigation is required.

There would be minimal areas of exposed soils following completion of the proposed Project where erosion could occur. Site improvements and landscaping would prevent long-term erosion (RR HYD-2). Therefore, operation-related erosion would be less than significant, and no mitigation is required.

***ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;***

**No Impact.** The Project site will be graded from a large, sloped terrain to several smaller terraced pads. Within the pads, all area drainage will be controlled and

mitigated through a series of large planters and gardens. In light of the proposed design the surface runoff would be reduced and used to irrigate the landscaped areas prior to exiting the site. Therefore, the Project would not result in flooding on- or offsite due to the increased runoff. No impacts would occur, and no mitigation is required.

***iii) 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; or***

**No Impact.** The surface runoff will be utilized for irrigation through the planters and gardens before exiting the Project site and entering the municipal drainage channel. Therefore, the Project runoff would not exceed the capacity of the stormwater drainage system nor create additional sources of polluted runoff. No impacts would occur, and no mitigation is required.

***iv) impede or redirect flood flows?***

**Less Than Significant Impact.** FEMA designates most of West Covina as Zone X, which is an area subject to flooding from the 500-year flood (0.2 percent annual chance of flooding) (FEMA 2020).

Implementation of temporary and permanent erosion control BMPs in the Project's SWPPP and SUSMP (see RR HYD-1 and RR HYD-2) would ensure that substantial erosion or siltation would not occur on- or off-site during short-term construction and long-term occupancy of the dwelling units. Thus, the Project would not result in erosion or siltation that would alter the drainage pattern of the area. Project impacts would be less than significant, and no mitigation is required.

***d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

**No Impact.** A seiche is the resonant oscillation of a body of water caused by earthquake shaking (waves). Seiche hazards exist where groundshaking causes water to splash out of the body of water and inundate nearby areas and structures. The site is not located near a large body of water that may be subject to seiche.

Tsunamis are seismic sea waves generated by undersea earthquakes or landslides. The City of West Covina is not located along the coast, and the Project site is approximately 33 miles from the Pacific Ocean. As a result, no impacts related to seiche, tsunami, or flood hazards would occur, and no mitigation is required.

***e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

**Less Than Significant Impact.** As discussed above in Response 4.10a, the Project would comply with applicable water quality regulations for short-term and long-term impacts. Specifically, the Project would have coverage under the NPDES Construction General Permit and implementation of the Project's SWPPP (see RR HYD-1) would ensure that short-term, construction-related water quality impacts would be less than significant. For long-term

water quality impacts, in accordance with the NPDES program and Section 9.36, Control of Pollutants from New Developments/Redevelopment Projects, of the WCMC, the Project would be constructed and operated in accordance with the SUSMP, prepared for the Project and approved by the City (see RR HYD-2). Thus, with implementation of permanent BMPs in the SUSMP, the Project site would generate less stormwater pollutants than under existing conditions.

There are no groundwater wells on the Project site, and no wells are proposed as part of the Project. The proposed Project would not involve direct withdrawals of groundwater, nor would it interfere with groundwater recharge such that it would result in a net deficit in aquifer volume or lowering of the local groundwater table levels. Excavation activities would not extend into the underlying groundwater at the Project site. Therefore, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts are less than significant, and no mitigation is required.

## Regulatory Requirements

**RR HYD-1** Prior to demolition and construction activities on the site, the Contractor shall prepare and file a Permit Registration Document (PRD) with the State Water Resources Control Board in order to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No 2009-009-DWQ, NPDES No. CAS000002) or the latest approved Construction General Permit. The PRD shall consist of a Notice of Intent (NOI); a Risk Assessment; a Site Map; a Storm Water Pollution Prevention Plan (SWPPP); an annual fee; and a signed certification statement. Pursuant to permit requirements, the Project Applicant/Developer shall implement the Best Management Practices (BMPs) in the SWPPP to reduce or eliminate construction-related pollutants in site runoff. The BMPs shall be implemented during all demolition and construction activities on the site.

**RR HYD-2** In accordance with Section 9.36, Control of Pollutants from New Developments/Redevelopment Projects, of the West Covina Municipal Code, the Project shall be constructed and operated in accordance with the standard urban stormwater mitigation plan (SUSMP) prepared for the Project and approved by the City.

## Mitigation Measures

Project implementation would not result in significant impacts related to Hydrology and Water Quality; therefore, no mitigation measures are required.

# 3.11 LAND USE AND PLANNING

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☐ | ☒ |

## Impact Analysis

***Would the Project:***

***a) Physically divide an established community?***

**No Impact.** The Project site is undeveloped and currently zoned for single-family residential (R-1) and is surrounded by other single-family residential uses, as well as City recreational and public facility uses. The proposed Project would be compatible with the adjacent residential communities. Therefore, the Project would not have the potential to divide an established community, as none exists on the site. Additionally, it would not disrupt the physical arrangement of the existing adjacent residential neighborhoods and would rather serve as an extension of existing residential area. No impact would occur, and no mitigation is required.

***b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

**No Impact.** The Project site is in a developed residential area of the City; thus, the Project would be compatible with existing uses. No potential land use conflict would occur.

Local plans and programs relevant to the Project and the consistency of the proposed Project with these plans and programs are discussed below.

### *City of West Covina General Plan*

The City of West Covina General Plan, PlanWC, was adopted by City Council in December 2016 (City of West Covina 2016a). PlanWC is organized into the following elements: (1) Our Natural Community (Conservation/Open Space), (2) Our Prosperous Community (Economic Development), (3) Our Well Planned Community (Land Use/Design, Housing, Parks and Recreation), (4) Our Accessible Community (Circulation), (5) Our Resilient Community (Land Use), (6) Our Healthy and Safe Community (Public Health, Safety, Noise, and Land Use), (7) Our Active Community (Land Use, Open Space, Parks and Recreation), and (8) Our Creative Community (Culture). The 2nd draft Housing Element (2021-2029 Housing

Element) was adopted on November 15, 2022 and is currently in the process of being revised in the 4th draft. Each element contains the City's goals and policies related to that element.

The Project site has a General Plan land use designation of NL (Neighborhood – Low Density). This land use designation provides sites for detached houses with some attached units in a small mix of building types from 0 up to 8 dwelling units per acre (City of West Covina 2016a). The NL land use designation permits the proposed use of the Project site for a two-story single-family residential building with basement, detached garage with a second-story accessory dwelling unit, and subterranean garage. Therefore, the Project would not have the potential to conflict with the land use designation specified in the General Plan for the site.

**TABLE 3-14**
**PROPOSED PROJECT GENERAL PLAN CONSISTENCY ANALYSIS**

| General Plan Goal/Policy/Action | | Consistency Analysis |
|---|---|---|
| **Goal—Our Natural Community** | | |
| **Air—Policy 1.3** | Minimize the adverse impacts of growth and development on air quality and climate. | **Consistent**. As discussed in Section 4.3, Air Quality, and 4.8, Greenhouse Gas Emissions, the Project's emissions would be less than the SCAQMD's thresholds for air quality and GHG emissions. Through compliance with RR AQ-1, for fugitive dust control, RR AQ-2, for nuisance emissions, and RR ENE-1, Title 24 Energy Efficiency Standards, the Project would minimize adverse impacts of the Project on air quality and climate. |
| **Water—Policy 1.5** | Where appropriate, new development shall minimize impervious area, minimize runoff and pollution, and incorporate best management practices. | **Consistent**. As discussed in Section 4.10, Hydrology and Water Quality, the Project would minimize runoff and pollution of water through the preparation of a SWPPP and implementation of erosion control, sediment control, tracking, waste management, and construction site maintenance BMPs to reduce the potential for soil and wind erosion during construction activities (see RR HYD-1, in Section 4.10). Therefore, the Project would be consistent with this Policy. |
| **Access to Nature—Policy 1.9** | During the review of public and private development projects, analyze potential impacts to views of natural areas from public streets, parks, trails, and community facilities. | **Consistent**. As discussed in Section 4.1, Aesthetics, of this Initial Study, potential impacts to natural views, including views of the San Juan Hills are analyzed from public areas surrounding the Project site. Impacts to public views would be less than significant. |
| **Goal—Our Well Planned Community** | | |
| **Policy 3.6** | Reduce West Covina's production of greenhouse gas emissions and contribution to climate change, and adapt to the effects of climate change. | **Consistent**. As discussed in Section 3.8, Greenhouse Gas Emissions, the Project's emissions would be less than the SCAQMD's recommended thresholds GHG emissions. Through compliance with RR ENE-1, Title 24 Energy Efficiency Standards, the Project would minimize GHG emissions. The Project's proposed single-family use is required to offset annual electrical demand through the use of energy efficiency and solar photovoltaic panels. The Project is expected to reduce energy use by more than 50 percent. This reduction of energy use would consequently reduce GHG emissions, thereby reducing West Covina's contribution to climate change. |
| **Action 3.6** | Key land use adaptation strategies to reduce greenhouse gas emissions are: Promoting transit-oriented infill development and Providing incentives for high-performance buildings and infrastructure. | |

**TABLE 3-14**
**PROPOSED PROJECT GENERAL PLAN CONSISTENCY ANALYSIS**

| General Plan Goal/Policy/Action | | Consistency Analysis |
|---|---|---|
| **Goal—Our Resilient Community** | | |
| **Energy—Policy 5.6** | Continue existing beneficial energy conservation programs, including adhering to the California Energy Code in new construction & major renovations. | **Consistent**. The Project would comply with RR ENE-1, which is Title 24 of the California Energy Commission (CEC) code. The 2022 Title 24 Energy Efficiency Standards for residential buildings include requirements such as installation of solar photovoltaic systems, including smart inverters with optional battery storage. Additionally, residential uses are required to have updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); ventilation requirements; and lighting requirements. |
| **Goal—Our Healthy and Safe Community** | | |
| **Active Living—Policy 6.2** | New and renovated buildings should be designed and constructed to improve the health of the residents, workers, and visitors. | **Consistent**. As stated above, the Project would comply with RR ENE-1. Under the 2022 Title 24 Energy Efficiency Standards, residential uses are required to have updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); ventilation requirements; and lighting requirements. Adherence with RR ENE-1 would ensure consistency with this policy. |
| **Natural Hazard—Action 6.15a** | Require all development to comply with the provisions of the latest California Building Code, including provisions related to design and engineering to mitigate potential impacts from seismic events, fires, and other hazards. | **Consistent**. The Project would comply with the provisions of the latest adopted California Building Code. Impacts from seismic fires, and other hazards are analyzed within this Initial Study. All impacts would be less than significant for the Project. |
| **Noise—Action 6.23a** | Require new developments to reduce exterior noise levels for any usable outdoor area to the "normally acceptable" range in the City's land use/noise compatibility matrix, shown in Table 6.4 of this Noise Element. | **Consistent**. The Project would result in the generation of construction noise that exceeds the thresholds of significance established by the City. Nevertheless, construction noise is considered to be temporary in nature, and noise levels generated during Project construction would likely be lower than what was modeled as the construction noise model assumes construction equipment would be operating simultaneously. Project impacts would be considered potentially significant and further analysis and/or mitigation would be required. |
| **Noise—Action 6.23c** | Require any residential component of all new buildings to comply with the requirements of the residential noise insulations standards of the most recent edition of California's building code. | **Consistent**. The Project would be required to comply with residential noise insulation standards of the California Building Code. |
| **Noise—Policy 6.24** | Ensure that new development does not expose surrounding land uses to excessive noise. | **Consistent**. Once occupied, noise generated onsite would be derived from sources such as HVAC units; residents talking/interacting/playing; vehicles travelling to the site; trash |

**TABLE 3-14**
**PROPOSED PROJECT GENERAL PLAN CONSISTENCY ANALYSIS**

| General Plan Goal/Policy/Action | | Consistency Analysis |
|---|---|---|
| **Noise—Action 6.24** | Through the environmental review process, require applicants for new development proposals to analyze potential noise impacts on nearby noise-sensitive receivers before project approval. As feasible, require appropriate noise mitigation to address any identified significant noise impacts. | collection; and pool filtration units, among other sources. These sources of noise are typical for residential land use and all equipment would be required to comply with City codes. In addition, the site's topography and distance between future sources of noise and adjacent noise sensitive receptors would help attenuate noise as it propagates throughout the site. As a result, operational/occupational noise is anticipated to be less than significant.<br><br>As stated previously, Project construction may result in impacts that would be considered potentially significant and further analysis and/or mitigation would be required. |
| **Noise—Policy 6.25** | Minimize noise conflicts between local noise generators and sensitive receivers. | **Consistent**. As described in Section 4.13, Noise, the Project would have less than significant impacts for generation of noise in excess of noise standards. Sensitive receptors to the north and west of the site would not be subject to significant noise or vibration impacts. Additionally, the Project is subject to the City's noise ordinance, and would be comply with its requirements, per RR NOI-2. |
| **Noise—Action 6.25a** | Continue to enforce the City's existing Noise Ordinance. | |
| **Housing Element** | | |
| **Goal 2** | Provide a variety of housing types to accommodate all economic segments of the City | **Consistent**. The intent of this goal is to assist in the provision of adequate housing to meet the needs of the community, including the needs of both renter and owner households. The Project implements this goal by providing residential development. The Project would be compatible with the surrounding neighborhoods and provides housing opportunities within the City. |
| **Goal 5** | Identify adequate sites to achieve housing variety | **Consistent**. The Project would be consistent with this goal by creating detached single family residential and attached ADU housing options at the Project site. |
| **Policy 5.1** | Provide for a range of residential development types in West Covina, including low density single-family homes, moderate density townhomes, higher density multi-family units, and residential/commercial mixed use in order to address the City's share of regional housing needs. | |

Source: City of West Covina 2016a, City of West Covina 2016c.

As demonstrated in Table 3-14, the Project would be consistent with the applicable and relevant General Plan goals, policies, and actions. Therefore, in light of the above, there would be no conflict with the goals and policies of the General Plan or the land use designation for the site.

### *West Covina Zoning Code*

The West Covina Zoning Code is the primary tool for implementing the General Plan. The Zoning Code provides development standards (i.e., setbacks, building height, site coverage, parking, and sign requirements) for development in all areas of the City.

The Project site is currently zoned Residential Single-Family (R-1). The Project components (i.e., one two-story single-family building with basement, one detached garage with a second-story accessory dwelling unit, one subterranean garage, and associated driveways and courtyards) are consistent with the standards, specified in Chapter 26 Article VIII of the City's Municipal Code (City of West Covina 2024a). Therefore, the Project would not conflict with the current zoning designation and requirements.

In light of the above analysis, the Project would not cause a significant environmental impact, as the Project would not conflict with any land use plan, policy, or regulation, including the City's General Plan and Zoning. No impact would occur.

## Regulatory Requirements

None required.

## Mitigation Measures

Project implementation would not result in significant impacts related to Land Use and Planning; therefore, no mitigation measures are required.

# 3.12 MINERAL RESOURCES

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | ☐ | ☐ | ☐ | ☒ |

## Impact Analysis

***Would the Project:***

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

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

**No Impact.** The California Geological Survey (CGS) designates Mineral Resources Zones (MRZs) according to the presence of or potential for underlying mineral resources. MRZ-1 is an area with no significant mineral deposits; MRZ-2 is an area with significant mineral deposits; and MRZ-3 is an area containing known mineral resources of undetermined significance. The Project site is not located within an MRZ (DOC 2010), and there are no areas within the City of West Covina containing known mineral resources appropriate for mineral extraction. Thus, there would be no loss of availability of known mineral resources or locally important mineral resource recovery sites (City of West Covina 2016a).

There are no past or ongoing oil or gas drilling activities on or near the site. Review of the California Division of Oil, Gas, and Geothermal Resources' (DOGGR's) Well Finder shows no oil or gas wells are located on the Project site or in the vicinity of the site. The nearest well is a dry, plugged hole approximately 0.56 miles southeast of the site (DOGGR 2024). Therefore, the Project would not result in the loss or availability of regional mineral resources. In addition, there are no mining activities on or near the site. No impacts would occur, and no mitigation is required.

## Regulatory Requirements

None required.

## Mitigation Measures

Project implementation would not result in significant impacts related to Mineral Resources; therefore, no mitigation is required.

# 3.13 NOISE

| Would the project result in: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | ☒ | ☐ |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |

## Terms and Definitions

### *Noise and Vibration Metrics*

Several rating scales (or noise "metrics") are used to analyze the effects of noise on a community. These scales include the equivalent noise level (Leq) and the community noise equivalent level (CNEL). Average noise levels over a period of minutes or hours are usually expressed as A-weighted decibels (dBA) Leq, which is the equivalent noise level for that period of time. The period of time averaging may be specified where Leq (3) would be a 3-hour average. When no period is specified, a 1-hour average is assumed. Noise of short duration (i.e., substantially less than the averaging period) is averaged into ambient noise during the period of interest. Thus, a loud noise lasting several seconds or a few minutes may have minimal effect on the measured sound level averaged over a one-hour period.

To evaluate community noise impacts, CNEL was developed to account for human sensitivity to evening and nighttime noise. CNEL separates a 24-hour day into three periods: daytime (7:00 AM to 7:00 PM), evening (7:00 PM to 10:00 PM), and nighttime (10:00 PM to 7:00 AM). The evening sound levels are assigned a an approximately 5-dBA penalty, and the nighttime sound levels are assigned a 10-dBA penalty prior to averaging them with daytime hourly sound levels.

Several statistical descriptors are also often used to describe noise, including Lmax and Lmin, which are the highest and lowest A-weighted sound levels that occur during a noise event, respectively.

Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean square (RMS) vibration velocity. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV and RMS vibration velocity are normally described in inches per second (in/sec). Similar to airborne sound, vibration velocity can be expressed in decibel notation as vibration decibels (VdB).

### *Sensitive Receptors*

Noise-sensitive receptors are generally considered to be humans who are engaged in activities that may be subject to the stress of significant interference from noise. These would include residents in the vicinity of the Project site that may be sleeping, resting, or involved in other activities that are not conducive to loud noise.

## Regulatory Setting

### *California Department of Transportation*

There are no applicable City standards for structural damage from vibration. The California Department of Transportation (Caltrans) vibration damage potential guideline thresholds are shown in Table 3-15.

**TABLE 3-15**
**VIBRATION DAMAGE THRESHOLD CRITERIA**

| Structure and Condition | Maximum PPV (in/sec) | |
|---|---|---|
| | Transient Sources | Continuous/Frequent Intermittent Sources |
| Extremely fragile historic buildings, ruins, ancient monuments | 0.12 | 0.08 |
| Fragile buildings | 0.20 | 0.10 |
| Historic and some old buildings | 0.50 | 0.25 |
| Older residential structures | 0.50 | 0.30 |
| New residential structures | 1.00 | 0.50 |
| Modern industrial/commercial buildings | 2.00 | 0.50 |

ppv: peak particle velocity; in/sec: inch(es) per second.

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: Caltrans 2020.

## *City of West Covina General Plan*

The City of West Covina is affected by several different sources of noise, including automobile traffic, commercial activity, and periodic nuisances such as construction, loud parties, and other events. The Noise Element of the City's General Plan (PlanWC) is intended to identify these sources and provide objectives and policies that ensure that noise from these sources does not create an unacceptable noise environment (City of West Covina 2016a). Consistency with the applicable noise-related Policies and Actions of the General Plan are demonstrated in Table 3-14 of Section 3.11, Land Use and Planning. In Part 2, Chapter 6 of the PlanWC entitled "Our Healthy and Safe Community", Section E comprises the City's "Noise Element" and contains guidelines for noise compatible land uses for long-term operations as shown in Table 3-16, General Plan Land Use/Noise Compatibility Matrix.

Policy P6.24 of the General Plan requires that new development not expose surrounding land uses to excessive noise. City's required action related to this policy is as follows:

> *"Through the environmental review process, require applicants for new development proposals to analyze potential noise impacts on nearby noise-sensitive receivers before project approval. As feasible, require appropriate noise mitigation to address any identified significant noise impacts."*

## TABLE 3-16
## GENERAL PLAN LAND USE/NOISE COMPATIBILITY MATRIX

| Land Use Category | Community Noise Exposure $L_{dn}$ or CNEL, DBA | | | | | | |
|---|---|---|---|---|---|---|---|
| | 55 | 60 | 65 | 70 | 75 | 80 | 85 |
| Residential – Low density single family, duplex, mobile homes | | | | | | | |
| Residential – Multi-family | | | | | | | |
| Transient Lodging – Motels, Hotels | | | | | | | |
| Schools, Libraries, Churches, Hospitals, Nursing Homes | | | | | | | |
| Auditoriums, Concert Halls, Amphitheaters | | | | | | | |
| Sports Arena, Outdoor Spectator Sports | | | | | | | |
| Playgrounds, Neighborhood Parks | | | | | | | |
| Golf Courses, Riding Stables, Water Recreation, Cemeteries | | | | | | | |
| Office Buildings, Business Commercial and Professional | | | | | | | |
| Industrial, Manufacturing, Utilities, Agriculture | | | | | | | |

Normally Acceptable

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirement.

Normally Unacceptable

If new construction or development proceeds, an analysis of the noise reduction requirements should be made and needed noise insulation features included in the design.

Conditionally Acceptable

New construction or development should be undertaken after an analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Clearly Unacceptable

New construction or development should generally not be undertaken, unless it can be demonstrated that an interior level of 45 dBA can be achieved.

Source: City of West Covina 2016a.

## *City of West Covina Noise Ordinance*

The City Municipal Code (Chapter 15, Article IV, Noise Regulations) is the City's Noise Ordinance. West Covina's Noise Ordinance does not contain quantitative standards. However, it is the City's policy "*…in the exercise of its police power, to regulate and control annoying noise levels from all sources. At certain levels noises are detrimental to the health and welfare of the citizenry and in the public interest shall be systematically proscribed.*" The following sections of the Noise Ordinance are applicable to the proposed Project:

**Sec. 15-85 – Loud, unnecessary noise prohibited generally.**

Notwithstanding any other provision of this article, it shall be unlawful for any person within any residential zone of the city to willfully make or continue or cause to be made or continued, any loud, unnecessary or unusual noise which unreasonably disturbs the peace and quiet of any residential neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. If the noise which is being created is plainly audible at a distance of fifty (50) feet from the property line of any property (or if a condominium or apartment house, within any adjoining unit or apartment), building, structure or vehicle in which it is located, it shall be presumed that the noise being created is in violation of the provisions of this section.

**Sec. 15-94 – Radios, television sets, and similar devices.**

Between the hours of 10:00 p.m. on one day and 7:00 a.m. of the following day, it shall be unlawful for any person within any residential zone of the city to use or operate any radio receiving set, musical instrument, phonograph, television set, or other machine or device for the producing or reproducing of sound or any device by which voice, music, or any other sound is amplified, in such a manner as to create any noise which causes the noise level at the property line of any property (or if a condominium or apartment house, within any adjoining unit or apartment), building, structure or vehicle to be plainly audible at a distance of fifty (50) feet therefrom.

**Sec. 15-95 – Construction and building projects.**

(a) Regulation. Between the hours of 8:00 p.m. of one day and 7:00 a.m. of the next day, it shall be unlawful for any person within a residential zone, or within a radius of five hundred (500) feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, steam shovel, pneumatic hammer, derrick, steam or electric hoist, or other construction type device in such manner as to create any noise which causes the noise level at the property line to exceed the ambient noise level by more than five (5) decibels unless a permit therefore has been duly obtained in accordance with paragraph (b) of this section. No permit shall be required to perform emergency work as defined in section 15-83 of this article.

(b) Permit procedure. A permit may be issued authorizing noises prohibited by this section whenever it is found that the public interest will be served thereby.

Applications for permits shall be in writing, shall be accompanied by an application fee in the amount of five dollars ($5.00), and shall set forth in detail facts showing that the public interest will be served by the issuance of such permit. Applications shall be made to the building director; provided, however, that, with respect to work upon or involving the use of a public street, alley, building, or other public place under the jurisdiction of the engineering department, applications shall be made to the city engineer. Anyone dissatisfied with the denial of a permit may appeal to the council.

(c) Unloading and Loading. Between the hours of 8:00 p.m. of one day and 6:00 a.m. of the next day, it shall be unlawful for any person within the radius of five hundred (500) feet of generally occupied residences to unload, load or otherwise perform duties preparatory to the commencement of construction or repair work on buildings or structures. Generally occupied residences shall include, but not be limited to, areas in which there is a reasonable probability of occupancy within the area.

**Sec. 15-97. - Restrictions on the operation of two- and four-stroke engines.**

(a) Regulation. Between the hours of 8:00 p.m. and 8:00 a.m. of the next day, it shall be unlawful for any person within a residential zone to operate any gasoline-powered two- or four-stroke engine such as a leaf blower, lawn mower, edger, chain saw, roto-tiller, and other such devices for the purpose of maintaining a lawn or property.

## Impact Analysis

***Would the Project:***

***a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

**Less Than Significant Impact.**

### *Construction Noise*

On-site Construction Equipment Noise

The development of the proposed Project would entail construction, which includes noise generated from site preparation activities; grading/excavation; building construction; paving, and the application of architectural coatings. The analysis of construction noise involved the modeling of typical and highest construction noise levels using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) Version 1.1, which allows for quantification of noise levels emanating from individual machinery. Typical noise levels represent the noise levels that would typically occur during construction and were calculated using the distance between the closest noise sensitive uses/receptors and the center of the Project Site. The degree to which noise-sensitive receptors are affected by noise from construction activities depends heavily on their proximity.

On September 29, 2020, Psomas confirmed with the City of West Covina Planning Department that the City has adopted a construction noise threshold of 80 dBA (Burns 2020). Estimated noise levels attributable to construction of the proposed Project and their comparison to the daytime City criterion are shown in Table 3-17, Construction Noise Levels at Noise-Sensitive Uses.

**TABLE 3-17**
**CONSTRUCTION NOISE LEVELS AT NOISE-SENSITIVE USES**

| | North – SFR along North Side of Cameron Ave (270 ft) | | South – Water Tanks (177 ft) | | East – SFR (96 ft) | | West – SFR (34 ft) | |
|---|---|---|---|---|---|---|---|---|
| **Construction Phase** | **Project $L_{eq}$* (dBA)** | **Exceeds Daytime $L_{eq}$ Limit of 80 dBA?** | **Project $L_{eq}$* (dBA)** | **Exceeds Daytime $L_{eq}$ Limit of 80 dBA?** | **Project $L_{eq}$* (dBA)** | **Exceeds Daytime $L_{eq}$ Limit of 80 dBA?** | **Project $L_{eq}$* (dBA)** | **Exceeds Daytime $L_{eq}$ Limit of 80 dBA?** |
| Site Preparation | 68 | No | 71 | No | 77 | No | 86 | **Yes** |
| Grading/Excavation | 68 | No | 72 | No | 77 | No | 86 | **Yes** |
| Construction | 68 | No | 67 | No | 77 | No | 86 | **Yes** |
| Paving | 63 | No | 62 | No | 72 | No | 81 | **Yes** |
| Architectural Coatings | 59 | No | 58 | No | 68 | No | 77 | No |

$L_{eq}$ dBA: average noise energy level in A-weighted decibels

*: Based on calculated Leq at distances from center of Project site.

Note: Noise levels from construction activities do not consider attenuation provided by intervening structures.

Source (construction equipment noise levels): RCNM.

Typical average noise levels ($L_{eq}$) from Project-related construction activities would be 58 to 86 dBA at the nearest off-site receptors. It should be noted that the construction noise calculations conservatively assume simultaneous operation of all equipment during each construction phase. In addition, construction would be temporary. For example, the site preparation phase, which would require the use of hand tools and landscaping equipment for brush clearance, would only last three weeks. Nevertheless, noise levels are anticipated to exceed the City's 80 dBA construction noise threshold at the residence abutting the site to the west during the site preparation, grading/excavation, building construction, and paving phases. Noise generated during the building construction, paving, and architectural coatings phases would be reduced by a minimum of 5 dBA with the installation of the retaining wall along the southern property line of the Project site. As a result, the Project contractors would be required to adhere to the regulatory compliance measures contained in the WCMC, specifically, Section 15-95(a). The Project Applicant would be required to obtain a permit pursuant to Section 15-95(b) of the WCMC. This permit would contain restrictions on when construction can occur, require noise attenuation on equipment exceeding specified noise levels, and other types of conditions to reduce noise levels more than 5 dBA above ambient noise levels, such as creating buffer zones and requiring the use of a single piece of equipment at a time, among other requirements.

Highest construction noise levels ($L_{max}$) represent the highest possible noise levels that would occur during Project construction and were calculated using the distance between the

closest noise sensitive use/receptor and the closest point of the Project site. Highest noise levels would occur only intermittently because construction equipment would move around the Project Site and would be located at the Project site's boundaries for short periods of time. As depicted in the modeling, highest noise levels from construction activities are anticipated to range from 70 to 101 dBA. With compliance with RR NOI-1, potential impacts are considered less than significant, and no mitigation is required.

Off-site Construction Vehicles Noise

A total of eight cubic yards of earth would be exported from the site during the Project's grading/excavation phase. A single haul truck would be able to transport the materials. The addition of this single haul truck to Cameron Avenue and Grand Avenue would not result in a significant increase in roadway noise levels.

A doubling of traffic volume on a roadway would result in a 3 dB increase in noise level. Large trucks generate substantially more noise than passenger vehicles. Noise level increases below 5 dB are readily perceptible in outdoor environments, and 5 dB is thus used as a threshold of significance here for off-site vehicular noise impacts. Project off-site vehicular noise impacts would be well below 5 dB and thus less than significant, and no mitigation is required.

## *Operational Noise*

Permanent sources of noise associated with the Project involve vehicle trips to and from the Project site, property maintenance activities (landscaping), as well as mechanical sources of noise.

Noise Generated by Project Traffic

Operation of the proposed Project would generate traffic along roadways in the Project vicinity. The Project is anticipated to generate an additional 19 trips per day, with one trip occurring during the AM peak hour and two trips occurring during the PM peak hour (ITE 2021). Due to the small contribution of Project-related traffic along local roadways, traffic noise increases from the Project would not be perceptible or substantial. The impact on traffic noise levels would therefore be less than significant, and no mitigation is required.

Noise Generated by On-Site Sources

The primary noise sources generated by operation of the proposed Project would be heating, ventilation, and air conditioning (HVAC) equipment, landscape maintenance, trash collection, and the pool filter/pump. Noise generated by HVAC equipment and trash collection is not regulated by the WCMC. These sources of noise are common with land use development. Noise generated by landscaping activities is regulated by Section 15-97, which prohibits these activities between the hours of 8:00 PM and 8:00 AM within residential areas (RR NOI-2). These sources of noise are typical and not of sufficient magnitude and frequency of occurrence to be considered by the City to result in a significant noise impact. Impacts would be less than significant, and no mitigation is required. Requirements pertaining to Title 24 interior noise standards are included in RR NOI-3.

***b) Generation of excessive groundborne vibration or groundborne noise levels?***

**Less Than Significant Impact.**

## *Construction Vibration*

The nearest structures to the Project site are the water tanks and associated accessory structures located 50 feet from the Project's southern property line. The closest residential structures to the Project site are the single-family residence located 34 feet to the west and the single-family home located approximately 110 feet east of the Project site.

In terms of classifications in Table 3-18, the structures surrounding the Project site are considered "older residential structures" for purposes of this analysis. Therefore, the vibration building damage criterion of 0.30 PPV in/sec for a significant impact for continuous/frequent intermittent sources is applied.

Table 3-18 summarizes typical construction equipment vibration levels at a distance of 25 feet from the equipment. These reference vibration levels were used to estimate vibration levels during Project construction activities for various vibration-inducing equipment.

**TABLE 3-15**
**CONSTRUCTION EQUIPMENT REFERENCE VIBRATION LEVELS**

| Equipment | PPV at 25 ft (in/sec) |
|---|---|
| | |
| Hoe Ram | 0.089 |
| Large Bulldozer | 0.089 |
| Caisson Drilling | 0.089 |
| Loaded Trucks | 0.076 |
| Jackhammer | 0.035 |
| Small Bulldozer | 0.003 |
| PPV: peak particle velocity; ft: feet; in/sec: inches per second.<br>Source: Caltrans 2020; Federal Transit Administration 2018. | |

The analysis of Project construction vibration was conducted for equipment that was identified by the Project Applicant. During the Project construction, conventional construction equipment would be used, with no pile driving or blasting equipment required. Drill rigs would be used to install the piles that would be used for the retaining walls and building foundation. Drill rigs do not generate the levels of vibration generated by pile drivers. For this analysis, caisson drilling was selected to quantify vibration levels generated during the installation of the piles and retaining walls. Furthermore, according to the Project Applicant, no vibratory rollers would be required for the paving phase.

Table 3-19, Estimated Project Construction Vibration Levels at Nearby Buildings, shows the estimated PPV from Project construction relative to the applicable building damage criterion level. The assessment of vibration induced damage was performed by assuming that equipment would be operating at the property lines closest to the nearest buildings. For

analyses of construction vibration induced damage, Project-generated vibration is measured from the source to the closest structure, unlike analyses of noise impacts, which are conducted at the property lines of affected properties. As shown in Table 3-19, vibration generated by the construction of the Project would not result in significant impacts related to vibration induced building damage, and no mitigation is required.

**TABLE 3-16**
**ESTIMATED PROJECT CONSTRUCTION VIBRATION LEVELS AT NEARBY BUILDINGS**

| | Vibration Levels (PPV, in/sec) | | | |
|---|---|---|---|---|
| | **Residential Uses to the North of the Project Site** | **Infrastructure (water tanks) to the South of the Project Site** | **Residential Uses to the East of the Project Site** | **Residential Uses to the West of the Project Site** |
| **Equipment** | (PPV @ 150 ft) | (PPV @ 50 ft) | (PPV @ 110 ft) | (PPV @ 25 ft) |
| Caisson Drilling | 0.006 | 0.031 | 0.010 | 0.028 |
| Loaded Trucks | 0.005 | 0.027 | 0.008 | 0.024 |
| Jackhammer | 0.002 | 0.012 | 0.004 | 0.011 |
| Small Bulldozer | 0.000 | 0.001 | 0.000 | 0.001 |
| **Building Damage Criteria** | **0.3** | **0.3** | **0.3** | **0.3** |
| **Exceeds Building Damage Criteria?** | **No** | **No** | **No** | **No** |

PPV: peak particle velocity; in/sec: inches per second; ft: feet
Note: Calculations can be found in Appendix G.
Source: FTA 2018

## *Operational Vibration*

The Project consists of a single-family development with an ADU. The Project would not contain any mechanical equipment or industrial activities that could result in the generation of vibration. In addition, the Project's fleet mix would mostly consist of light duty automobiles, further reducing the likelihood of generating groundborne vibration. Therefore, the proposed Project would cause no impacts related to operational vibration.

Project construction and operational vibration impacts would be less than significant, and no mitigation is required.

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

**No Impact**. The nearest public airports are the San Gabriel Valley Airport (formerly El Monte Airport), located 9 miles northwest of the Project site, and the Brackett Field Airport, located 5 miles northeast of the Project site. The Project site is also located well outside the existing and projected 65 dBA CNEL noise contours for the aforementioned airports, which would occur within 2 miles of an airport. Aircraft overflights do not significantly contribute to the

noise environment at the Project site, and the Project would not expose future Project residents to excessive aircraft noise levels. In addition, the Project site is not located within the vicinity of a private airstrip. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels from either airport or airstrip-related activities, and no mitigation is required.

### Regulatory Requirements

**RR NOI-1** Project contractor must obtain a City permit for construction through demonstration of a plan of compliance with Section 15-95(a) of the WCMC.

**RR NOI-2** Per the City of West Covina Municipal Code, Section 15-95, Construction of Building Projects, construction activities are prohibited to occur between the hours of 8:00 PM of one day and 7:00 AM of the next day. Construction activities may not cause the noise level at the property line to exceed the ambient noise level by more than five (5) decibels unless a permit therefor has been duly obtained.

**RR NOI-3** The Project must be designed in accordance with the applicable Title 24 interior noise standards. Residential structures shall be designed to prevent the intrusion of exterior noise so that the interior noise attributable to exterior sources shall not exceed 45 A-weighted decibel scale (dBA) Community Noise Equivalent Level (CNEL) in any habitable room.

### Mitigation Measures

Project implementation would not result in significant impacts related to Noise; therefore, no mitigation is required.

## 3.14 POPULATION AND HOUSING

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☐ | ☒ |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |

## Impact Analysis

***Would the Project:***

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

**No Impact.** The proposed Project consists of construction of a single-family residence, an ADU, and related residential amenities. The one-unit residential Project would generate residents but would not induce substantial unplanned population growth either directly (i.e., construction of multi-family dwellings or commercial development) or indirectly (i.e., extension or expansion of roads and related public infrastructure, or construction or expansion of public facilities such as parks or recreational facilities).

Additionally, the proposed Project is served by existing roads and utility infrastructure. No extension of roads or infrastructure is proposed by the Project such that would encourage development levels beyond what is already planned or indirectly induce growth. Therefore, the Project would not result in substantial unplanned population growth, directly or indirectly. No impacts would occur, and no mitigation is required.

***b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

**No Impact.** The Project site is currently undeveloped. There is no existing housing and associated residents on the site that would be displaced by the development of the residential Project. The proposed Project would develop one two-story residential building with subterranean parking and one detached garage with a second-story accessory dwelling unit. Thus, no impact related to displacement of housing or construction of replacement housing would occur, and no mitigation is required.

## Regulatory Requirements

None required.

## Mitigation Measures

Project implementation would not result in significant impacts related to Population and Housing; therefore, no mitigation is required.

# 3.15 PUBLIC SERVICES

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

## Impact Analysis

***Would the Project:***

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

***i) Fire protection?***

**Less Than Significant Impact.** Fire protection services in the City, including the Project site, are provided by the West Covina Fire Department (WCFD), which maintains and operates five stations in the City. The 24-hour protection is provided daily by trained and qualified personnel on duty through the five fire stations serving the City. Each station is staffed with trained paramedics, and the five engine companies, the truck company, and the three ambulances are staffed by California-licensed paramedics and certified Emergency Medical Technicians (City of West Covina 2024b). Fire equipment is distributed throughout the City through the five fire stations. Fire Station 2, located at 2441 E. Cortez Street, is the closest station and would provide fire response to the Project site.

Given the size and nature of the proposed Project, it would not have the potential to result in the need for new firefighters and other personnel, nor would it require the construction of new or the alteration of existing fire protection facilities to maintain an adequate level of fire protection service in the City. The proposed Project would be required to comply with all applicable codes, ordinances, and regulations (including the WCMC) regarding fire prevention and suppression measures, fire hydrants and sprinkler systems, emergency

access, and other fire safety requirements. Therefore, the Project's potential impacts on public services pertaining to fire protection would be less than significant, and no mitigation is required.

***ii) Police protection?***

**Less Than Significant Impact.** The West Covina Police Department (WCPD) provides law enforcement services to the City of West Covina. The WCPD provides a full range of police services within two Divisions, the Patrol Division and the Investigative & Support Services Division (ISSD). The WCPD headquarters is in the West Covina City Hall at 1444 West Garvey Avenue. The City is organized into four service areas, Service Area 1 (North), Service Area 2 (East), Service Area 3, (Central), and Service Area 4 (South). Each Service Area is assigned a Lieutenant, so that non-emergency public concerns are quickly addressed (City of West Covina 2016b). The Project site is located within the WCPD Service Area 2, (East) (WCPD 2024).

Due to the negligible population generated from the Project, it would not result in a significant increased demand for police protection services and is not anticipated to increase WCPD response times to the Project site or surrounding area. Therefore, impacts associated with the provision of police protection services to the proposed Project would be less than significant, and no mitigation is required.

***iii) Schools?***

**Less Than Significant Impact.** The Project site is served by the Covina Valley Unified School District (CVUSD). The proposed Project involves the development of a single-family residential unit and an ADU. The Project would not generate a significant population and increased demand on schools in the City. Therefore, No impacts would occur, and no mitigation is required.

***Parks?***

**Less Than Significant Impact.** The proposed single-family residence and associated ADU would not generate a significant population and increased demand for and use of existing parks and recreational facilities. Given the minimal population generated by the Project no impacts would occur, and no mitigation is required.

***vi) Other public facilities?***

**No Impact.** The West Covina Library provides library services in the City of West Covina and is located at 1601 West Covina Parkway, approximately 4.2 miles northwest of the Project site. The Project involves the construction of a single-family residence and an ADU, which would not significantly affect or increase the demand for other public facilities, including libraries, in the City. Therefore, no impacts would, and no mitigation is required.

## Regulatory Requirements

None required.

## Mitigation Measures

Project implementation would not result in significant impacts related to Public Services; therefore, no mitigation is required.

# 3.16 RECREATION

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☐ | ☒ |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☒ |

## Impact Analysis

***Would the Project:***

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

**No Impact.** The City's Community Services Division provides for the protection and enhancement of City parks, recreation facilities, and community services.

The closest park to the Project site is the 14.3-acre Heritage Park located at 3510 Cameron Avenue, approximately 400-feet west of the proposed site. The proposed two-story single-family residential building and associated ADU would not result in a significant population and increased demand for parks and recreational facilities. Therefore, the Project would not have the potential to significantly increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur. As such, no impacts would occur, and no mitigation is required.

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

**No Impact.** As described above, the Project would consist of the development of a single-family residence and associated ADU and would not involve the construction or expansion of recreational facilities. Therefore, no impacts would occur, and no mitigation is required.

## Regulatory Requirements

None required.

## Mitigation Measures

Project implementation would not result in significant impacts related to Recreation; therefore, no mitigation is required.

# 3.17 TRANSPORTATION

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | ☐ | ☐ | ☒ | ☐ |
| b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | ☐ | ☐ | ☒ | ☐ |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☒ | ☐ |
| d) Result in inadequate emergency access? | ☐ | ☐ | ☒ | ☐ |

## Impact Analysis

***Would the Project:***

***a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

**Less Than Significant Impact.**

### *Short-Term Construction-Related Traffic*

Construction traffic is not expected to create any significant impact due to the size of the proposed Project. It is anticipated that construction traffic (particularly heavy trucks) would access the site via E Cameron Avenue

To facilitate the movement of construction traffic and to minimize potential disruptions, traffic control measures would be implemented during construction, in accordance with the City requirements. (RR HAZ-4). With compliance with City requirements, the Project would not conflict with applicable plans, ordinance, or policy, and Project's impact would be less than significant, and no mitigation is required.

## *Project Traffic Operations and VMT*

The City of West Covina adopted the use of Vehicle Miles Traveled (VMT) analysis methodology for evaluating potential traffic impacts for development projects. The City has also elected to continue to use Level of Service (LOS) analyses for planning purposes.

The Project would develop a single-family residence, an ADU, and associated improvements. Trips associated with the Project would be limited to the number of residents and their occasional guests. As such, impacts associated with VMT and traffic generation would be less than significant. The limited number of vehicle trips generated by the proposed Project would not cause significant impacts at roadways and intersections near the site and in the surrounding area. Therefore, the Project would not conflict with applicable policies, plans, ordinance, or programs related to the circulation systems, nor would it affect the performance of the surrounding intersections. Impacts would be less than significant, and no mitigation is required.

Sidewalks are present on East Cameron Avenue, which would be retained by the Project and would continue to accommodate pedestrians and bicyclists. The Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Impacts would be less than significant, and no mitigation is required.

***b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***

**Less Than Significant Impact.** State CEQA Guidelines Section 15064.3, subdivision (b) provides the criteria for analyzing transportation impacts, and a project's effect on automobile delay shall not constitute a significant environmental impact. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. Vehicle miles traveled (VMT) refers to the amount and distance of automobile travel attributable to a project. According to the State of California's *Technical Advisory on Evaluating Transportation Impacts in CEQA*, "certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor would have a less than significant impact on VMT" (OPR 2018). The City of West Covina adopted the use of Vehicle Miles Traveled (VMT) analysis methodology for evaluating potential traffic impacts for development projects. In light of the Project minimal increase in trips, less than significant impacts would result, and no mitigation is required.

***c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?***

**Less Than Significant Impact.** Construction of the Project would require the transport of construction equipment and building materials to and from the site, as well as the hauling of demolition and construction debris from the site. Large trucks used for these activities would have to use designated truck routes in the City, in compliance with Chapter 22, Division 5, Truck Routes, of the Municipal Code (RR TRA-1). Roadway hazards from these trucks and equipment would be less than significant.

The Project would have two access points onto East Cameron Avenue. The on-site driveway, drive aisles, and motor courts would comply with the City roadway standards for adequate sight distance (RR TRA-2) and turning radius.

Therefore, with compliance with City requirements, impacts from hazards due to a geometric design feature would be less than significant, and no mitigation is required. Thus, it would not interfere with access, circulation, or activities at the surrounding land uses. Additionally, the Project would not introduce an incompatible use that would create a traffic hazard to surrounding residences.

***d) Result in inadequate emergency access?***

**Less Than Significant Impact.** During demolition and construction, construction equipment would be staged on the Project site and would not block the roadways surrounding the Project site. Construction on and obstruction of public rights-of-way associated with utility connections to existing utility infrastructure would be made in accordance with applicable City requirements, including City Standard Plans, Section 19-302, Standard Specifications for Public Works Construction (Greenbook), of the WCMC (Greenbook) (see RR HAZ-1). No full road closures would occur during the construction phase of the Project. Accordingly, temporary construction activities would not impede the use of surrounding roadways for emergency evacuation or access for emergency response vehicles. Adjacent streets would also be returned to their original conditions after construction activities. Impacts would be temporary and less than significant, and no mitigation is required.

Per the City requirements and consistent with the discussion in Section 4.15, Public Services (RR PS-1) the Project would provide adequate access for emergency vehicles. In addition, the internal circulation, drive aisles, and motor courts would comply with City roadway standards for adequate sight distance. As designed, the proposed Project would provide adequate emergency access. Impacts would be less than significant, and no mitigation is required.

## Regulatory Requirements

**RR TRA-1** All trucks used during demolition and construction and during long-term occupancy of the Project shall use designated truck routes, in compliance with Chapter 22, Division 5, Truck Routes, of the West Covina Municipal Code.

**RR TRA-2** The Project shall be designed and constructed to provide adequate sight distance for drivers at all entrances and exits (driveways), drive aisles, and roadways, per West Covina Municipal Code Section 22.8, Obstruction to Visibility at Intersections or Driveways.

## Mitigation Measures

Project implementation would not result in significant impacts related to Transportation; therefore, no mitigation measures are required.

# 3.18 TRIBAL CULTURAL RESOURCES

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| 1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or | ☐ | ☐ | ☒ | ☐ |
| 2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | ☐ | ☐ | ☒ | ☐ |

## Impact Analysis

***Would the Project:***

***a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***

***1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?***

**Less Than Significant Impact.** The Project would not involve development of greater density, intensity, or height than permitted under State Law, the General Plan, or the Municipal Code and would not allow the Project on a site where such development is prohibited under State Law or the General Plan. Thus, if the Project encounters cultural or tribal cultural resources during earth moving activities, all work will stop, and the Project Applicant, as part of the Project, will invite a Native American Representative to evaluate the finds. If the find is considered a significant tribal cultural resource, the Applicant will retain a Native American Monitor to monitor during large areas of earth-moving activities, as needed. The potential impacts would be less than significant with this feature; therefore, no mitigation is required.

2. ***A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

**Less Than Significant Impact.** The proposed Project is required to comply with Section 7050.5 of the California Health and Safety Code in the unlikely event that human remains are encountered during construction. If human remains of Native American origin are discovered during construction activities, the proposed Project would be required to comply with State laws, under the jurisdiction of the Native American Heritage Commission (Public Resources Code Section 5097), relating to handling of Native American burials (RR TCR-1).

If archaeological resources are discovered during excavation or grading activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in the Public Resources Code Section 21083.2. With compliance with these requirements, potential impacts would be less than significant, and no mitigation is required.

## Regulatory Requirements

**RR TCR-1** If human remains are encountered during any Project-related ground-disturbing activities, Section 7050.5 of the *California Health and Safety Code* states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition of the materials pursuant to Section 5097.98 of the *California Public Resources Code.* The provisions of Section 15064.5 of the California Environmental Quality Act Guidelines shall also be followed. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner shall notify the Native American Heritage Commission (NAHC). The NAHC will determine and notify a Most Likely Descendent (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The descendent must complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native

American burials. These requirements shall be included as notes on the contractor specification and verified by the Community Development Department, prior to issuance of grading permits. This measure shall be implemented to the satisfaction of the City in consultation with the County Coroner.

## Mitigation Measures

Project implementation would not result in significant impacts related to Tribal Cultural Resources; therefore, no mitigation measures are required.

# 3.19 UTILITIES AND SERVICE SYSTEMS

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | ☐ | ☐ | ☒ | ☐ |
| c) 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? | ☐ | ☐ | ☒ | ☐ |
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | ☐ | ☐ | ☒ | ☐ |
| e) Comply with federal, state, and local statutes and regulations related to solid waste? | ☐ | ☐ | ☒ | ☐ |

## Impact Analysis

***Would the Project:***

***a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

**Less Than Significant Impact.**

## *Water*

Water service for the Project would be provided by Valencia Heights Water Company (VHWC), which serves a population of approximately 8,000 customers through 1,700 services connections in the cities of West Covina and Covina and unincorporated areas of Los Angeles County (VHWC 2022). The VHWC sources water supply through the Covina Irrigating Company and the San Gabriel Basin, as well as purchased import water from Three Valleys Municipal Water District (TVMWD) (VHWC 2022). The VHWC Water Supply Shortage Contingency Plan (Plan), adopted May 19, 2022, identified the long-term average monthly use at 155 acre-feet. As discussed in the Plan, the VHWC has not yet experienced conditions such that supply was insufficient to meet demand, and no water shortage is currently forecasted.

Water service to the Project would also be provided in compliance with Chapter 23, Article III, Water of the WCMC, which sets regulations for service connections, water rates, and other water system provisions (see RR UTL-1).

Prior to the issuance of the building permit, the applicant would be required to verify that the City's water system can accommodate the proposed Project's fire flows and potable water demand. The estimated water demand of the Project is not expected to exceed available supplies or the available capacity within the distribution infrastructure that would serve the Project site. Based on the analysis above, the Project would not require or result in the relocation or construction of new or expanded water facilities, which would cause significant environmental effects. The Project would comply with RR UTL-1. Impacts would be less than significant, and no mitigation required.

## *Wastewater Treatment/Storm Drainage*

The City of West Covina Public Services Department (Maintenance Division) maintains the City's sewer system. Wastewater from the City's system is treated by the Los Angeles County Sanitation District (LACSD). West Covina's wastewater is treated and disposed of at the LACSD's San Jose Creek Water Reclamation Plant (SJCWRP) and/or the Whittier Narrows Reclamation Plant (WNRP). West Covina is spread across three LACSD sanitation districts: 15, 21, and 22. The SJCWRP has a maximum permitted capacity of 100 million gallons of wastewater per day (mgd) and serves a large residential population of approximately one million people. The SJCWRP treats an average flow of 65.7 mgd (City of West Covina 2016b). The WNRP has a maximum permitted capacity of 15 mgd and serves a population of approximately 150,000 people. Currently, the WNRP treats an average flow of 7 mgd (City of West Covina 2016b). Within each sanitation district there are differing sewer connection fees. Connection fees are paid for by the connection of new service, expansion of service, change of use category, demolition or rebuilding of a facility, and application for an industrial wastewater permit (City of West Covina 2016b).

As stated above, SJCWRP has a maximum permitted capacity of 100 mgd and treats an average flow of 65.7 mgd. Given the existing capacities at SJCWRP and WNRP, both facilities would be able to serve the Project.

The storm water runoff from the Project site would not exceed the capacity of the existing storm drain system, and no infrastructure improvements would be required beyond the installation of on-site storm drain facilities. The construction of the on-site water quality BMPs within the Project site has the potential for temporary construction-related impacts. Since utility installations are within the construction impact limits identified for the proposed Project, the potential impacts associated with the construction of storm drain lines have been addressed in the respective sections of this Initial Study. Impacts would be less than significant, and no mitigation is required.

## *Electricity*

Southern California Edison (SCE) currently provides electricity to the City of West Covina, including the Project Site (SCE 2024). Electrical service to the Project site would be provided in accordance with SCE's policies and extension rules on file with the California Public Utilities Commission (CPUC). Therefore, a significant impact related to the need for new systems or supplies, or substantial alterations related to electricity would not occur. Additionally, the Project Applicant will coordinate with SCE to ensure avoidance of any notable service disruptions during the extension of, relocation of, upgrade of, or connection to services. Impacts are considered less than significant, and no mitigation is required.

## *Natural Gas*

The Southern California Gas Company (SCGC) currently provides natural gas service to the City of West Covina, including the Project site (SCGC 2024). The service would be provided in accordance with SCGC's policies and extension rules on file with the CPUC. Therefore, a significant impact related to the need for new systems or supplies, or substantial alterations related to natural gas would not occur. Additionally, the Project Applicant would coordinate with SCGC to ensure avoidance of any notable service disruptions during the extension of, relocation of, upgrade of, or connection to services. Impacts are considered less than significant, and no mitigation is required.

## *Telecommunications*

Verizon provides telecommunications service to the area, including the Project site. The service would be provided in accordance with Verizon's policies and extension rules on file with the CPUC. Therefore, a significant impact related to the need for new systems or supplies, or substantial alterations related to telecommunications would not occur. Additionally, the Project Applicant would coordinate with Verizon to ensure avoidance of any notable service disruptions during the extension of, relocation of, upgrade of, or connection to services. Impacts are considered less than significant, and mitigation is not required.

The Project would not require the construction or expansion of water or wastewater infrastructure and treatment facilities, storm water drainage, electric power, natural gas, or telecommunications facilities. Impacts would be less than significant, and no mitigation is required.

***b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple years?***

**Less Than Significant Impact.** As stated in response to Threshold 4.19a, above, water service for the Project would be provided by the Valencia Heights Water Company. The Plan stated that VHWC has not yet experienced conditions such that supply was insufficient to meet demand, nor is a water shortage forecasted.

Water service to the Project would be provided in compliance Chapter 23, Article III, Water of the West Covina Municipal Code, which sets regulations for service connections, water rates, and other water system provisions (see RR UTL-1).

The Project would comply with Sections 4.303 and 4.304 of the CALGreen Code (as adopted by the City), which require indoor and outdoor water conservation measures such as low flush toilets, aerators on sinks and showerheads, other water-efficient appliances, and water-efficient automatic irrigation system controllers. Compliance with these regulations and programs is provided as RR UTL-3.

The increase in water demand generated by the proposed Project would be minimal; would be served by the VHWC with minor impacts on current water supplies; and is within the projected growth and increased water demand within VHWC's service area. With compliance with the City's water conservation measures, the proposed Project would not significantly impact VHWC's domestic water supply. Impacts would be less than significant, and no mitigation is required.

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

**Less Than Significant Impact.** The Project proposes the construction of a single-family residence, an ADU, and associated improvements. As such, the wastewater generated at the Project site would be negligible. As stated above, SJCWRP has a maximum permitted capacity of 100 mgd and treats an average flow of 65.7 mgd. The remaining available capacity is 34.3 mgd. WNRP has a capacity of 15 mgd and treats an average flow of 7 mgd, which leaves an available capacity of 8 mgd. The Project would not exceed the capacities of the wastewater treatment facilities. Impacts would be less than significant, and no mitigation is required.

***d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

***e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

**Less Than Significant Impact.** The City of West Covina contracts with Athens Services to provide trash, recycling, and special pickup services throughout the City. Athens Services provides trash and recycling collection service to residences, as well as all commercial, governmental, and industrial facilities within West Covina (City of West Covina 2016a). Waste collected by Athens Services within the City is taken to a Materials Recovery Facility (MRF) in the City of Industry, which accepts trash as well as commingled materials such as glass, plastic, cardboard, etc. that is sorted and separate at the facility. The City of Industry MRF can process 5,000 tons of mixed material each day (City of West Covina 2016a). Solid waste that is not diverted is disposed of at the Victorville Sanitary Landfill, a Class III (i.e., municipal waste) landfill located in the City of Victorville. Victorville Sanitary Landfill is owned and operated by the County of San Bernardino Solid Waste Management Division. The landfill has a permitted daily throughput of 3,000 tons/day, a max permitted capacity of 83,200,000 cubic yards, and an estimated remaining capacity of 81,510,000 (CalRecycle 2020). The City's solid waste disposal activities are required to be in compliance with the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939). AB 939 requires jurisdictions to meet the statewide goal to divert 25 percent and 50 percent of solid waste generated by year 1995 and 2000.

Project implementation would result in the development of a single-family residential unit, an ADU, and associated improvements. The solid waste generated at the Project site would be negligible. The Victorville Sanitary Landfill with remaining capacity of 81,510,000 and an anticipated closure date of October 1, 2047 would accommodate the long-term operational and short-term disposal of construction wastes from the Project.

As discussed in Section 4.9, Hazards and Hazardous Materials, of this Initial Study, hazardous wastes generated during construction activities would be disposed of in accordance with existing regulations. Similarly, hazardous material used during construction and occupancy of the proposed Project, would be conducted in compliance with applicable regulations.

Thus, the Project would result in less than significant impact pertaining to disposal of solid waste during construction and post construction, and no mitigation is required.

## Regulatory Requirements

None required.

## Mitigation Measures

Project implementation would not result in significant impacts related to Utilities and Service Systems; therefore, no mitigation is required.

# 3.20 WILDFIRE

| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☒ | ☐ |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | ☐ | ☐ | ☒ | ☐ |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | ☐ | ☐ | ☒ | ☐ |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | ☐ | ☐ | ☒ | ☐ |

## Impact Analysis

***If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:***

***a) Substantially impair an adopted emergency response plan or emergency evacuation plan?***

***b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

***c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

***d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

**Less Than Significant Impact.** The proposed Project is within a VHFHSZ, as defined by the California Department of Forestry and Fire Prevention (CalFire). As discussed in Section 4.9, Hazards and Hazardous Materials, the proposed Project is located directly south of East Cameron Avenue, which is a designated evacuation route in the City of West Covina. Temporary lane closures on the neighborhood access road and East Cameron Avenue may occur during Project construction Therefore, the Project has the potential to interfere with an adopted emergency evacuation plan during short-term construction activities. However,

despite potential lane closures during construction, with compliance with the NHMP, impacts would be less than significant, and no mitigation is required.

Additionally, while the Project introduces a use on an undeveloped site, it would be consistent with the surrounding uses and would therefore not introduce new significant risks related to fire hazards compared to existing conditions. Further, as discussed in Section 3.9, Hazards and Hazardous Materials, the Project would comply with all applicable State and local fire regulations.

## Regulatory Requirements

None required.

## Mitigation Measures

Project implementation would not result in significant impacts related to Wildfire; therefore, no mitigation measures are required.

# 3.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

## Impact Analysis:

***Would the Project:***

***a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or***

***animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

**Less Than Significant Impact.** As indicated in Section 3.4, Biological Resources, of this Initial Study, given the existing condition of the site, migratory birds may nest on the vegetation on-site. However, as a PDF, a pre-construction survey for nesting birds will be conducted within three days of the start of any vegetation removal or ground disturbing activities. The potential impacts would be less than significant with the PDF, and no mitigation is required.

There are no historic resources on the Project site that would be impacted by the proposed Project. Additionally, the PDF proposed in Section 3.5, Cultural Resources, would prevent impacts on buried archaeological resources, if uncovered during grading and excavation activities. Further, the PDF in Section 3.7, Geology and Soils for Paleontological Resources, would help avoid impacts on the said resources. Lastly, similar to other resources, the potential impact to tribal cultural resources would be less than significant with the proposed PDF in Section 3.18, Tribal Cultural Resources.

Therefore, the Project would not substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant with the proposed PDFs, as discussed above.

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

**Less Than Significant Impact.** As identified in the preceding analyses, all Project-level impacts have been determined to be less than significant with or without compliance with regulatory requirements or mitigated to a level considered less than significant with incorporation of mitigation measures. While the Project would contribute to potential environmental effects related to biological resources, cultural resources, geology and soils (paleontological resources), and tribal cultural resources these impacts would not be cumulatively considerable, since mitigation measures would be implemented to avoid or reduce potential Project-specific impacts associated with these environmental issues. As discussed in Section 4.3, Air Quality, and Section 4.8, Greenhouse Gas Emissions, of this IS/MND, the Project's air quality and GHG emissions impacts would be less than significant, and the impacts would not be considered cumulatively considerable.

No new development or redevelopment is planned adjacent to the site that would occur concurrently with Project construction. Development projects would be subject to environmental review by the City, pursuant to CEQA, the State CEQA Guidelines, and the City's Local CEQA Guidelines, to determine if they would lead to cumulative environmental effects as part of the appropriate CEQA analysis for each project. Since the proposed Project

would not have significant impacts after mitigation, the impacts of the Project are not expected to result in cumulatively considerable impacts when added to the impacts of other projects planned or proposed in the vicinity of the site. Cumulative impacts would be less than significant, and no mitigation is required.

***c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***

**Less Than Significant Impact.** Based on the environmental analyses above, with compliance with applicable regulatory requirements and/or the implementation of project design features, the Project would have less than significant impacts on human beings, either directly or indirectly, as it relates to all environmental topics, as discussed in Sections 3.1 through 3.20, above.

# 4.0 REFERENCES


California Air Pollution Control Officers Association (CAPCOA). 2023 (August 1). CalEEMod Version 2022.1.1.16 is Now Available! Sacramento, CA: CAPCOA. https://capcoa.org/caleemod/. California Air Resources Board (CARB). 2021. EMission FACtor Model (EMFAC 2021). Sacramento, CA: CARB. https://arb.ca.gov/emfac/.

———. 2018 (October, last updated). Maps of State and Federal Area Designations. Sacramento, CA: CARB. https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations.

———. 2016 (May 4). Ambient Air Quality Standards. Sacramento, CA: CARB. https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf.

———. 2014 (February). Proposed First Update to the Climate Change Scoping Plan: Building on the Framework. Sacramento, CA: CARB. http://www.arb.ca.gov/cc/scopingplan/2013_update/draft_proposed_first_update.pdf.

———. 2011 (August 19). Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document. Sacramento, CA: CARB. http://www.arb.ca.gov/cc/scopingplan/document/final_supplement_to_sp_fed.pdf.

———. 2008 (December). Climate Change Scoping Plan—Pursuant to AB 32. Sacramento, CA: CARB. https://ww3.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf.

California Building Standards Commission (CBSC). 2022a. 2022 California Building Standards Code, Part 6 – California Energy Code. Sacramento, CA: CBSC. https://codes.iccsafe.org/content/CAEC2022P1.

———. 2022b. 2022 California Green Building Standards Code, Title 24, Part 11 (CALGreen). Sacramento, CA: CBSC. https://codes.iccsafe.org/content/CAGBC2022P1.

———. 2010. Update of Mineral Land Classification for Portland Cement Concrete Aggregate in the San Gabriel Valley P-C Region, Los Angeles County—Special Report 209—Plate 1—San Gabriel Valley P-C Region showing MRZ-2 Areas and Active Mine Operations. Sacramento, CA: CDMG. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/.

California Department of Conservation, Division of Oil, Gas & Geothermal Resources (DOGGR). 2024 (August 27, last accessed). Division of Oil, Gas, and Geothermal Resources Well Finder. Sacramento, CA: DOGGR. https://maps.conservation.ca.gov/doggr/wellfinder/.

California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP). 2024a (August 26, last accessed). California Important Farmland Finder (CIFF). Sacramento, CA: FMMP. https://maps.conservation.ca.gov/DLRP/CIFF/.

———. 2024b (August 26, last accessed). California Williamson Act Enrollment Finder. Sacramento, CA: FMMP. https://maps.conservation.ca.gov/dlrp/WilliamsonAct/.

California Department of Fire Protection and Forestry Resources (CalFire). 2024 (August 26, last accessed). Fire Hazard Severity Zone Viewer in SRA and LRA. Sacramento, CA: CalFire. https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247.

California Department of Toxic Substances Control (DTSC). 2024 (August 27, access date). Envirostor - Hazardous Waste and Substances Site List (Cortese). Sacramento, CA: DTSC. https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM,COLUR&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+(CORTESE).

California Department of Transportation (Caltrans). 2024 (August 26, last accessed). California State Scenic Highway System Map. Sacramento, CA: Caltrans. https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

———.2020 (April). Transportation and Construction Vibration Guidance Manual. Sacramento, CA: Caltrans. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf.

———.2013 (September). Technical Noise Supplement to the Traffic Noise Analysis Protocol. Sacramento, CA: Caltrans. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf.

California Energy Commission (CEC). 2020a (August 27, last accessed). Clean Energy and Pollution Reduction Act—SB 350. Sacramento, CA: CEC. https://www.energy.ca.gov/rules-and-regulations/energy-suppliers-reporting/clean-energy-and-pollution-reduction-act-sb-350.

———. 2020b (August 27, last accessed). SB 100 Joint Agency Report. Sacramento, CA: CEC. https://www.energy.ca.gov/sb100.

Federal Transit Administration (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment. Washington D.C.: USDOT – FTA. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.

South Coast Air Quality Management District (SCAQMD). 2023. (updated March). SCAQMD Air Quality Significance Thresholds. Diamond Bar, CA: SCAQMD. https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25.

————.2022 (December). 2022 Air Quality Management Plan. Diamond Bar, CA: SCAQMD. http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=10

————. 2016 (February). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin. Diamond Bar, CA: SCAQMD. http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf.

———. 2010 (September 28). Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group #15 (slide presentation). Diamond Bar, CA. South Coast AQMD.

————. 2009 (October 21). Localized Significance Thresholds, Appendix C Mass Rate Look-up Thresholds. Diamond Bar, CA: SCAQMD. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2.

————. 2008 (October). Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Thresholds. Diamond Bar, CA: SCAQMD. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-6/ghg-meeting-6-guidance-document-discussion.pdf?sfvrsn=2.

————. 2003a (August 1). 2003 Air Quality Management Plan. Diamond Bar, CA: SCAQMD. http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf.

————. 1993. CEQA Air Quality Handbook. Diamond Bar, CA: SCAQMD. Southern California Association of Governments (SCAG). 2024 (April, adopted). Connect SoCal 2024. Los Angeles, CA: SCAG. https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf.

Southern California Edison (SCE). 2024 (August 28, last accessed). Incorporated Cities and Counties Served by SCE. Rosemead, CA: Southern California Edison. https://www.sce.com/sites/default/files/inline-files/Incorporated_Cities_and_Counties_and_Unicorporated_Areas_Served_by_SCE.pdf.

Southern California Gas Company (SCGC). 2024 (August 28, last accessed). List of Cities and Communities Served. Los Angeles, CA: SCGC. https://tariffsprd.socalgas.com/f85238a4-f5e8-4697-b931-2a9b6785aa5d.

West Covina, City of. 2024a (August 26, last accessed). City of West Covina Zoning Code. West Covina, CA: City of West Covina. https://www.arcgis.com/apps/webappviewer/index.html?id=eab40ffbe9b944dfa9195f75342d4986.

———. 2024b (August 26, accessed date). Fire Department. West Covina, CA: City of West Covina. https://www.westcovina.org/departments/fire.

———. 2016a. (December). West Covina General Plan (PlanWC). West Covina, CA: City of West Covina. https://www.westcovina.org/home/showdocument?id=18138.

———. 2016b (December). Final Environmental Impact Report for the 2016 General Plan Update and Downtown Plan and Code. West Covina, CA: City of West Covina. https://www.westcovina.org/home/showdocument?id=18142.

———. 2011 (September, adopted). City of West Covina Energy Action Plan. West Covina, CA: City of. https://www.ca-ilg.org/sites/main/files/file-attachments/west_covina_energy_action_plan.pdf.

West Covina Police Department (WCPD). 2024 (August 26, access date). WCPD Service Areas. West Covina, CA: WCPD. https://www.wcpd.org/service-areas/.

*This page intentionally left blank*

# Appendix A

# Air Quality and Greenhouse Gas Emissions Modeling Data

# Rise Residence v2 Detailed Report

## Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

2.3. Construction Emissions by Year, Mitigated

2.4. Operations Emissions Compared Against Thresholds

2.5. Operations Emissions by Sector, Unmitigated

2.6. Operations Emissions by Sector, Mitigated

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

3.2. Site Preparation (2025) - Mitigated

3.3. Grading (2025) - Unmitigated

3.4. Grading (2025) - Mitigated

3.5. Building Construction (2025) - Unmitigated

3.6. Building Construction (2025) - Mitigated

3.7. Building Construction (2026) - Unmitigated

3.8. Building Construction (2026) - Mitigated

3.9. Paving (2026) - Unmitigated

3.10. Paving (2026) - Mitigated

3.11. Architectural Coating (2026) - Unmitigated

3.12. Architectural Coating (2026) - Mitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.1.2. Mitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.2. Electricity Emissions By Land Use - Mitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.2.4. Natural Gas Emissions By Land Use - Mitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.3.2. Mitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.4.2. Mitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.5.2. Mitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.6.2. Mitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.7.2. Mitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.8.2. Mitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.9.2. Mitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | Rise Residence v2 |
| Construction Start Date | 1/2/2025 |
| Operational Year | 2026 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 1.80 |
| Precipitation (days) | 22.4 |
| Location | 3550 E Cameron Ave, West Covina, CA 91791, USA |
| County | Los Angeles-South Coast |
| City | West Covina |
| Air District | South Coast AQMD |
| Air Basin | South Coast |
| TAZ | 5037 |
| EDFZ | 7 |
| Electric Utility | Southern California Edison |
| Gas Utility | Southern California Gas |
| App Version | 2022.1.1.28 |

## 1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 2.00 | Dwelling Unit | 0.98 | 19,161 | 23,426 | — | 6.00 | — |

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

| Sector | # | Measure Title |
|---|---|---|
| Construction | C-10-A | Water Exposed Surfaces |
| Energy | E-10-B | Establish Onsite Renewable Energy Systems: Solar Power |
| Water | W-4 | Require Low-Flow Water Fixtures |

## 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit. | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 2.85 | 4.13 | 6.31 | 0.01 | 0.17 | 0.16 | 0.29 | 0.15 | 0.04 | 0.16 | — | 1,136 |
| Mit. | 2.85 | 4.13 | 6.31 | 0.01 | 0.17 | 0.16 | 0.29 | 0.15 | 0.04 | 0.16 | — | 1,136 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.46 | 4.13 | 6.17 | 0.01 | 0.17 | 0.16 | 0.29 | 0.15 | 0.04 | 0.16 | — | 1,135 |
| Mit. | 0.46 | 4.13 | 6.17 | 0.01 | 0.17 | 0.16 | 0.29 | 0.15 | 0.04 | 0.16 | — | 1,135 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.51 | 2.87 | 3.08 | 0.01 | 0.11 | 0.04 | 0.15 | 0.10 | 0.01 | 0.11 | — | 773 |
| Mit. | 0.51 | 2.87 | 3.08 | 0.01 | 0.11 | 0.04 | 0.15 | 0.10 | 0.01 | 0.11 | — | 773 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.09 | 0.52 | 0.56 | < 0.005 | 0.02 | 0.01 | 0.03 | 0.02 | < 0.005 | 0.02 | — | 128 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mit. | 0.09 | 0.52 | 0.56 | < 0.005 | 0.02 | 0.01 | 0.03 | 0.02 | < 0.005 | 0.02 | — | 128 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | — | — |

## 2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.46 | 4.13 | 6.31 | 0.01 | 0.17 | 0.16 | 0.29 | 0.15 | 0.04 | 0.16 | — | 1,136 |
| 2026 | 2.85 | 3.89 | 3.51 | 0.01 | 0.16 | 0.07 | 0.17 | 0.15 | 0.02 | 0.15 | — | 1,135 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.46 | 4.13 | 6.17 | 0.01 | 0.17 | 0.16 | 0.29 | 0.15 | 0.04 | 0.16 | — | 1,135 |
| 2026 | 0.42 | 3.89 | 3.50 | 0.01 | 0.16 | 0.01 | 0.17 | 0.15 | < 0.005 | 0.15 | — | 1,135 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.31 | 2.87 | 3.08 | 0.01 | 0.11 | 0.04 | 0.15 | 0.10 | 0.01 | 0.11 | — | 773 |
| 2026 | 0.51 | 1.57 | 1.48 | < 0.005 | 0.06 | 0.01 | 0.07 | 0.06 | < 0.005 | 0.06 | — | 429 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.06 | 0.52 | 0.56 | < 0.005 | 0.02 | 0.01 | 0.03 | 0.02 | < 0.005 | 0.02 | — | 128 |
| 2026 | 0.09 | 0.29 | 0.27 | < 0.005 | 0.01 | < 0.005 | 0.01 | 0.01 | < 0.005 | 0.01 | — | 71.0 |

## 2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.46 | 4.13 | 6.31 | 0.01 | 0.17 | 0.16 | 0.29 | 0.15 | 0.04 | 0.16 | — | 1,136 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2026 | 2.85 | 3.89 | 3.51 | 0.01 | 0.16 | 0.07 | 0.17 | 0.15 | 0.02 | 0.15 | — | 1,135 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.46 | 4.13 | 6.17 | 0.01 | 0.17 | 0.16 | 0.29 | 0.15 | 0.04 | 0.16 | — | 1,135 |
| 2026 | 0.42 | 3.89 | 3.50 | 0.01 | 0.16 | 0.01 | 0.17 | 0.15 | < 0.005 | 0.15 | — | 1,135 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.31 | 2.87 | 3.08 | 0.01 | 0.11 | 0.04 | 0.15 | 0.10 | 0.01 | 0.11 | — | 773 |
| 2026 | 0.51 | 1.57 | 1.48 | < 0.005 | 0.06 | 0.01 | 0.07 | 0.06 | < 0.005 | 0.06 | — | 429 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.06 | 0.52 | 0.56 | < 0.005 | 0.02 | 0.01 | 0.03 | 0.02 | < 0.005 | 0.02 | — | 128 |
| 2026 | 0.09 | 0.29 | 0.27 | < 0.005 | 0.01 | < 0.005 | 0.01 | 0.01 | < 0.005 | 0.01 | — | 71.0 |

## 2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit. | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.11 | 0.12 | 2.19 | < 0.005 | 0.01 | 0.11 | 0.12 | 0.01 | 0.03 | 0.03 | 1.00 | 218 |
| Mit. | 1.11 | 0.12 | 2.19 | < 0.005 | 0.01 | 0.11 | 0.12 | 0.01 | 0.03 | 0.03 | 0.99 | 198 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | 1% | 9% |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.10 | 0.13 | 2.04 | < 0.005 | 0.01 | 0.11 | 0.12 | 0.01 | 0.03 | 0.03 | 1.00 | 212 |
| Mit. | 1.10 | 0.13 | 2.04 | < 0.005 | 0.01 | 0.11 | 0.12 | 0.01 | 0.03 | 0.03 | 0.99 | 192 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | 1% | 10% |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.11 | 0.13 | 2.13 | < 0.005 | 0.01 | 0.11 | 0.11 | 0.01 | 0.03 | 0.03 | 1.00 | 212 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mit. | 1.11 | 0.13 | 2.13 | < 0.005 | 0.01 | 0.11 | 0.11 | 0.01 | 0.03 | 0.03 | 0.99 | 191 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | 1% | 10% |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.20 | 0.02 | 0.39 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | 0.17 | 35.0 |
| Mit. | 0.20 | 0.02 | 0.39 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | 0.16 | 31.7 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | 1% | 10% |

## 2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Sector | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.06 | 0.04 | 0.51 | < 0.005 | < 0.005 | 0.11 | 0.11 | < 0.005 | 0.03 | 0.03 | — | 125 |
| Area | 0.45 | < 0.005 | 0.11 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.30 |
| Energy | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 44.8 |
| Water | — | — | — | — | — | — | — | — | — | — | 0.14 | 4.47 |
| Waste | — | — | — | — | — | — | — | — | — | — | 0.86 | 3.00 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | 0.14 |
| Stationary | 0.60 | 0.06 | 1.56 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 40.2 |
| Total | 1.11 | 0.12 | 2.19 | < 0.005 | 0.01 | 0.11 | 0.12 | 0.01 | 0.03 | 0.03 | 1.00 | 218 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.06 | 0.05 | 0.47 | < 0.005 | < 0.005 | 0.11 | 0.11 | < 0.005 | 0.03 | 0.03 | — | 120 |
| Area | 0.44 | — | — | — | — | — | — | — | — | — | — | — |
| Energy | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 44.8 |
| Water | — | — | — | — | — | — | — | — | — | — | 0.14 | 4.47 |
| Waste | — | — | — | — | — | — | — | — | — | — | 0.86 | 3.00 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | 0.14 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Stationary | 0.60 | 0.06 | 1.56 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 40.2 |
| Total | 1.10 | 0.13 | 2.04 | < 0.005 | 0.01 | 0.11 | 0.12 | 0.01 | 0.03 | 0.03 | 1.00 | 212 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.06 | 0.05 | 0.48 | < 0.005 | < 0.005 | 0.11 | 0.11 | < 0.005 | 0.03 | 0.03 | — | 118 |
| Area | 0.45 | < 0.005 | 0.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.21 |
| Energy | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 44.8 |
| Water | — | — | — | — | — | — | — | — | — | — | 0.14 | 4.47 |
| Waste | — | — | — | — | — | — | — | — | — | — | 0.86 | 3.00 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | 0.14 |
| Stationary | 0.60 | 0.06 | 1.57 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 40.5 |
| Total | 1.11 | 0.13 | 2.13 | < 0.005 | 0.01 | 0.11 | 0.11 | 0.01 | 0.03 | 0.03 | 1.00 | 212 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.01 | 0.01 | 0.09 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 19.6 |
| Area | 0.08 | < 0.005 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.03 |
| Energy | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 7.42 |
| Water | — | — | — | — | — | — | — | — | — | — | 0.02 | 0.74 |
| Waste | — | — | — | — | — | — | — | — | — | — | 0.14 | 0.50 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | 0.02 |
| Stationary | 0.11 | 0.01 | 0.29 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 6.71 |
| Total | 0.20 | 0.02 | 0.39 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | 0.17 | 35.0 |

## 2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Sector | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.06 | 0.04 | 0.51 | < 0.005 | < 0.005 | 0.11 | 0.11 | < 0.005 | 0.03 | 0.03 | — | 125 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Area | 0.45 | < 0.005 | 0.11 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.30 |
| Energy | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.6 |
| Water | — | — | — | — | — | — | — | — | — | — | 0.13 | 4.35 |
| Waste | — | — | — | — | — | — | — | — | — | — | 0.86 | 3.00 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | 0.14 |
| Stationary | 0.60 | 0.06 | 1.56 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 40.2 |
| Total | 1.11 | 0.12 | 2.19 | < 0.005 | 0.01 | 0.11 | 0.12 | 0.01 | 0.03 | 0.03 | 0.99 | 198 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.06 | 0.05 | 0.47 | < 0.005 | < 0.005 | 0.11 | 0.11 | < 0.005 | 0.03 | 0.03 | — | 120 |
| Area | 0.44 | — | — | — | — | — | — | — | — | — | — | — |
| Energy | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.6 |
| Water | — | — | — | — | — | — | — | — | — | — | 0.13 | 4.35 |
| Waste | — | — | — | — | — | — | — | — | — | — | 0.86 | 3.00 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | 0.14 |
| Stationary | 0.60 | 0.06 | 1.56 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 40.2 |
| Total | 1.10 | 0.13 | 2.04 | < 0.005 | 0.01 | 0.11 | 0.12 | 0.01 | 0.03 | 0.03 | 0.99 | 192 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.06 | 0.05 | 0.48 | < 0.005 | < 0.005 | 0.11 | 0.11 | < 0.005 | 0.03 | 0.03 | — | 118 |
| Area | 0.45 | < 0.005 | 0.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.21 |
| Energy | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.6 |
| Water | — | — | — | — | — | — | — | — | — | — | 0.13 | 4.35 |
| Waste | — | — | — | — | — | — | — | — | — | — | 0.86 | 3.00 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | 0.14 |
| Stationary | 0.60 | 0.06 | 1.57 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 40.5 |
| Total | 1.11 | 0.13 | 2.13 | < 0.005 | 0.01 | 0.11 | 0.11 | 0.01 | 0.03 | 0.03 | 0.99 | 191 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.01 | 0.01 | 0.09 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 19.6 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Area | 0.08 | < 0.005 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.03 |
| Energy | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.08 |
| Water | — | — | — | — | — | — | — | — | — | — | 0.02 | 0.72 |
| Waste | — | — | — | — | — | — | — | — | — | — | 0.14 | 0.50 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | 0.02 |
| Stationary | 0.11 | 0.01 | 0.29 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 6.71 |
| Total | 0.20 | 0.02 | 0.39 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | 0.16 | 31.7 |

# 3. Construction Emissions Details

## 3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 |
| Dust From Material Movement | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 |
| Dust From Material Movement | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 |
| Dust From Material Movement | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.15 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.01 | 0.01 | — | 33.2 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.75 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.29 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

## 3.2. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 |
| Dust From Material Movement | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 |
| Dust From Material Movement | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 |
| Dust From Material Movement | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.15 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.01 | 0.01 | — | 33.2 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.75 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.29 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

## 3.3. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.41 | 3.87 | 5.44 | 0.01 | 0.12 | — | 0.12 | 0.11 | — | 0.11 | — | 829 |
| Dust From Material Movement | — | — | — | — | — | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.41 | 3.87 | 5.44 | 0.01 | 0.12 | — | 0.12 | 0.11 | — | 0.11 | — | 829 |
| Dust From Material Movement | — | — | — | — | — | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.09 | 0.83 | 1.16 | < 0.005 | 0.03 | — | 0.03 | 0.02 | — | 0.02 | — | 177 |
| Dust From Material Movement | — | — | — | — | — | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.15 | 0.21 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 29.3 |
| Dust From Material Movement | — | — | — | — | — | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05 | 0.05 | 0.87 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.04 | 0.04 | — | 175 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 1.87 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05 | 0.06 | 0.74 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.04 | 0.04 | — | 166 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 1.86 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.17 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.01 | 0.01 | — | 36.0 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.40 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.03 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 5.96 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.07 |

## 3.4. Grading (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.41 | 3.87 | 5.44 | 0.01 | 0.12 | — | 0.12 | 0.11 | — | 0.11 | — | 829 |
| Dust From Material Movement | — | — | — | — | — | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.41 | 3.87 | 5.44 | 0.01 | 0.12 | — | 0.12 | 0.11 | — | 0.11 | — | 829 |
| Dust From Material Movement | — | — | — | — | — | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.09 | 0.83 | 1.16 | < 0.005 | 0.03 | — | 0.03 | 0.02 | — | 0.02 | — | 177 |
| Dust From Material Movement | — | — | — | — | — | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | — |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.15 | 0.21 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 29.3 |
| Dust From Material Movement | — | — | — | — | — | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05 | 0.05 | 0.87 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.04 | 0.04 | — | 175 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 1.87 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05 | 0.06 | 0.74 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.04 | 0.04 | — | 166 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 1.86 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.17 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.01 | 0.01 | — | 36.0 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.40 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.03 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 5.96 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.07 |

## 3.5. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.42 | 4.12 | 3.51 | 0.01 | 0.17 | — | 0.17 | 0.15 | — | 0.15 | — | 1,118 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.42 | 4.12 | 3.51 | 0.01 | 0.17 | — | 0.17 | 0.15 | — | 0.15 | — | 1,118 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.21 | 2.02 | 1.72 | 0.01 | 0.08 | — | 0.08 | 0.08 | — | 0.08 | — | 549 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.37 | 0.31 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 90.9 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 10.1 |
| Vendor | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 7.09 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.04 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 9.55 |
| Vendor | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 7.08 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 4.77 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.48 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.79 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.58 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

## 3.6. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.42 | 4.12 | 3.51 | 0.01 | 0.17 | — | 0.17 | 0.15 | — | 0.15 | — | 1,118 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.42 | 4.12 | 3.51 | 0.01 | 0.17 | — | 0.17 | 0.15 | — | 0.15 | — | 1,118 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.21 | 2.02 | 1.72 | 0.01 | 0.08 | — | 0.08 | 0.08 | — | 0.08 | — | 549 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.37 | 0.31 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 90.9 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 10.1 |
| Vendor | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 7.09 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.04 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 9.55 |
| Vendor | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 7.08 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 4.77 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.48 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.79 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.58 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

## 3.7. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.42 | 3.88 | 3.46 | 0.01 | 0.16 | — | 0.16 | 0.15 | — | 0.15 | — | 1,118 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.42 | 3.88 | 3.46 | 0.01 | 0.16 | — | 0.16 | 0.15 | — | 0.15 | — | 1,118 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.14 | 1.34 | 1.19 | < 0.005 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 385 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.24 | 0.22 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 63.7 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 9.90 |
| Vendor | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 6.97 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.04 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 9.36 |
| Vendor | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 6.96 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 3.28 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 2.40 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.54 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.40 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

## 3.8. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.42 | 3.88 | 3.46 | 0.01 | 0.16 | — | 0.16 | 0.15 | — | 0.15 | — | 1,118 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.42 | 3.88 | 3.46 | 0.01 | 0.16 | — | 0.16 | 0.15 | — | 0.15 | — | 1,118 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.14 | 1.34 | 1.19 | < 0.005 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 385 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.24 | 0.22 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 63.7 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 9.90 |
| Vendor | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 6.97 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.04 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 9.36 |
| Vendor | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 6.96 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 3.28 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 2.40 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.54 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.40 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

## 3.9. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 1.16 | 0.84 | < 0.005 | 0.05 | — | 0.05 | 0.04 | — | 0.04 | — | 156 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.07 | 0.05 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 8.96 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1.48 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.32 | 0.00 | 0.00 | 0.07 | 0.07 | 0.00 | 0.02 | 0.02 | — | 68.7 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 3.80 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.63 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

## 3.10. Paving (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 1.16 | 0.84 | < 0.005 | 0.05 | — | 0.05 | 0.04 | — | 0.04 | — | 156 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.07 | 0.05 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 8.96 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1.48 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.32 | 0.00 | 0.00 | 0.07 | 0.07 | 0.00 | 0.02 | 0.02 | — | 68.7 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 3.80 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.63 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

## 3.11. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | 0.18 | 1.28 | 1.70 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 201 |
| Architectural Coatings | 2.67 | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.16 | 0.21 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.8 |
| Architectural Coatings | 0.33 | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.03 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.10 |
| Architectural Coatings | 0.06 | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.98 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.23 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.04 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

## 3.12. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.18 | 1.28 | 1.70 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 201 |
| Architectural Coatings | 2.67 | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.16 | 0.21 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.8 |
| Architectural Coatings | 0.33 | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.03 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.10 |
| Architectural Coatings | 0.06 | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.98 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.23 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.04 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

# 4. Operations Emissions Details

## 4.1. Mobile Emissions by Land Use

### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 0.06 | 0.04 | 0.51 | < 0.005 | < 0.005 | 0.11 | 0.11 | < 0.005 | 0.03 | 0.03 | — | 125 |
| Total | 0.06 | 0.04 | 0.51 | < 0.005 | < 0.005 | 0.11 | 0.11 | < 0.005 | 0.03 | 0.03 | — | 125 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.06 | 0.05 | 0.47 | < 0.005 | < 0.005 | 0.11 | 0.11 | < 0.005 | 0.03 | 0.03 | — | 120 |
| Total | 0.06 | 0.05 | 0.47 | < 0.005 | < 0.005 | 0.11 | 0.11 | < 0.005 | 0.03 | 0.03 | — | 120 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.01 | 0.01 | 0.09 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 19.6 |
| Total | 0.01 | 0.01 | 0.09 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 19.6 |

### 4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.06 | 0.04 | 0.51 | < 0.005 | < 0.005 | 0.11 | 0.11 | < 0.005 | 0.03 | 0.03 | — | 125 |
| Total | 0.06 | 0.04 | 0.51 | < 0.005 | < 0.005 | 0.11 | 0.11 | < 0.005 | 0.03 | 0.03 | — | 125 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.06 | 0.05 | 0.47 | < 0.005 | < 0.005 | 0.11 | 0.11 | < 0.005 | 0.03 | 0.03 | — | 120 |
| Total | 0.06 | 0.05 | 0.47 | < 0.005 | < 0.005 | 0.11 | 0.11 | < 0.005 | 0.03 | 0.03 | — | 120 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.01 | 0.01 | 0.09 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 19.6 |
| Total | 0.01 | 0.01 | 0.09 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 19.6 |

## 4.2. Energy

### 4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 20.2 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 20.2 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 20.2 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 20.2 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 3.34 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 3.34 |

### 4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | < 0.005 |
| Total | — | — | — | — | — | — | — | — | — | — | — | < 0.005 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | < 0.005 |
| Total | — | — | — | — | — | — | — | — | — | — | — | < 0.005 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | < 0.005 |
| Total | — | — | — | — | — | — | — | — | — | — | — | < 0.005 |

### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.6 |
| Total | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.6 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.6 |
| Total | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.6 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.08 |
| Total | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.08 |

### 4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.6 |
| Total | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.6 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.6 |
| Total | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.6 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.08 |
| Total | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.08 |

## 4.3. Area Emissions by Source

### 4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Source | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 0.41 | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.03 | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.01 | < 0.005 | 0.11 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.30 |
| Total | 0.45 | < 0.005 | 0.11 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.30 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Consumer Products | 0.41 | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.03 | — | — | — | — | — | — | — | — | — | — | — |
| Total | 0.44 | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 0.07 | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.01 | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.03 |
| Total | 0.08 | < 0.005 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.03 |

### 4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Source | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 0.41 | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.03 | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.01 | < 0.005 | 0.11 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.30 |
| Total | 0.45 | < 0.005 | 0.11 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.30 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 0.41 | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.03 | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | 0.44 | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 0.07 | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.01 | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.03 |
| Total | 0.08 | < 0.005 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.03 |

## 4.4. Water Emissions by Land Use

### 4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 0.14 | 4.47 |
| Total | — | — | — | — | — | — | — | — | — | — | 0.14 | 4.47 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 0.14 | 4.47 |
| Total | — | — | — | — | — | — | — | — | — | — | 0.14 | 4.47 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 0.02 | 0.74 |
| Total | — | — | — | — | — | — | — | — | — | — | 0.02 | 0.74 |

### 4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 0.13 | 4.35 |
| Total | — | — | — | — | — | — | — | — | — | — | 0.13 | 4.35 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 0.13 | 4.35 |
| Total | — | — | — | — | — | — | — | — | — | — | 0.13 | 4.35 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 0.02 | 0.72 |
| Total | — | — | — | — | — | — | — | — | — | — | 0.02 | 0.72 |

## 4.5. Waste Emissions by Land Use

### 4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 0.86 | 3.00 |
| Total | — | — | — | — | — | — | — | — | — | — | 0.86 | 3.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 0.86 | 3.00 |
| Total | — | — | — | — | — | — | — | — | — | — | 0.86 | 3.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 0.14 | 0.50 |
| Total | — | — | — | — | — | — | — | — | — | — | 0.14 | 0.50 |

### 4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 0.86 | 3.00 |
| Total | — | — | — | — | — | — | — | — | — | — | 0.86 | 3.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 0.86 | 3.00 |
| Total | — | — | — | — | — | — | — | — | — | — | 0.86 | 3.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 0.14 | 0.50 |
| Total | — | — | — | — | — | — | — | — | — | — | 0.14 | 0.50 |

## 4.6. Refrigerant Emissions by Land Use

### 4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 0.14 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 0.14 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 0.14 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 0.14 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 0.02 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 0.02 |

### 4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 0.14 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 0.14 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 0.14 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 0.14 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 0.02 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 0.02 |

## 4.7. Offroad Emissions By Equipment Type

### 4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.8. Stationary Emissions By Equipment Type

### 4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Emergency Generator | 0.60 | 0.06 | 1.56 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 40.2 |
| Total | 0.60 | 0.06 | 1.56 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 40.2 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Emergency Generator | 0.60 | 0.06 | 1.56 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 40.2 |
| Total | 0.60 | 0.06 | 1.56 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 40.2 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Emergency Generator | 0.11 | 0.01 | 0.29 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 6.71 |
| Total | 0.11 | 0.01 | 0.29 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 6.71 |

### 4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Emergency Generator | 0.60 | 0.06 | 1.56 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 40.2 |
| Total | 0.60 | 0.06 | 1.56 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 40.2 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Emergency Generator | 0.60 | 0.06 | 1.56 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 40.2 |
| Total | 0.60 | 0.06 | 1.56 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 40.2 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Emergency Generator | 0.11 | 0.01 | 0.29 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 6.71 |
| Total | 0.11 | 0.01 | 0.29 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 6.71 |

## 4.9. User Defined Emissions By Equipment Type

### 4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.10. Soil Carbon Accumulation By Vegetation Type

### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Vegetation | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Species | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Vegetation | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Species | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — |

# 5. Activity Data

## 5.1. Construction Schedule

| Phase Name | Phase Type | Start Date | End Date | Days Per Week | Work Days per Phase | Phase Description |
|---|---|---|---|---|---|---|
| Site Preparation | Site Preparation | 1/2/2025 | 1/23/2025 | 6.00 | 19.0 | — |
| Grading | Grading | 1/24/2025 | 4/24/2025 | 6.00 | 78.0 | — |
| Building Construction | Building Construction | 4/25/2025 | 6/25/2026 | 5.00 | 305 | — |
| Paving | Paving | 6/26/2026 | 7/26/2026 | 5.00 | 21.0 | — |
| Architectural Coating | Architectural Coating | 7/27/2026 | 9/27/2026 | 5.00 | 45.0 | — |

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Site Preparation | Other Construction Equipment | Electric | Average | 1.00 | 9.00 | 82.0 | 0.42 |
| Grading | Excavators | Diesel | Average | 2.00 | 9.00 | 36.0 | 0.38 |
| Grading | Plate Compactors | Diesel | Average | 2.00 | 9.00 | 8.00 | 0.43 |
| Grading | Bore/Drill Rigs | Diesel | Average | 1.00 | 9.00 | 83.0 | 0.50 |
| Building Construction | Cranes | Diesel | Average | 1.00 | 9.00 | 367 | 0.29 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Building Construction | Other Construction Equipment | Electric | Average | 1.00 | 9.00 | 82.0 | 0.42 |
| Paving | Cement and Mortar Mixers | Diesel | Average | 1.00 | 9.00 | 10.0 | 0.56 |
| Paving | Pumps | Diesel | Average | 1.00 | 9.00 | 11.0 | 0.74 |
| Architectural Coating | Air Compressors | Diesel | Average | 1.00 | 9.00 | 37.0 | 0.48 |

### 5.2.2. Mitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Site Preparation | Other Construction Equipment | Electric | Average | 1.00 | 9.00 | 82.0 | 0.42 |
| Grading | Excavators | Diesel | Average | 2.00 | 9.00 | 36.0 | 0.38 |
| Grading | Plate Compactors | Diesel | Average | 2.00 | 9.00 | 8.00 | 0.43 |
| Grading | Bore/Drill Rigs | Diesel | Average | 1.00 | 9.00 | 83.0 | 0.50 |
| Building Construction | Cranes | Diesel | Average | 1.00 | 9.00 | 367 | 0.29 |
| Building Construction | Other Construction Equipment | Electric | Average | 1.00 | 9.00 | 82.0 | 0.42 |
| Paving | Cement and Mortar Mixers | Diesel | Average | 1.00 | 9.00 | 10.0 | 0.56 |
| Paving | Pumps | Diesel | Average | 1.00 | 9.00 | 11.0 | 0.74 |
| Architectural Coating | Air Compressors | Diesel | Average | 1.00 | 9.00 | 37.0 | 0.48 |

## 5.3. Construction Vehicles

### 5.3.1. Unmitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Site Preparation | — | — | — | — |
| Site Preparation | Worker | 2.50 | 18.5 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | — | 10.2 | HHDT,MHDT |
| Site Preparation | Hauling | 0.00 | 20.0 | HHDT |

| | | | | |
|---|---|---|---|---|
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | — | — | — | — |
| Grading | Worker | 12.5 | 18.5 | LDA,LDT1,LDT2 |
| Grading | Vendor | — | 10.2 | HHDT,MHDT |
| Grading | Hauling | 0.03 | 20.0 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | — | — | — | — |
| Building Construction | Worker | 0.72 | 18.5 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 0.21 | 10.2 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | — | — | — | — |
| Paving | Worker | 5.00 | 18.5 | LDA,LDT1,LDT2 |
| Paving | Vendor | — | 10.2 | HHDT,MHDT |
| Paving | Hauling | 0.00 | 20.0 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | — | — | — | — |
| Architectural Coating | Worker | 0.14 | 18.5 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 10.2 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00 | 20.0 | HHDT |
| Architectural Coating | Onsite truck | — | — | HHDT |

### 5.3.2. Mitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Site Preparation | — | — | — | — |
| Site Preparation | Worker | 2.50 | 18.5 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | — | 10.2 | HHDT,MHDT |
| Site Preparation | Hauling | 0.00 | 20.0 | HHDT |

| | | | | |
|---|---|---|---|---|
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | — | — | — | — |
| Grading | Worker | 12.5 | 18.5 | LDA,LDT1,LDT2 |
| Grading | Vendor | — | 10.2 | HHDT,MHDT |
| Grading | Hauling | 0.03 | 20.0 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | — | — | — | — |
| Building Construction | Worker | 0.72 | 18.5 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 0.21 | 10.2 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | — | — | — | — |
| Paving | Worker | 5.00 | 18.5 | LDA,LDT1,LDT2 |
| Paving | Vendor | — | 10.2 | HHDT,MHDT |
| Paving | Hauling | 0.00 | 20.0 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | — | — | — | — |
| Architectural Coating | Worker | 0.14 | 18.5 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 10.2 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00 | 20.0 | HHDT |
| Architectural Coating | Onsite truck | — | — | HHDT |

## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

## 5.5. Architectural Coatings

| Phase Name | Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|---|
| Architectural Coating | 38,801 | 12,934 | 0.00 | 0.00 | — |

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

| Phase Name | Material Imported (Cubic Yards) | Material Exported (Cubic Yards) | Acres Graded (acres) | Material Demolished (sq. ft.) | Acres Paved (acres) |
|---|---|---|---|---|---|
| Site Preparation | — | — | 0.50 | 0.00 | — |
| Grading | — | 8.21 | 1.50 | 0.00 | — |
| Paving | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |

### 5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

## 5.7. Construction Paving

| Land Use | Area Paved (acres) | % Asphalt |
|---|---|---|
| Single Family Housing | 0.02 | 0% |

## 5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4 | N2O |
|---|---|---|---|---|
| 2025 | 462 | 532 | 0.03 | < 0.005 |
| 2026 | 231 | 532 | 0.03 | < 0.005 |

## 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 18.9 | 19.1 | 17.1 | 6,809 | 154 | 156 | 140 | 55,632 |

### 5.9.2. Mitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 18.9 | 19.1 | 17.1 | 6,809 | 154 | 156 | 140 | 55,632 |

## 5.10. Operational Area Sources

### 5.10.1. Hearths

#### 5.10.1.1. Unmitigated

#### 5.10.1.2. Mitigated

### 5.10.2. Architectural Coatings

| Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|
| 38801.025 | 12,934 | 0.00 | 0.00 | — |

### 5.10.3. Landscape Equipment

| Season | Unit | Value |
|---|---|---|
| Snow Days | day/yr | 0.00 |
| Summer Days | day/yr | 250 |

### 5.10.4. Landscape Equipment - Mitigated

| Season | Unit | Value |
|---|---|---|

| | | |
|---|---|---|
| Snow Days | day/yr | 0.00 |
| Summer Days | day/yr | 250 |

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---|---|---|---|---|---|
| Single Family Housing | 13,790 | 532 | 0.0330 | 0.0040 | 76,671 |

### 5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---|---|---|---|---|---|
| Single Family Housing | 0.29 | 532 | 0.0330 | 0.0040 | 76,671 |

## 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Single Family Housing | 74,548 | 401,549 |

### 5.12.2. Mitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Single Family Housing | 67,637 | 401,549 |

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Single Family Housing | 1.59 | — |

### 5.13.2. Mitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Single Family Housing | 1.59 | — |

## 5.14. Operational Refrigeration and Air Conditioning Equipment

### 5.14.1. Unmitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|---|---|---|---|---|---|---|---|
| Single Family Housing | Average room A/C & Other residential A/C and heat pumps | R-410A | 2,088 | < 0.005 | 2.50 | 2.50 | 10.0 |
| Single Family Housing | Household refrigerators and/or freezers | R-134a | 1,430 | 0.12 | 0.60 | 0.00 | 1.00 |

### 5.14.2. Mitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|---|---|---|---|---|---|---|---|
| Single Family Housing | Average room A/C & Other residential A/C and heat pumps | R-410A | 2,088 | < 0.005 | 2.50 | 2.50 | 10.0 |
| Single Family Housing | Household refrigerators and/or freezers | R-134a | 1,430 | 0.12 | 0.60 | 0.00 | 1.00 |

## 5.15. Operational Off-Road Equipment

#### 5.15.1. Unmitigated

| Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|

#### 5.15.2. Mitigated

| Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|

## 5.16. Stationary Sources

#### 5.16.1. Emergency Generators and Fire Pumps

| Equipment Type | Fuel Type | Number per Day | Hours per Day | Hours per Year | Horsepower | Load Factor |
|---|---|---|---|---|---|---|
| Emergency Generator | CNG | 1.00 | 1.36 | 500 | 50.0 | 0.73 |

#### 5.16.2. Process Boilers

| Equipment Type | Fuel Type | Number | Boiler Rating (MMBtu/hr) | Daily Heat Input (MMBtu/day) | Annual Heat Input (MMBtu/yr) |
|---|---|---|---|---|---|

## 5.17. User Defined

| Equipment Type | Fuel Type |
|---|---|

## 5.18. Vegetation

#### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|---|---|---|---|

#### 5.18.1.2. Mitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|---|---|---|---|

### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|---|---|---|

#### 5.18.1.2. Mitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|---|---|---|

### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

| Tree Type | Number | Electricity Saved (kWh/year) | Natural Gas Saved (btu/year) |
|---|---|---|---|

#### 5.18.2.2. Mitigated

| Tree Type | Number | Electricity Saved (kWh/year) | Natural Gas Saved (btu/year) |
|---|---|---|---|

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|
| Temperature and Extreme Heat | 17.3 | annual days of extreme heat |
| Extreme Precipitation | 6.05 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 3.41 | annual hectares burned |

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | 2 | 0 | 0 | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 0 | 0 | 0 | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

## 6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | 2 | 1 | 1 | 3 |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 1 | 1 | 2 |

| | | | | |
|---|---|---|---|---|
| Wildfire | 1 | 1 | 1 | 2 |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 1 | 1 | 1 | 2 |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

### 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | — |
| AQ-Ozone | 74.1 |
| AQ-PM | 86.0 |
| AQ-DPM | 63.2 |
| Drinking Water | 96.0 |
| Lead Risk Housing | 54.1 |
| Pesticides | 0.00 |
| Toxic Releases | 74.7 |
| Traffic | 84.9 |
| Effect Indicators | — |
| CleanUp Sites | 0.00 |
| Groundwater | 0.00 |

| | |
|---|---|
| Haz Waste Facilities/Generators | 51.7 |
| Impaired Water Bodies | 33.2 |
| Solid Waste | 0.00 |
| Sensitive Population | — |
| Asthma | 41.5 |
| Cardio-vascular | 49.2 |
| Low Birth Weights | 59.8 |
| Socioeconomic Factor Indicators | — |
| Education | 33.5 |
| Housing | 75.7 |
| Linguistic | 52.9 |
| Poverty | 44.1 |
| Unemployment | 47.0 |

## 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Economic | — |
| Above Poverty | 70.85846272 |
| Employed | 65.05838573 |
| Median HI | 79.5072501 |
| Education | — |
| Bachelor's or higher | 73.37354036 |
| High school enrollment | 100 |
| Preschool enrollment | 46.33645579 |
| Transportation | — |
| Auto Access | 87.47593995 |
| Active commuting | 45.32272552 |

| | |
|---|---|
| Social | — |
| 2-parent households | 25.47157706 |
| Voting | 52.53432568 |
| Neighborhood | — |
| Alcohol availability | 66.38008469 |
| Park access | 14.51302451 |
| Retail density | 48.51790068 |
| Supermarket access | 38.63723855 |
| Tree canopy | 47.11920955 |
| Housing | — |
| Homeownership | 78.3908636 |
| Housing habitability | 55.90914924 |
| Low-inc homeowner severe housing cost burden | 37.93147697 |
| Low-inc renter severe housing cost burden | 24.48351084 |
| Uncrowded housing | 58.11625818 |
| Health Outcomes | — |
| Insured adults | 63.35172591 |
| Arthritis | 55.6 |
| Asthma ER Admissions | 70.8 |
| High Blood Pressure | 34.2 |
| Cancer (excluding skin) | 32.7 |
| Asthma | 95.7 |
| Coronary Heart Disease | 51.0 |
| Chronic Obstructive Pulmonary Disease | 76.7 |
| Diagnosed Diabetes | 43.0 |
| Life Expectancy at Birth | 61.8 |
| Cognitively Disabled | 88.7 |
| Physically  Disabled | 69.8 |

| | |
|---|---|
| Heart Attack ER Admissions | 72.1 |
| Mental Health Not Good | 83.6 |
| Chronic Kidney Disease | 55.3 |
| Obesity | 82.4 |
| Pedestrian Injuries | 19.6 |
| Physical Health Not Good | 67.2 |
| Stroke | 58.2 |
| Health Risk Behaviors | — |
| Binge Drinking | 82.5 |
| Current Smoker | 87.1 |
| No Leisure Time for Physical Activity | 60.8 |
| Climate Change Exposures | — |
| Wildfire Risk | 39.1 |
| SLR Inundation Area | 0.0 |
| Children | 59.5 |
| Elderly | 25.1 |
| English Speaking | 50.1 |
| Foreign-born | 80.5 |
| Outdoor Workers | 71.7 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 80.7 |
| Traffic Density | 85.1 |
| Traffic Access | 23.0 |
| Other Indices | — |
| Hardship | 34.3 |
| Other Decision Support | — |
| 2016 Voting | 36.5 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 62.0 |
| Healthy Places Index Score for Project Location (b) | 65.0 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |
| Project Located in a Low-Income Community (Assembly Bill 1550) | No |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

| Screen | Justification |
|---|---|
| Land Use | Size of Project site. Build floor area includes garage. |
| Construction: Construction Phases | Demolition phase was removed as the Project's implementation would not require any demolition. |
| Operations: Emergency Generators and Fire Pumps | Home generators are sold in gasoline or CNG configurations. |
| Construction: Off-Road Equipment | Based on data provided by the Applicant. |
| Operations: Hearths | No fireplaces or woodstoves would be provided. |

# Appendix B

# Energy Data

# Energy Use Summary

| Construction Phase (gallons/construction period) | Gasoline | Diesel | | Electricity (kWh/yr) |
|---|---|---|---|---|
| Construction Vehicles | 0 | 4,087 | 2025 | 462 |
| Worker Trips | 1,124 | 3 | 2026 | 231 |
| Vendor Trips | 0 | 0 | **Total** | **693** |
| Haul Trucks | 0 | 0 | | |
| **Total** | **1,124** | **4,090** | | |

| Operations Phase (gallons/year) | | Gasoline | Diesel | Natural Gas (kBTU/yr) | Electricity (kWh/yr) |
|---|---|---|---|---|---|
| Single Family Housing | | 1,627 | 146 | 76,671 | 13,790 |
| | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 |
| **All Land Uses** | | **1,627** | **146** | **76,671** | **13,790** |

## Operations Onroad Energy Use

Year 2035

| Vehicle Types | MPG by Fuel Type | | | | | Population by Fuel Type | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | Gasoline | Diesel | Electricity | Natural Gas | Plug-in Hybrid | Gasoline | Diesel | Electricity | Natural Gas | Plug-in Hybrid | Total |
| LDA | 34.8 | 48.9 | 0.4 | 0.000 | 28.1 | 5,021,678 | 4,936 | 579,806 | 0 | 221,898 | 5,828,318 |
| LDT1 | 29.0 | 28.4 | 0.4 | 0.000 | 27.9 | 444,187 | 4 | 7,366 | 0 | 5,730 | 457,287 |
| LDT2 | 28.8 | 37.5 | 0.4 | 0.000 | 27.8 | 3,023,244 | 11,068 | 86,280 | 0 | 65,951 | 3,186,543 |
| LHDT1 | 15.9 | 21.3 | 0.6 | 0.000 | 0.0 | 182,355 | 122,837 | 67,356 | 0 | 0 | 372,548 |
| LHDT2 | 13.9 | 18.2 | 0.6 | 0.000 | 0.0 | 26,619 | 57,945 | 17,706 | 0 | 0 | 102,270 |
| MCY | 42.4 | 0.0 | 0.0 | 0.000 | 0.0 | 289,776 | 0 | 0 | 0 | 0 | 289,776 |
| MDV | 23.6 | 28.1 | 0.4 | 0.000 | 27.4 | 1,775,279 | 20,372 | 81,572 | 0 | 40,892 | 1,918,114 |
| MH | 4.9 | 10.1 | 0.0 | 0.000 | 0.0 | 22,774 | 13,331 | 0 | 0 | 0 | 36,105 |
| MHDT | 5.7 | 9.5 | 1.0 | 8.4 | 0.0 | 17,822 | 116,806 | 37,699 | 2,069 | 0 | 174,396 |
| HHDT | 4.9 | 7.1 | 1.8 | 6.6 | 0.0 | 23 | 118,585 | 16,578 | 12,558 | 0 | 147,743 |
| OBUS | 5.6 | 7.7 | 1.1 | 9.6 | 0.0 | 3,710 | 3,401 | 719 | 637 | 0 | 8,466 |
| SBUS | 9.3 | 7.8 | 1.2 | 4.4 | 0.0 | 2,894 | 1,823 | 1,339 | 4,079 | 0 | 10,135 |
| UBUS | 9.1 | 0.0 | 2.1 | 3.4 | 0.0 | 708 | 0 | 3,324 | 2,179 | 0 | 6,211 |
| | | | | | | 10811067.6 | 471108.1 | 899744.0 | 21521.8 | 334471.5 | 12537913.1 |

| Trips/Day | Trips/day | Trips/day | Trips/day | Total | VMT/day | VMT/day | VMT/day | Trip Length |
|---|---|---|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Weekly | Weekday | Saturday | Sunday | |
| Single Family Housing | 18.87999916 | 19.07999992 | 17.10000038 | 130.5799961 | 155 | 156 | 140 | 8.19 |
| | | | | 0 | 0 | 0 | 0 | - |
| | | | | 0 | 0 | 0 | 0 | - |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| Total | 19 | 19 | 17 | | | | | |

**Fleet Mix**

| Land Use | HHDT | LDA | LDT1 | LDT2 | LHDT1 | LHDT2 | MCY | MDV | MH | MHDT | OBUS | SBUS | UBUS | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 0.0088 | 0.4993 | 0.043 | 0.2361 | 0.0265 | 0.0067 | 0.0217 | 0.1418 | 0.0028 | 0.0109 | 0.0008 | 0.0006 | 0.000621 | 100% |
| 0 | | | | | | | | | | | | | | 0.0% |
| 0 | | | | | | | | | | | | | | 0.0% |
| 0 | | | | | | | | | | | | | | 0.0% |
| 0 | | | | | | | | | | | | | | 0.0% |
| 0 | | | | | | | | | | | | | | 0.0% |

### Vehicle Trips

| Weekday Trips | HHDT | LDA | LDT1 | LDT2 | LHDT1 | LHDT2 | MCY | MDV | MH | MHDT | OBUS | SBUS | UBUS | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 0 | 9 | 1 | 4 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 9 | 1 | 4 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |

| Saturday Trips | HHDT | LDA | LDT1 | LDT2 | LHDT1 | LHDT2 | MCY | MDV | MH | MHDT | OBUS | SBUS | UBUS | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 0 | 10 | 1 | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 10 | 1 | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |

| Sunday Trips | HHDT | LDA | LDT1 | LDT2 | LHDT1 | LHDT2 | MCY | MDV | MH | MHDT | OBUS | SBUS | UBUS | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 0 | 9 | 1 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 9 | 1 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |

### Gallons of Fuel

| Gasoline | HHDT | LDA | LDT1 | LDT2 | LHDT1 | LHDT2 | MCY | MDV | MH | MHDT | OBUS | SBUS | UBUS | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 0 | 687 | 80 | 433 | 45 | 7 | 28 | 310 | 20 | 11 | 4 | 1 | 0 | 1,627 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 0 | 687 | 80 | 433 | 45 | 7 | 28 | 310 | 20 | 11 | 4 | 1 | 0 | 1,627 | Total Gallons Gasoline |

| Diesel | HHDT | LDA | LDT1 | LDT2 | LHDT1 | LHDT2 | MCY | MDV | MH | MHDT | OBUS | SBUS | UBUS | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 55 | 0 | 0 | 1 | 23 | 12 | 0 | 3 | 6 | 43 | 2 | 1 | 0 | 146 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 55 | 0 | 0 | 1 | 23 | 12 | 0 | 3 | 6 | 43 | 2 | 1 | 0 | 146 | Total Gallons Diesel |

| Electricity | HHDT | LDA | LDT1 | LDT2 | LHDT1 | LHDT2 | MCY | MDV | MH | MHDT | OBUS | SBUS | UBUS | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 30 | 7,160 | 100 | 922 | 475 | 115 | 0 | 869 | 0 | 125 | 4 | 4 | 9 | 9,813 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 30 | 7,160 | 100 | 922 | 475 | 115 | 0 | 869 | 0 | 125 | 4 | 4 | 9 | 9,813 | Total Electricity (kWh) |

| Natural Gas | HHDT | LDA | LDT1 | LDT2 | LHDT1 | LHDT2 | MCY | MDV | MH | MHDT | OBUS | SBUS | UBUS | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 14 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 14 | Total Natural Gas |

# Utilities

| | | NaturalGas Use | Electricity Use |
|---|---|---|---|
| Land Use | | kBTU/yr | kWh/yr |
| Single Family Housing | | 76671 | 13790 |
| | 0 | | |
| | 0 | | |
| | 0 | | |
| | 0 | | |
| | 0 | - | - |
| **Total** | | **76,671** | **13,790** |

# Operations Offroad Equipment

| | Number | Hours/Day | Days/Year | Horse Power | Load Factc | Fuel Type | Fuel consumption (gal/hr) | |
|---|---|---|---|---|---|---|---|---|
| 2024Portat | 1 | 1.36 | 365 | 50 | 0.73 | Diesel | 1.32 | 478 |

1.321087
642.2362
0.099218

## Offroad Construction Equipment Energy Use

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per | Hours Per Da | Horsepower | Load Factor | Horsepower Category | Num Days | Year | Fuel Consumption Rate (gal/hour) | Fuel Type | Total Fuel Consumption (gal/construction period) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Site Preparation | Other Construction Equipment | Electric | Average | 1 | 9 | 82 | 0.42 | 75 | 19 | 2024 | | Diesel | 0 |
| Grading | Excavators | Diesel | Average | 2 | 9 | 36 | 0.38 | 50 | 78 | 2024 | 0.8 | Diesel | 420 |
| Grading | Plate Compactors | Diesel | Average | 2 | 9 | 8 | 0.43 | 25 | 78 | 2024 | 0.3 | Diesel | 189 |
| Grading | Bore/Drill Rigs | Diesel | Average | 1 | 9 | 83 | 0.5 | 75 | 78 | 2024 | 1.9 | Diesel | 651 |
| Building Construction | Cranes | Diesel | Average | 1 | 9 | 367 | 0.29 | 300 | 305 | 2024 | 3.3 | Diesel | 2,603 |
| Building Construction | Other Construction Equipment | Electric | Average | 1 | 9 | 82 | 0.42 | 75 | 305 | 2024 | | Diesel | 0 |
| Paving | Cement and Mortar Mixers | Diesel | Average | 1 | 9 | 10 | 0.56 | 25 | 21 | 2024 | 0.4 | Diesel | 41 |
| Paving | Pumps | Diesel | Average | 1 | 9 | 11 | 0.74 | 25 | 21 | 2024 | 0.1 | Diesel | 14 |
| Architectural Coating | Air Compressors | Diesel | Average | 1 | 9 | 37 | 0.48 | 50 | 45 | 2024 | 0.9 | Diesel | 170 |
| | | | | | | | | | #N/A | 2024 | #N/A | #N/A | #N/A

## Onroad Construction Energy Use

Year 2024

| Vehicle Types | MPG by Fuel Type | | | | | Population by Fuel Type | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Gasoline | Diesel | Electricity | Natural Gas | Plug-in Hybrid | Gasoline | Diesel | Electricity | Natural Gas | Plug-in Hybrid | Total |
| LDA | 29.3 | 41.2 | 0.4 | 0.000 | 28.2 | 5,451,205 | 15,009 | 284,963 | 0 | 152,679 | 5,903,856 |
| LDT1 | 24.4 | 23.4 | 0.4 | 0.000 | 28.0 | 505,255 | 186 | 1,243 | 0 | 739 | 507,423 |
| LDT2 | 23.9 | 31.9 | 0.4 | 0.000 | 27.9 | 2,551,917 | 8,409 | 16,572 | 0 | 21,729 | 2,598,626 |
| LHDT1 | 13.6 | 20.5 | 0.6 | 0.000 | 0.0 | 205,772 | 107,344 | 793 | 0 | 0 | 313,909 |
| LHDT2 | 11.9 | 17.3 | 0.6 | 0.000 | 0.0 | 32,210 | 47,494 | 205 | 0 | 0 | 79,909 |
| MCY | 41.5 | 0.0 | 0.0 | 0.000 | 0.0 | 248,270 | 0 | 0 | 0 | 0 | 248,270 |
| MDV | 19.5 | 23.7 | 0.4 | 0.000 | 27.6 | 1,622,854 | 20,420 | 18,088 | 0 | 13,081 | 1,674,443 |
| MH | 4.9 | 10.1 | 0.0 | 0.000 | 0.0 | 30,227 | 12,282 | 0 | 0 | 0 | 42,510 |
| MHDT | 5.2 | 8.9 | 1.0 | 8.3 | 0.0 | 25,496 | 117,140 | 365 | 1,526 | 0 | 144,526 |
| HHDT | 4.0 | 6.1 | 1.8 | 6.0 | 0.0 | 66 | 101,735 | 317 | 10,386 | 0 | 112,504 |
| OBUS | 5.1 | 7.0 | 1.1 | 8.8 | 0.0 | 5,427 | 3,049 | 12 | 487 | 0 | 8,975 |
| SBUS | 8.9 | 7.3 | 1.2 | 4.2 | 0.0 | 2,859 | 3,436 | 23 | 3,247 | 0 | 9,564 |
| UBUS | 7.0 | 6.6 | 2.1 | 3.2 | 0.0 | 894 | 14 | 132 | 5,035 | 0 | 6,076 |
| | | | | | | 10,682,454 | 436,518 | 322,712 | 20,681 | 188,228 | 11,650,593 |

**Daily Trips**

| Phase Name | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Gasoline Consumption | | | Diesel Consumption | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Worker | Vendor | Haul | Worker | Vendor | Haul |
| Site Preparation | 3 | 0 | 0 | 18.5 | 10.2 | 20 | | | | | | |
| Grading | 13 | 0 | 0 | 18.5 | 10.2 | 20 | | | | | | |
| Building Construction | 1 | 0 | 0 | 18.5 | 10.2 | 20 | | | | | | |
| Paving | 5 | 0 | 0 | 18.5 | 10.2 | 20 | | | | | | |
| Architectural Coating | 0 | 0 | 0 | 18.5 | 10.2 | 20 | | | | | | |
| | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |

**Total Trips**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Site Preparation | 57 | 0 | 0 | 18.5 | 10.2 | 20 | 43 | 0 | 0 | 0 | 0 | 0 |
| Grading | 1014 | 0 | 0 | 18.5 | 10.2 | 20 | 769 | 0 | 0 | 2 | 0 | 0 |
| Building Construction | 305 | 0 | 0 | 18.5 | 10.2 | 20 | 231 | 0 | 0 | 1 | 0 | 0 |
| Paving | 105 | 0 | 0 | 18.5 | 10.2 | 20 | 80 | 0 | 0 | 0 | 0 | 0 |
| Architectural Coating | 0 | 0 | 0 | 18.5 | 10.2 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | **1,124** | **0** | **0** | **3** | **0** | **0** |

# Appendix C

# Noise Calculations

Roadway Construction Noise Model (RCNM),Version 1.1

Report date 9/27/2024
Case Descri Rise Residential (Architectural Coatings - Highest

---- Receptor #1 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR along r | Residential | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Compressor (air) | No | 40 | | 77.7 | 80 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | 73.6 | 69.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 73.6 | 69.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| Water Tank | Industrial | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Compressor (air) | No | 40 | | 77.7 | 30 | 5 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | 77.1 | 73.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 77.1 | 73.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR to the e | Residential | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Compressor (air) | No | 40 | | 77.7 | 20 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | 85.6 | 81.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 85.6 | 81.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR to the v | Residential | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Compressor (air) | No | 40 | | 77.7 | 6 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | 96.1 | 92.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 96.1 | 92.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date 9/27/2024
Case Descr Rise Residential (Architectural Coatings - Typical)

---- Receptor #1 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR along r | Residential | 55 | 55 | 55 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Compressor (air) | No | 40 | | 77.7 | 270 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | 63 | 59 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 63 | 59 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| Water Tank | Industrial | 55 | 55 | 55 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Compressor (air) | No | 40 | | 77.7 | 177 | 5 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | 61.7 | 57.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 61.7 | 57.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR to the e | Residential | 55 | 55 | 55 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Compressor (air) | No | 40 | | 77.7 | 96 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | 72 | 68 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 72 | 68 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR to the v | Residential | 55 | 55 | 55 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Compressor (air) | No | 40 | | 77.7 | 47 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | 78.2 | 74.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 78.2 | 74.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date 9/27/2024
Case Descr Rise Residential (Construction - Highest)

---- Receptor #1 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description Land Use | Daytime | Evening | Night |
| SFR along r Residential | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Crane | No | 16 | | 80.6 | 80 | 0 |
| Pneumatic Tools | No | 50 | | 85.2 | 80 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 76.5 | 68.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Pneumatic Tools | 81.1 | 78.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 81.1 | 78.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description Land Use | Daytime | Evening | Night |
| Water Tank Industrial | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Crane | No | 16 | | 80.6 | 30 | 5 |
| Pneumatic Tools | No | 50 | | 85.2 | 30 | 5 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 80 | 72 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Pneumatic Tools | 84.6 | 81.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 84.6 | 82.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description Land Use | Daytime | Evening | Night |
| SFR to the ( Residential | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Crane | No | 16 | | 80.6 | 20 | 0 |
| Pneumatic Tools | No | 50 | | 85.2 | 20 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 88.5 | 80.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Pneumatic Tools | 93.1 | 90.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 93.1 | 90.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description Land Use | Daytime | Evening | Night |
| SFR to the \ Residential | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Crane | No | 16 | | 80.6 | 6 | 0 |
| Pneumatic Tools | No | 50 | | 85.2 | 6 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 99 | 91 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Pneumatic Tools | 103.6 | 100.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 103.6 | 101 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date 9/27/2024
Case Descr Rise Residential (Construction - Typical)

---- Receptor #1 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Descriptior Land Use | Daytime | Evening | Night |
| SFR along r Residential | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Crane | No | 16 | | 80.6 | 270 | 0 |
| Pneumatic Tools | No | 50 | | 85.2 | 270 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 65.9 | 57.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Pneumatic Tools | 70.5 | 67.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 70.5 | 68 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Descriptior Land Use | Daytime | Evening | Night |
| Water Tank Industrial | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Crane | No | 16 | | 80.6 | 177 | 5 |
| Pneumatic Tools | No | 50 | | 85.2 | 177 | 5 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 64.6 | 56.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Pneumatic Tools | 69.2 | 66.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 69.2 | 66.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Descriptior Land Use | Daytime | Evening | Night |
| SFR to the ( Residential | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Crane | No | 16 | | 80.6 | 96 | 0 |
| Pneumatic Tools | No | 50 | | 85.2 | 96 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 74.9 | 66.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Pneumatic Tools | 79.5 | 76.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 79.5 | 77 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Descriptior Land Use | Daytime | Evening | Night |
| SFR to the \ Residential | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Crane | No | 16 | | 80.6 | 47 | 0 |
| Pneumatic Tools | No | 50 | | 85.2 | 47 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 81.1 | 73.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Pneumatic Tools | 85.7 | 82.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 85.7 | 83.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date 8/27/2024
Case Desc Rise Residential (Grading - Highest)

---- Receptor #1 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR along r | Residential | 55 | 55 | 55 |

| | | | Equipment | | | | |
|---|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) | |
| Drill Rig Truck | No | 20 | | 79.1 | 80 | 0 | |
| Compactor (ground) | No | 20 | | 83.2 | 80 | 0 | |
| Compactor (ground) | No | 20 | | 83.2 | 80 | 0 | |
| Excavator | No | 40 | | 80.7 | 80 | 0 | |
| Excavator | No | 40 | | 80.7 | 80 | 0 | |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Drill Rig Truck | 75.1 | 68.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Compactor (ground) | 79.1 | 72.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Compactor (ground) | 79.1 | 72.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 76.6 | 72.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 76.6 | 72.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 79.1 | 78.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| Water Tank | Industrial | 55 | 55 | 55 |

| | | | Equipment | | | | |
|---|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) | |
| Drill Rig Truck | No | 20 | | 79.1 | 30 | 0 | |
| Compactor (ground) | No | 20 | | 83.2 | 30 | 0 | |
| Compactor (ground) | No | 20 | | 83.2 | 30 | 0 | |
| Excavator | No | 40 | | 80.7 | 30 | 0 | |
| Excavator | No | 40 | | 80.7 | 30 | 0 | |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Drill Rig Truck | 83.6 | 76.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Compactor (ground) | 87.7 | 80.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Compactor (ground) | 87.7 | 80.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 85.1 | 81.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 85.1 | 81.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 87.7 | 87.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR to the e | Residential | 55 | 55 | 55 |

| | | | Equipment | | | | |
|---|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) | |
| Drill Rig Truck | No | 20 | | 79.1 | 20 | 0 | |
| Compactor (ground) | No | 20 | | 83.2 | 20 | 0 | |
| Compactor (ground) | No | 20 | | 83.2 | 20 | 0 | |
| Excavator | No | 40 | | 80.7 | 20 | 0 | |
| Excavator | No | 40 | | 80.7 | 20 | 0 | |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Drill Rig Truck | 87.1 | 80.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Compactor (ground) | 91.2 | 84.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Compactor (ground) | 91.2 | 84.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 88.7 | 84.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 88.7 | 84.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 91.2 | 90.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR to the v | Residential | 55 | 55 | 55 |

| | | | Equipment | | | | |
|---|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) | |
| Drill Rig Truck | No | 20 | | 79.1 | 6 | 0 | |
| Compactor (ground) | No | 20 | | 83.2 | 6 | 0 | |
| Compactor (ground) | No | 20 | | 83.2 | 6 | 0 | |
| Excavator | No | 40 | | 80.7 | 6 | 0 | |
| Excavator | No | 40 | | 80.7 | 6 | 0 | |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Drill Rig Truck | 97.6 | 90.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Compactor (ground) | 101.6 | 94.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Compactor (ground) | 101.6 | 94.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 99.1 | 95.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 99.1 | 95.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 101.6 | 101.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date 8/27/2024
Case Desc Rise Residential (Grading - Typical)

---- Receptor #1 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR along r | Residential | 55 | 55 | 55 |

| | | | Equipment | | | | |
|---|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) | |
| Drill Rig Truck | No | 20 | | 79.1 | 270 | 0 | |
| Compactor (ground) | No | 20 | | 83.2 | 270 | 0 | |
| Compactor (ground) | No | 20 | | 83.2 | 270 | 0 | |
| Excavator | No | 40 | | 80.7 | 270 | 0 | |
| Excavator | No | 40 | | 80.7 | 270 | 0 | |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Drill Rig Truck | 64.5 | 57.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Compactor (ground) | 68.6 | 61.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Compactor (ground) | 68.6 | 61.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 66.1 | 62.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 66.1 | 62.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 68.6 | 68.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| Water Tank | Industrial | 55 | 55 | 55 |

| | | | Equipment | | | | |
|---|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) | |
| Drill Rig Truck | No | 20 | | 79.1 | 177 | 0 | |
| Compactor (ground) | No | 20 | | 83.2 | 177 | 0 | |
| Compactor (ground) | No | 20 | | 83.2 | 177 | 0 | |
| Excavator | No | 40 | | 80.7 | 177 | 0 | |
| Excavator | No | 40 | | 80.7 | 177 | 0 | |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Drill Rig Truck | 68.2 | 61.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Compactor (ground) | 72.2 | 65.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Compactor (ground) | 72.2 | 65.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 69.7 | 65.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 69.7 | 65.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 72.2 | 71.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR to the e | Residential | 55 | 55 | 55 |

| | | | Equipment | | | | |
|---|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) | |
| Drill Rig Truck | No | 20 | | 79.1 | 96 | 0 | |
| Compactor (ground) | No | 20 | | 83.2 | 96 | 0 | |
| Compactor (ground) | No | 20 | | 83.2 | 96 | 0 | |
| Excavator | No | 40 | | 80.7 | 96 | 0 | |
| Excavator | No | 40 | | 80.7 | 96 | 0 | |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Drill Rig Truck | 73.5 | 66.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Compactor (ground) | 77.6 | 70.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Compactor (ground) | 77.6 | 70.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 75 | 71.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 75 | 71.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 77.6 | 77.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR to the v | Residential | 55 | 55 | 55 |

| | | | Equipment | | | | |
|---|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) | |
| Drill Rig Truck | No | 20 | | 79.1 | 47 | 0 | |
| Compactor (ground) | No | 20 | | 83.2 | 47 | 0 | |
| Compactor (ground) | No | 20 | | 83.2 | 47 | 0 | |
| Excavator | No | 40 | | 80.7 | 47 | 0 | |
| Excavator | No | 40 | | 80.7 | 47 | 0 | |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Drill Rig Truck | 79.7 | 72.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Compactor (ground) | 83.8 | 76.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Compactor (ground) | 83.8 | 76.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 81.2 | 77.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 81.2 | 77.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 83.8 | 83.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date 9/27/2024
Case Descr Rise Residential (Paving - Highest)

---- Receptor #1 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description Land Use | Daytime | Evening | Night |
| SFR along r Residential | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Concrete Mixer Truck | No | 40 | | 78.8 | 80 | 0 |
| Concrete Pump Truck | No | 20 | | 81.4 | 80 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Mixer Truck | 74.7 | 70.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Concrete Pump Truck | 77.3 | 70.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 77.3 | 73.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description Land Use | Daytime | Evening | Night |
| Water Tank Industrial | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Concrete Mixer Truck | No | 40 | | 78.8 | 30 | 5 |
| Concrete Pump Truck | No | 20 | | 81.4 | 30 | 5 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Mixer Truck | 78.2 | 74.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Concrete Pump Truck | 80.8 | 73.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 80.8 | 77.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description Land Use | Daytime | Evening | Night |
| SFR to the ( Residential | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Concrete Mixer Truck | No | 40 | | 78.8 | 20 | 0 |
| Concrete Pump Truck | No | 20 | | 81.4 | 20 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Mixer Truck | 86.8 | 82.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Concrete Pump Truck | 89.4 | 82.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 89.4 | 85.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description Land Use | Daytime | Evening | Night |
| SFR to the \ Residential | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Concrete Mixer Truck | No | 40 | | 78.8 | 6 | 0 |
| Concrete Pump Truck | No | 20 | | 81.4 | 6 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Mixer Truck | 97.2 | 93.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Concrete Pump Truck | 99.8 | 92.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 99.8 | 96 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date 9/27/2024
Case Descr Rise Residential (Paving - Typical)

---- Receptor #1 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description Land Use | Daytime | Evening | Night |
| SFR along r Residential | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Concrete Mixer Truck | No | 40 | | 78.8 | 270 | 0 |
| Concrete Pump Truck | No | 20 | | 81.4 | 270 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Mixer Truck | 64.2 | 60.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Concrete Pump Truck | 66.8 | 59.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 66.8 | 63 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description Land Use | Daytime | Evening | Night |
| Water Tank Industrial | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Concrete Mixer Truck | No | 40 | | 78.8 | 177 | 5 |
| Concrete Pump Truck | No | 20 | | 81.4 | 177 | 5 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Mixer Truck | 62.8 | 58.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Concrete Pump Truck | 65.4 | 58.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 65.4 | 61.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description Land Use | Daytime | Evening | Night |
| SFR to the ɛ Residential | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Concrete Mixer Truck | No | 40 | | 78.8 | 96 | 0 |
| Concrete Pump Truck | No | 20 | | 81.4 | 96 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Mixer Truck | 73.1 | 69.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Concrete Pump Truck | 75.7 | 68.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 75.7 | 72 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description Land Use | Daytime | Evening | Night |
| SFR to the ι Residential | 55 | 55 | 55 |

| | | | Equipment | | | |
|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Concrete Mixer Truck | No | 40 | | 78.8 | 47 | 0 |
| Concrete Pump Truck | No | 20 | | 81.4 | 47 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Mixer Truck | 79.3 | 75.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Concrete Pump Truck | 81.9 | 74.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 81.9 | 78.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date 8/27/2024
Case Descri Rise Residential (Site Preparation - Highest)

---- Receptor #1 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR along r | Residential | 55 | 55 | 55 |

| | | | Equipment | | | | |
|---|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) | |
| Pneumatic Tools | No | 50 | | 85.2 | 80 | 0 | |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Pneumatic Tools | 81.1 | 78.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 81.1 | 78.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| Water Tank | Industrial | 55 | 55 | 55 |

| | | | Equipment | | | | |
|---|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) | |
| Pneumatic Tools | No | 50 | | 85.2 | 30 | 0 | |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Pneumatic Tools | 89.6 | 86.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 89.6 | 86.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR to the e | Residential | 55 | 55 | 55 |

| | | | Equipment | | | | |
|---|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) | |
| Pneumatic Tools | No | 50 | | 85.2 | 20 | 0 | |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Pneumatic Tools | 93.1 | 90.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 93.1 | 90.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR to the v | Residential | 55 | 55 | 55 |

| | | | Equipment | | | | |
|---|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) | |
| Pneumatic Tools | No | 50 | | 85.2 | 6 | 0 | |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Pneumatic Tools | 103.6 | 100.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 103.6 | 100.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date 8/27/2024
Case Descri Rise Residential (Site Preparation - Typical)

---- Receptor #1 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR along r | Residential | 55 | 55 | 55 |

| | | | Equipment | | | | |
|---|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) | |
| Pneumatic Tools | No | 50 | | 85.2 | 270 | 0 | |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Pneumatic Tools | 70.5 | 67.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 70.5 | 67.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| Water Tank | Industrial | 55 | 55 | 55 |

| | | | Equipment | | | | |
|---|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) | |
| Pneumatic Tools | No | 50 | | 85.2 | 177 | 0 | |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Pneumatic Tools | 74.2 | 71.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 74.2 | 71.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR to the e | Residential | 55 | 55 | 55 |

| | | | Equipment | | | | |
|---|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) | |
| Pneumatic Tools | No | 50 | | 85.2 | 96 | 0 | |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Pneumatic Tools | 79.5 | 76.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 79.5 | 76.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| SFR to the v | Residential | 55 | 55 | 55 |

| | | | Equipment | | | | |
|---|---|---|---|---|---|---|---|
| | | | Spec | Actual | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) | |
| Pneumatic Tools | No | 50 | | 85.2 | 47 | 0 | |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Pneumatic Tools | 85.7 | 82.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 85.7 | 82.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

**Construction Vibration**

| | Receptors | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North | | | | South | | | | East | | | | West | | | |
| | Distance to Closest Receiver (ft) | | | | Distance to Closest Receiver (ft) | | | | Distance to Closest Receiver (ft) | | | | Distance to Closest Receiver (ft) | | | |
| **Distance** | 150 | | | | 50 | | | | 110 | | | | 54 | | | |
| **Equipment** | **$PPV_{ref}$ (@ 25 ft, in/sec)** | **PPV (in/sec)** | **Lvref (@ 25 ft, VdB)** | **Lv (VdB)** | **$PPV_{ref}$ (@ 25 ft, in/sec)** | **PPV (in/sec)** | **Lvref (@ 25 ft, VdB)** | **Lv (VdB)** | **$PPV_{ref}$ (@ 25 ft, in/sec)** | **PPV (in/sec)** | **Lvref (@ 25 ft, VdB)** | **Lv (VdB)** | **$PPV_{ref}$ (@ 25 ft, in/sec)** | **PPV (in/sec)** | **Lvref (@ 25 ft, VdB)** | **Lv (VdB)** |
| Vibratory Roller | 0.21 | 0.014 | 94 | 71 | 0.21 | 0.074 | 94 | 85 | 0.21 | 0.023 | 94 | 75 | 0.21 | 0.066 | 94 | 84 |
| Hoe Ram | 0.089 | 0.006 | 87 | 64 | 0.089 | 0.031 | 87 | 78 | 0.089 | 0.010 | 87 | 68 | 0.089 | 0.028 | 87 | 77 |
| Large Bulldozer | 0.089 | 0.006 | 87 | 64 | 0.089 | 0.031 | 87 | 78 | 0.089 | 0.010 | 87 | 68 | 0.089 | 0.028 | 87 | 77 |
| Caisson Drilling | 0.089 | 0.006 | 87 | 64 | 0.089 | 0.031 | 87 | 78 | 0.089 | 0.010 | 87 | 68 | 0.089 | 0.028 | 87 | 77 |
| Loaded Trucks | 0.076 | 0.005 | 86 | 63 | 0.076 | 0.027 | 86 | 77 | 0.076 | 0.008 | 86 | 67 | 0.076 | 0.024 | 86 | 76 |
| Jackhammer | 0.035 | 0.002 | 79 | 56 | 0.035 | 0.012 | 79 | 70 | 0.035 | 0.004 | 79 | 60 | 0.035 | 0.011 | 79 | 69 |
| Small Bulldozer | 0.003 | 0.000 | 58 | 35 | 0.003 | 0.001 | 58 | 49 | 0.003 | 0.000 | 58 | 39 | 0.003 | 0.001 | 58 | 48 |
| **Maximum Vibration Levels** | | **0.014** | | | | **0.074** | | | | **0.023** | | | | **0.066** | | |
| **Vibration Damage Threshold** | | 0.30 | | | | 0.30 | | | | 0.30 | | | | 0.30 | | |
| **Vibration Annoyance Threshold** | | 0.04 | | | | 0.04 | | | | 0.04 | | | | 0.04 | | |
| **Exceeds Vibration Damage Threshold?** | | **No** | | | | **No** | | | | **No** | | | | **No** | | |
| **Exceeds Vibration Annoyance Threshold?** | | **No** | | | | **Yes** | | | | **No** | | | | **Yes** | | |

| | |
|---|---|
| **Structure and Condition** | Older residential structures |
| **Human Response** | Distinctly perceptible |

**Source:** FTA 2018

**ATTACHMENT NO. 4**

Planning Commission
Planning Division of West Covina Community Development

Conditional Use Permit No. 24-05
Location: 3550 E. Cameron Ave, West Covina,

11/15/2014

Received
NOV 19 2024
Planning Division

To whom it may concern:

After reviewing the preliminary plan, we have a list of concern:

- **Preliminary Plan Concerns**

1 How high is the retaining wall? Will the retaining wall on the west side be too close to the private road to cause safety and visual issue.

   a. **Retaining Wall Height and Proximity**: What is the proposed height of the retaining wall, particularly on the west side? Could its proximity to the private road pose safety or visibility issues?

2 Is that a traffic study to street access?

   a. **Traffic Study for Street Access**: Has a traffic study been conducted to assess the impact of the project on street access and flow?

3 Are the owner wilder the road to let two cars get through side by side?

   a. **Road Widening**: Will the property owner widen the private road to allow two vehicles to pass side by side safely?

4 Because this is just a big building. How do we know owner will not subdivide to rent it out in the future?

   a. **Future Subdivision and Rental Concerns**: Given the size of the proposed building, what assurances exist to prevent the structure from being subdivided or rented out in the future?

5 Where is consider elevation zero at? The total structure height is 65 feet. Building is 29 feet height. Need to proposal height test with corner of each building and top of the roof. To see how is the height blocking neighbor view.

   **Building Height and View Impact**:

   - Where is the elevation baseline ("elevation zero") established?
   - With the total structure height at 65 feet and the building height at 29 feet, will a height test be conducted (including corners and roof peaks) to assess the impact on neighboring views?

6 With eight cars subterrane garage under main house, why is it necessary to have a separate 2 car garage? With 1195 square feet on top of garage. With this for future rental?

a. **Garage Configuration and Purpose**:

   i. Why is an additional two-car garage, with a 1,195-square-foot structure above it, necessary when an eight-car subterranean garage is already included?

   ii. Could this additional structure indicate plans for future rental purposes?

7 Is there accessibility for fire truck drove by with another car pass along at the side?

   a. **Fire Truck Accessibility**: Is the design sufficient to accommodate a fire truck and another vehicle passing alongside it on the property?

Thank you

Susanna Au
19708 Cameron Ave., Covina

**AGENDA**
**ITEM NO. 3**
**DATE: December 10, 2024**

**PLANNING DEPARTMENT STAFF REPORT**

---

**SUBJECT**

**PRECISE PLAN NO. 24-01**
**ZONE CHANGE NO. 24-01**
**MITIGATED NEGATIVE DECLARATION**
**APPLICANT:** Boyd Sumner, Envision Motors
**LOCATION:** 1800 E. Garvey Avenue & 200 S. Azusa Avenue
REQUEST: The applicant is requesting the approval of a Precise Plan (PP) and Zone Change (ZC) to allow the construction of a new two-story 85,390 square foot dealership building. The project also includes a zone change to alter a portion of the project site currently zoned Neighborhood Commercial Mixed Use (NMU) to Service Commercial Mixed Use (SMU) within the Auto Plaza Overlay Zone.

**BACKGROUND**

The project site is located south of the Interstate 10 Freeway at the intersection of South Azusa Avenue and East Garvey Avenue South. The overall project site is composed of three (3) separate parcels totaling 154,286 square feet in area. The site is currently occupied by the Toyota car dealership and a Valero gasoline station. The existing structures on site and the parking lot will be demolished. The site is designated for commercial land use by the General Plan and is zoned Service Commercial Mixed Use (SMU) and Neighborhood Commercial Mixed Use (NMU).

| ITEM | DESCRIPTION |
|---|---|
| **ZONING AND GENERAL PLAN LAND USE DESIGNATION** | Service Commercial Mixed Use (SMU) and Neighborhood Commercial Mixed Use (NMU) within the Auto Plaza Overlay Zone; Commercial |
| **SURROUNDING ZONING AND LAND USES** | North: Interstate 10 Freeway, Service Commercial Mixed Use (SMU); Commercial<br>East: Service Commercial Mixed Use (SMU); Commercial<br>South: Service Commercial Mixed Use (SMU); Commercial<br>West: Neighborhood Commercial Mixed Use (NMU); Commercial |
| **CURRENT DEVELOPMENT** | Dealership Building |
| **LEGAL NOTICE** | Notice of the Public Hearing was mailed to all owners of properties within five hundred (500) feet of the subject site at least thirty (30) days in advance, as well as published in the San Gabriel Valley Tribune. Additionally, a notice of the Public Hearing was posted on the site. |

**DISCUSSION**

The proposed scope of work includes the demolition of the existing Toyota dealership building and the existing Valero gas station, to accommodate the construction of a new two-story 85,390 square foot automobile dealership building for Mercedes-Benz of West Covina. The first floor will be 42,890 square feet, and will consist of a showroom, vehicle delivery rooms, offices, detail bays (used to clean/polish vehicles for display), and other facilities such as a customer lounge room, employee lunchrooms, offices, restrooms and storage rooms. The second floor will be 42,500 square feet with a second floor roof overhang of 8,920 square feet and will consist of a showroom, an employee lunchroom, conference rooms, offices, restrooms, and storage rooms.

The proposed construction complies with all setbacks, height, and building coverage requirements for the Service Commercial Mixed-Use Zone. The West Covina Municipal Code (WCMC) requires a minimum of a 5-foot front and rear setback for commercial properties abutting nonresidential uses. As noted in the table above, all immediate abutting properties are commercial. There are no minimum side setbacks for this property. As currently proposed, the building surpasses the minimum setbacks significantly. Additionally, the WCMC allows up to fifty (50) percent building coverage. The current building coverage, which includes the building footprint and the trash enclosure, is twenty-eight (28) percent, significantly less than the maximum permitted. The building is proposed to be 47'-10" which complies with the WCMC, as there is no maximum height for structures located at least one hundred (100) feet away from residential properties.

The table below summarizes how the project compares with the WCMC standards:

| | PROPOSED | WCMC STANDARDS |
|---|---|---|
| **LOT AREA** | 154,286 Square Feet | ---------- |
| BUILDING AREA<br>First Floor<br>Second Floor | Total: 85,390 Square Feet<br>First Floor - 42,890 Square Feet<br>Second Floor - 42,500 Square Feet | ---------- |
| **HEIGHT** | 47'-10" | No Maximum Height |
| **BUILDING COVERAGE** | 0.28 (52,130 Square Feet) | 0.50 (77,143 Square Feet) |
| **SETBACKS**<br>Front (East)<br>Side (South)<br>Side (North)<br>Rear (West) | <br>Front (East) - 35'-5"<br>Side (South) - 214'<br>Side (North) - 26'-3"<br>Rear (West) - 26'-8" | <br>Front (East) - 5 Feet<br>Side (South) - No Minimum<br>Side (North) - N/A<br>Rear (West) - 5 Feet |

**Architecture**

The architectural style of the overall building is modern. The building will primarily be made of large glass panels and gray accent walls. At the top portion, there will be a gray parapet wall to screen mechanical equipment from view.




**Parking and Circulation**

The site is accessible via four (4) separate driveways: one (1) driveway on South Azusa Avenue and three (3) driveways on E. Garvey Avenue South.

The WCMC requires a total of eighty-one (81) parking spaces for the proposed use based on a ratio of one (1) parking space for each one thousand (1,000) square feet of gross land area devoted to display of such use.

| | **AREA** | **REQUIRED PARKING** |
|---|---|---|
| **Indoor Vehicle Display/Showroom** | 50,213 Square Feet | 50.21 |
| **Outdoor Vehicle Display (Approx. 140 Spaces)** | ~30,000 Square Feet | 30 |
| **TOTAL** | 80,213 Square Feet | 81 |

There will be a total of ninety-one (91) off-site parking spaces: eighteen (18) standard electric vehicle parking spaces, forty-eight (48) standard employee parking spaces, five (5) ADA parking spaces (one of which will be EV), and twenty (20) standard customer parking spaces.

**DEVELOPMENT IMPACT FEES**
The City adopted Development Impact Fees in December 2015. For this project, the applicant will be required to pay Development Impact Fees of $1.73 per square foot (or current fee). Based off the proposed square footage, the estimated cost for the development impact fee is $14,772.47.

**ART IN PUBLIC PLACES**
The proposed project is subject to the provisions of the Art in Public Places ordinance (WCMC Section 17-41). The applicant may elect to pay an in-lieu fee, or provide public art on site at a rate of 1% of the total project costs, excluding land.

**REQUIRED FINDINGS**
Findings necessary for the approval of a Precise Plan are as follows:

***a. The proposed development plans and the uses proposed are consistent with the General Plan and any applicable specific plan.***

The project site is designated as "Commercial" in the City's General Plan and is consistent with the General Plan's goals. The subject property is located south of the Interstate 10 Freeway and is easily accessed via N. Azusa Avenue and E. Garvey Avenue South. The project site is adjacent to commercial properties to the North, East, and South and West.

***b. The proposed development is consistent with adopted development standards for the zone and complies with all other applicable provisions of the Municipal Code.***

The project proposal is to demolish the existing dealership building and gas station to allow for the construction of an 85,390 square two-story dealership building. The proposal complies with the requirements of the Service Commercial Mixed-Use (SMU) Zone and the Auto Plaza Overlay Zone.

***c. Granting the permit would not be detrimental to the public interest, health, safety, and welfare and would not unreasonably interfere with the use or enjoyment of property in the vicinity of the subject property.***

The proposed project is surrounded by commercial uses, including other dealership properties. Therefore, granting the permit would not be detrimental to the public interest, health, safety, and welfare would not unreasonably interfere with the use or enjoyment of property in the vicinity of the subject property.

***d. The site is physically suitable for the type, density and intensity of the development being proposed, including vehicle access and circulation.***

The site will be physically suitable for the type, density and intensity of the development being proposed. The

project site will be visible from the surrounding areas, which includes the Interstate 10 Freeway and commercial buildings. Vehicles would be able to access the project site via S. Azusa Avenue and E. Garvey Avenue South.

***e. The architecture, site layout, location, shape, bulk, and physical characteristics of the proposed development are compatible with the existing and future land uses, and do not interfere with orderly development in the vicinity.***

The architectural style of the building is modern. The building will primarily be composed of large glass panels. The use does not interfere with the orderly development in the vicinity.

**GENERAL PLAN CONSISTENCY**

The City's General Plan designates the subject property for Commercial Use. The project is consistent with the following General Plan policies:

Policy 2.1: Maintain and enhance the City's current tax base.
Policy 2.4: Building on and grow West Covina's regional appeal.

**ENVIRONMENTAL DETERMINATION**

Based on the findings of the Initial Study, this project would not result in significant environmental impacts. Mitigation measures for biological resources, geology and soils, cultural resources, geology and soils, hazards and hazardous materials, noise, transportation and tribal cultural resources will be required to reduce impacts to a less than significant level. Accordingly, a Mitigated Negative Declaration (MND) will be adopted, pursuant to Section 21080(c) of the Public Resources Code. The project site is not included on any list of hazardous materials facilities, hazardous waste properties, or hazardous waste disposal sites enumerated under Section 65962.5 of the California Government Code (Cortese List).

In compliance with CEQA, the State CEQA Guidelines, an MND was prepared and will be considered prior to approval of the Project. The MND serves as a finding that the Project would not have a significant effect on the environment, with the incorporation of mitigation measures, as appropriate.

Based on the environmental analyses, with compliance with applicable regulatory requirements and/or the implementation of mitigation measures, the Project would have less than significant impacts on humans, as it relates to the following environmental issue areas: aesthetics, hydrology and water quality, noise, recreation, utilities and service systems, agriculture and forestry resources, greenhouse gas emissions, land use and planning, population and housing, transportation, wildfire, air quality, energy, mineral resources and public services.

The proposed Project's impacts on the following issue areas would require the implementation of mitigation measures: biological resources, geology/soils, cultural resources, hazards and hazardous materials, and tribal cultural resources. All impacts would be avoided or reduced to less than significant levels after mitigation. Therefore, the proposed Project would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, with the implementation of mitigation measures. All impacts would be less than significant after mitigation.

A copy of the MND can be found on the City's Planning Division web page at the following link: Environmental Documents

The MND includes a detailed discussion on all environmental issues related to the project including traffic and noise impacts and how any potential impacts were determined to be less than significant after mitigation.

The MND was circulated for public comment from October 30th through November 18th. Comments were received from the Los Angeles County Sanitation Districts and the California Department of Transportation (Caltrans). A Response to Comments was prepared and is provided as **Attachment No. 4.**

**STAFF RECOMMENDATIONS**

Planning Staff recommends that the Planning Commission adopt Resolution No. 24-6154 recommending to the City Council certification of the MND, Resolution No. 24-6155 approving Precise Plan No. 24-01 and Resolution No. 24-6156 approving Zone Change No. 24-01.

**LARGE ATTACHMENTS**

Plans may be viewed at the West Covina City Hall Planning Division Counter, located at 1444 W. Garvey Avenue South, 2nd Floor - Room 208, West Covina, CA 91790.

**Submitted by:** Miriam Machado, Associate Planner

---

**Attachments**

Attachment No.1 - MND Resolution of Approval

Attachment No. 2 - PP Resolution of Approval

Attachment No. 3 - ZC Resolution of Approval

Attachment No. 4 - Response to Comments

**ATTACHMENT NO. 1**

**R E S O L U T I O N N O. 24-6154**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST COVINA, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL CERTIFICATION OF THE MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT FOR PRECISE PLAN NO. 21-01 AND ZONE CHANGE NO. 24-01, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT OF 1970**

---

**MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT**

**APPLICANT:** Boyd Sumner (Envision Motors)

**LOCATION:** 1800 E. Garvey Avenue and 200 S. Azusa Avenue

---

**WHEREAS**, there was filed with the City, a verified application on the forms prescribed in Chapter 26, Article VI of the West Covina Municipal Code, requesting approval of a Precise Plan to:

> Allow the construction of a new two-story 85,390 square foot dealership building on a certain property described as:
>
> Assessor's Parcel No.'s 8478-007-031, -025, and -042 in the records of the Los Angeles County Assessor; and

**WHEREAS**, an application for a Zone Change to change the existing zoning of one parcel from Neighborhood Commercial Mixed Use (NMU) to Service Commercial Mixed Use (SMU) within the Auto Plaza Overlay Zone has been submitted for the development of the project; and

**WHEREAS**, an application for a Precise Plan was submitted for the physical development of the site; and

**WHEREAS**, the proposed project is considered a "project" pursuant to the terms of the California Environmental Quality Act (CEQA); and

**WHEREAS**, an initial study was prepared for said project; and

**WHEREAS**, based upon the findings of the initial study, it was determined that the proposed project will not have a significant impact on the environment and will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the California Fish and Game Code; and

**WHEREAS**, a Mitigated Negative Declaration of Environmental Impact was prepared for the proposed project pursuant to the requirements of the California Environmental Quality Act of 1970, and mitigation measures are included in said Negative Declaration in support of the finding that there will not be a significant effect on the environment as a result of this project.

**WHEREAS**, the Planning Commission, upon giving the required notice, did on the 10th day of December 2024, conduct a duly advertised public hearing to consider the subject application, at which time the Planning Commission adopted a resolution approving the Mitigated Negative Declaration; and

**NOW, THEREFORE**, the Planning Commission of the City of West Covina does hereby resolve as follows:

1. After receiving and considering all determinations, studies, documents, and recommendations, as well as other appropriate public comments, the Planning Commission of the City of West Covina recommends that the City Council certify the Mitigated Negative Declaration of Environmental Impact, subject to compliance with the mitigation measures that are recommended in the Mitigated Negative Declaration of Environmental Impact as set forth in Exhibit A.

2. Non-compliance with the aforementioned mitigation measures as by the monitoring department/agency and any measures taken to correct said non-compliance shall be immediately reported to the Planning Division on the City of West Covina Monitoring Checklist Form.

3. The applicant agrees to implement the aforementioned mitigation measures and monitoring or reporting requirements.

4. Failure to comply with any aforementioned mitigation measures and/or monitoring or reporting requirements will result in a written notice of violation from the City to the applicant at which time the City may order that all or a portion of pre-construction, construction, post-construction activity or project implementation must cease until compliance is reached.

5. The California Environmental Quality Act (CEQA) and State and local guidelines, rules, regulations, and procedures adopted pursuant thereto permits the City of West Covina to impose any fees or charges associated with implementing the above monitoring program upon the applicant.

**I HEREBY CERTIFY**, that the foregoing Resolution was adopted by the Planning Commission of the City of West Covina, at a regular meeting held on the 10th day of December 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATE: December 10, 2024

_____
Chair
Planning Commission

_____
Jo-Anne Burns, Secretary
Planning Commission

# EXHIBIT A

# MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT AND MITIGATION MONITORING AND REPORTING PROGRAM

# 7.0 MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with § 21081.6 of the Public Resources Code and § 15097 of the CEQA Guidelines, which requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon a Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR). The MMRP ensures implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified through the use of monitoring and reporting. Monitoring is generally an ongoing or periodic process of project oversight; reporting generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

It is the intent of the MMRP to: (1) provide a framework for document implementation of the required mitigation; (2) identify monitoring/reporting responsibility; (3) provide a record of the monitoring/reporting; and (4) ensure compliance with those mitigation measures (MM) that are within the responsibility of the City and/or Applicant to implement.

The following table lists the impacts and mitigation measures adopted by the City of West Covina in connection with approval of the proposed project, level of significance after mitigation, responsible and monitoring parties, and the project phase in which the measures are to be implemented.

Only those environmental topics for which mitigation is required are listed in this Mitigation Monitoring and Reporting Program.

## Table 7.0-1
## MITIGATION MONITORING AND REPORTING PROGRAM

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| **4.4 Biological Resources** | | | | |
| **Threshold 4.4 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? | **MM BIO-1: Pre-Construction Breeding Bird Survey**<br>To be in compliance with the MBTA and Fish and Game Code, and to avoid impacts or take of migratory non-game breeding birds, their nests, young, and eggs, the following measures will be implemented. The measures below will help to reduce direct and indirect impacts caused by construction on migratory non-game breeding birds to less than significant levels.<br>• Project activities that will remove or disturb potential nest sites, such as open ground, trees, shrubs, grasses, or burrows, during the breeding season would be a potential significant impact if migratory non-game breeding birds are present. Project activities that will remove or disturb potential nest sites will be scheduled outside the breeding bird season to avoid potential direct impacts on migratory non-game breeding birds protected by the MBTA and Fish and Game Code. The breeding bird nesting season is typically from February 15 through September 15, but can vary slightly from year to year, usually depending on weather conditions. Removing all physical features that could potentially serve as nest sites will also help to prevent birds from nesting within the project site during the breeding season and during construction activities. | • Project Applicant<br>• Qualified Biologist | • Field Verification | 1. City of West Covina<br>2. City of West Covina<br>3. Before Construction |

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| | • If project activities cannot be avoided during February 15 through September 15, a qualified biologist will conduct a pre-construction breeding bird survey for breeding birds and active nests or potential nesting sites within the limits of project disturbance. The survey will be conducted at least seven days prior to the onset of scheduled activities, such as mobilization and staging. It will end no more than three days prior to vegetation, substrate, and structure removal and/or disturbance.<br>• If no breeding birds or active nests are observed during the pre-construction survey or they are observed and will not be impacted, project activities may begin, and no further mitigation will be required.<br>• If a breeding bird territory or an active bird nest is located during the pre-construction survey and will potentially be impacted, the site will be mapped on engineering drawings and a no activity buffer zone will be marked (fencing, stakes, flagging, orange snow fencing, etc.) a minimum of 100 feet in all directions or 500 feet in all directions for listed bird species and all raptors. The biologist will determine the appropriate buffer size based on the type of activities planned near the nest and the type of bird that created the nest. Some bird species are more tolerant than others of noise and activities occurring near their nest. This no-activity buffer zone will not be disturbed until a qualified biologist has determined that the nest is inactive, the young have | | | |

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| | fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by project activities. Periodic monitoring by a biologist will be performed to determine when nesting is complete. Once the nesting cycle has finished, project activities may begin within the buffer zone.<br>• If listed bird species are observed within the project site during the pre-construction survey, the biologist will immediately map the area and notify the appropriate resource agency to determine suitable protection measures and/or mitigation measures and to determine if additional surveys or focused protocol surveys are necessary. Project activities may begin within the area only when concurrence is received from the appropriate resource agency.<br>• Birds or their active nests will not be disturbed, captured, handled or moved. Active nests cannot be removed or disturbed; however, nests can be removed or disturbed if determined inactive by a qualified biologist. | | | |
| **Threshold 4.4 d)**<br>Would the project interfere substantially with the movement of any native resident or | Refer to Threshold 4.4 a) **MM BIO-1** above. | • Refer to above | • Refer to above | • Refer to above |

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | | | | |
| **4.5 Cultural Resources** | | | | |
| **Threshold 4.5 b)** Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5. | **MM CUL 1:** If archaeological resources are discovered during construction activities, the contractor will halt construction activities within a 50-foot diameter and notify the City of West Covina. The project applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology who will be notified and afforded the necessary time to recover, analyze, and curate the find(s). The qualified archaeologist will recommend the extent of archaeological monitoring necessary to ensure the protection of any other resources that may be in the area. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A L) form and filed with the South Central Coastal Information Center. Construction activities may continue on other parts of the project site while evaluation and treatment of prehistoric archaeological resources takes place. | • Project Contractor<br>• Qualified Archaeologist | • Field Verification | 1. City of West Covina<br>2. City of West Covina<br>3. During construction activities |

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| **Threshold 4.5 c):** Disturb any human remains, including those interred outside of formal cemeteries. | **MM CUL2:** If human remains are encountered during excavations associated with this project, all work will stop within a 30-foot radius of the discovery and the Los Angeles County Coroner will be notified (§ 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code). | • Project Contractor<br>• Qualified Archaeologist<br>• Los Angeles County Coroner | • Field Verification | 1. City of West Covina<br>2. City of West Covina<br>3. During project construction activities |
| **4.7 Geology and Soils** | | | | |
| **Threshold 4.7 f):** Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | **MM GEO-1:** Prior to the issuance of the grading permit, the applicant shall provide a letter to the City of West Covina Planning Division , or designee, from a qualified paleontologist stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop, as needed, a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist perform paleontological monitoring of any ground disturbing activities within undisturbed native sediments during mass grading, site preparation, and underground utility installation. The project paleontologist may reevaluate the necessity for paleontological monitoring after 50 percent or | • Project Applicant<br>• Qualified Paleontologist<br>• Construction Contractor | • Monitoring<br>• Assessment<br>• Recovery<br>• Curation | 1. City of West Covina<br>2. City of West Covina<br>3. Prior to the issuance of the grading permit |

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| | greater of the excavations have been completed. In the event paleontological resources are encountered, ground-disturbing activity within 50 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered. Criteria for discard of specific fossil specimens will be made explicit. If the qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if a significant fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource. | | | |
| **4.9 Hazards and Hazardous Materials** | | | | |
| **Threshold 4.9 a):** Would the project create a significant hazard to the public or the environment through the | **MM HAZ-1:** During project site grading on the Valero gas station site the project proponent shall periodically have soil samples tested for TPH-g, TH-d, MTBE, and TBA. Upon finding samples with concentrations of any of the contaminants at concentrations over environmental screening levels (ESLs) for commercial use, the project proponent shall: halt grading operations; shall retain a | • Project Applicant<br>• Qualified Environmental Assessor | • Field Verification | 1. City of West Covina<br>2. City of West Covina |

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| routine transport, use, or disposal of hazardous materials? | qualified environmental assessor to conduct soil sampling and testing to determine the extent of soil contaminated with concentrations over ESLs; and shall then retain an environmental remediation company to remediate and/or remove the contaminated soil. | | | 3. During Construction |
| **4.18 Tribal Cultural Resources** | | | | |
| **Threshold 4.18 b):** Cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code § 5020.1(k)? | **MM TCR-1:**<br>Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities<br>A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.<br>B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.<br>C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or | • Project Contractor<br>• Qualified Archaeologist<br>Los Angeles County Coroner | •Field Verification | 1. City of West Covina<br>2. City of West Covina<br>3. During project construction activities |

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| | "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.<br><br>D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs. | | | |
| | **MM TCR-2:**<br><br>Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)<br><br>A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. | • Project Contractor<br>• Qualified Archaeologist<br>• Los Angeles County Coroner | • Field Verification | 1. City of West Covina<br>2. City of West Covina<br>3. During project construction activities |

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| | **MM TCR 3:**<br>As specified by California Health and Safety Code § 7050.5, if human remains are found on the project site during construction or during archaeological work, the Los Angeles County Coroner's office shall be immediately notified and no further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code § 5097.98. The Coroner would determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would make a determination as to the Most Likely Descendent. | • Project Contractor<br>• Qualified Archaeologist<br>• Los Angeles County Coroner | • Field Verification | 1. City of West Covina<br>2. City of West Covina<br>3. During project construction activities |

**ATTACHMENT NO. 2**

**PLANNING COMMISSION**

**RESOLUTION NO. 24-6155**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING PRECISE PLAN NO. 24-01**

---

**PRECISE PLAN NO. 24-01**

**CATEGORICAL EXEMPTION**

**APPLICANT:** Boyd Sumner (Envision Motors)

**LOCATION:** 1800 E. Garvey Avenue and 200 S. Azusa Avenue

---

**WHEREAS**, there was filed with this City, a verified application on the forms prescribed in Chapter 26, Article VI of the West Covina Municipal Code, requesting the approval of a Precise Plan to:

Allow the construction of a new two-story 85,390 square foot dealership building on a certain property described as:

Assessor's Parcel No.'s 8478-007-031, -025, and -042 in the records of the Los Angeles County Assessor; and

**WHEREAS**, the Planning Commission upon giving the required notice, did, on the 10th day of December 10th, conduct a duly advertised public hearing as prescribed by law to consider said application.

**WHEREAS,** studies and investigations made by this Commission and on its behalf reveal the following facts:

1. The applicant is requesting the approval of a Precise Plan to allow the construction of a new two-story 85,390 square foot dealership building. The proposal also includes the construction of an 8,920 square foot second floor roof overhang.

2. Appropriate findings for approval of a Precise Plan of design are as follows:

    a. *The proposed development plans and the uses proposed are consistent with the General Plan and any applicable specific plan.*

    b. *The proposed development is consistent with adopted development standards for the zone and complies with all other applicable provisions of the Municipal Code.*

c. *Granting the permit would not be detrimental to the public interest, health, safety, and welfare and would not unreasonably interfere with the use or enjoyment of property in the vicinity of the subject property.*

d. *The site is physically suitable for the type, density and intensity of the development being proposed, including vehicle access and circulation, utilities, and the absence of physical constraints.*

e. *The architecture, site layout, location, shape, bulk and physical characteristics of the proposed development are compatible with the existing and future land uses, and do not interfere with orderly development in the vicinity.*

3. Pursuant to the requirements of the California Environmental Quality Act (CEQA) of 1970, a MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT has been prepared indicating that although the project could have a significant effect on the environment, there will not be a significant effect due to mitigating measures.

**NOW, THEREFORE**, the Planning Commission of the City of West Covina does resolve as follows:

1. On the basis of the evidence presented, both oral and documentary, the Planning Commission makes the following findings:

   a. The project site is designated as "Commercial" in the City's General Plan and is consistent with the General Plan's goals. The subject property is located south of the Interstate 10 Freeway and is easily accessed via N. Azusa Avenue and E. Garvey Avenue South. The project site is adjacent to commercial properties to the North, East, and South and West.

   b. The project proposal is to demolish the existing dealership building and gas station to allow for the construction of an 85,390 square two-story dealership building. The proposal complies with the requirements of the Service Commercial Mixed-Use (SMU) Zone and the Auto Plaza Overlay Zone.

   c. The proposed project is surrounded by commercial uses, including other dealership properties. Therefore, granting the permit would not be detrimental to the public interest, health, safety, and welfare would not unreasonably interfere with the use or enjoyment of property in the vicinity of the subject property.

   d. The site will be physically suitable for the type, density and intensity of the development being proposed. The project site will be visible from the surrounding areas, which includes the Interstate 10 Freeway and commercial buildings. Vehicles would be able to access the project site via S. Azusa Avenue and E. Garvey Avenue South.

e. The architectural style of the building is modern. The building will primarily be composed of large glass panels. The use does not interfere with the orderly development in the vicinity.

2. That pursuant to all of the evidence presented, both oral and documentary, and further based on the findings above, Precise Plan No. 24-01, is approved subject to the provisions of the West Covina Municipal Code, provided that the physical development of the herein described property shall conform to said plan and the conditions set forth herein which, except as otherwise expressly indicated, shall be fully performed and completed or shall be secured by bank or cash deposit satisfactory to the Community Development Director, before the use or occupancy of the property is commenced and before the Certificate of Occupancy is issued.

3. That the Precise Plan shall not be effective for any purpose until the applicant (or a duly authorized representative) has filed at the office of the Community Development Director, their affidavit stating they aware of, and accepts, all conditions of this Precise Plan as set forth below. Additionally, no permits shall be issued until the applicant (or a duly authorized representative) pays all costs associated with the processing of this application pursuant to City Council Resolution No. 8690.

4. The costs and expenses of any enforcement activities, including, but not limited to attorneys' fees, caused by the applicant's violation of any condition imposed by this approval or any provision of the West Covina Municipal Code shall be paid by the applicant.

5. That the approval of the Precise Plan is subject to the following conditions:

**PLANNING DIVISION**

a. Comply with the plans reviewed by the Planning Commission on December 10, 2024.

b. These conditions of approval shall be printed on, or attached to, the working drawings submitted to the Building Division for approval.

c. That the project complies with all requirements of the "Service Commercial Mixed-Use" (SMU) Zone and all other applicable standards of the West Covina Municipal Code.

d. This approval is to allow for the construction of a new two-story 85,390 square foot automobile dealership building. The first floor will be 42,890 square feet, and will consist of a showroom, vehicle delivery rooms, offices, detail bays (used to clean/polish vehicles for display), and other facilities such as a customer lounge room, employee lunchrooms, offices, restrooms and storage rooms. The second floor will be 42,500 square feet with a second-floor roof overhang of 8,920 square feet and will consist of a showroom, an employee lunchroom, conference rooms, offices, restrooms, and storage rooms.

e. The approved use shall not create a public nuisance as defined under Section 15-200 of the West Covina Municipal Code.

f. The approved use shall be in compliance with the Noise Ordinance (Chapter 15).

g. This Precise Plan approval shall become null and void if the building permit is not obtained within two (2) years of the date of this approval.

h. The applicant shall sign an affidavit accepting all conditions of this approval.

i. That any proposed change to the approved site plan, floor plan or elevations be reviewed by the Planning, Building, Fire and Police Departments and that the written authorization of the Community Development Director shall be obtained prior to implementation.

j. All outstanding fees and Development Impact Fees will be due at the time of building permit issuance.

k. All new gutters and downspouts shall not project from the vertical surface of the building pursuant to Section 26568 (a) (3).

l. This approval does not include approval of signs; a separate sign permit shall be obtained. All signs shall be required to comply with the City of West Covina Sign Code.

m. All approved materials and colors shall be clearly indicated on the plans.

n. All new ground-mounted, wall-mounted and/or roof-mounted equipment not shown on the approved plans shall be screened from all views, in a manner that is architecturally compatible with the main building. Plans and elevations indicating the type of equipment and method of concealment shall be submitted to the Community Development Director for review and approval prior to the issuance of building permits.

o. The location of new electrical transformers, vaults, antennas, mechanical and all other equipment not indicated on the approved plans must be approved by the Community Development Director prior to the issuance of the building permit. Provide construction details prior to the issuance of a building permit.

p. The parking lot shall be resurfaced/repaired and restriped so that there are no visible cracks and/or holes on the surface prior to Building permit final.
    i. Parking lots or other paved areas with a cracked, broken or otherwise deteriorating surface, in excess of ten (10) percent of the surface area shall be considered a nuisance and shall be repaired.

q. The paved areas at the site shall be maintained clean and free of oil stains. All paved areas shall be pressure-washed as needed to maintain the site in a clean and orderly manner.

r. All new utilities shall be placed underground prior to the issuance of the Certificate of Occupancy. All relocated on-site utility service lines shall be underground when the cost or square footage of an addition or alteration exceeds 50% of the existing value or area per WCMC 23-273.

s. Any graffiti that appears on the property during construction shall be cleaned or removed on the same business day. During construction, the delivery of materials and equipment, outdoor operations of equipment, and construction activity shall be limited to the hours between 7:00 a.m. and 8:00 p.m.

t. Prior to the final building permit approval, a detailed landscape and irrigation plan in compliance with AB 1881 and executive order 13-29-15 shall be submitted for all planted areas to be affected by project. Plans shall include type, size and quantity of landscape materials and irrigation equipment. All vegetation areas shall be automatically irrigated, and a detailed watering program and water budget shall be provided. All damaged vegetation shall be replaced, and the site shall be kept free of diseased or dead plant materials and litter at all times.

u. The applicant shall execute an indemnity agreement, in a form provided by the City and approved by the City Attorney, indemnifying the City against any, and all actions brought against the City in connection with the approvals set forth herein.

**BUILDING DIVISION**

a. The second sheet of building plans is to list all conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.

b. Plans prepared in compliance with the current Building Code shall be submitted to the Building Division for review prior to permit issuance.

c. Fees shall be paid to the County of Los Angeles Sanitation District prior to the issuance of the building permit.

d. The building shall be addressed as 1800 E. Garvey Ave. South, and an application to consolidate addresses shall be filed with the City prior to plan check submittal.

e. In accordance with paragraph 5538(b) of the California Business and Professions Code, plans are to be prepared and stamped by a licensed architect.

f. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.

g. A geotechnical and soils investigation report is required, the duties of the soils engineer of record, as indicated on the first sheet of the approved plans, shall include the following:
   i. Observation of cleared areas and benches prepared to receive fill;
   ii. Observation of the removal of all unsuitable soils and other materials;
   iii. The approval of soils to be used as fill material;
   iv. Inspection of compaction and placement of fill;
   v. The testing of compacted fills; and
   vi. The inspection of review of drainage devices.

h. The owner shall retain the soils engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading, site preparation, and compaction testing. Observation and testing shall not be performed by another soils and/or geotechnical engineer unless the subsequent soils and/or geotechnical engineer submits and has accepted by the Public Works Department, a new Preliminary Soils and/or Geotechnical Investigation.

i. A grading and drainage plan shall be approved by the Engineering Division prior to the issuance of the building permit. The grading and drainage plan shall indicate how all storm drainage including contributory drainage from adjacent lots is carried to the public way or drainage structure approved to receive storm water.

j. Stormwater Planning Program LID Plan Checklist (MS4-1 FORM) completed by Engineer of Record shall be copied on the first sheet of Building Plans and on the first sheet of Grading Plans. When applicable per the LID plan checklist, LID plan shall be approved through the Engineering Division prior submitting grading plans for review. The form can be found at the following link: https://www.westcovina.org/home/showdocument?id=18427.

k. All State of California disability access regulations for accessibility shall be complied with.

l. Approval is required from the Los Angeles County Health Department for food handling and/or storage.

m. The property shall be surveyed, and the boundaries marked by a land surveyor licensed by the State of California.

n. Foundation inspection will not be made until the excavation has been surveyed and the setbacks are determined to be in accordance with the approved plans by a land surveyor licensed by the State of California. THIS NOTE IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.

o. Separate application and plan review is required for Electrical plans.

p. Separate application and plan review are required for Mechanical plans.

q. Separate application and plan review are required for Plumbing plans.

r. Plumbing fixtures shall be provided as required by Chapter 4 of the California Plumbing Code. Additional fixtures may be required if not in compliance.

s. Project shall comply with the CalGreen Non-Residential mandatory requirements.

t. No form work or other construction materials will be permitted to encroach into adjacent property without written approval of the affected property owner.

u. A demolition permit is required for any existing buildings which are to be demolished.

v. Designated rooms or space used to store large quantities of motor vehicles on the first floor shall be separated from the rest of the showroom of Business Group B Occupancy as well as the office spaces at the second floor and be classified as a parking garage of Storage Group S-2 Occupancy per Section 311 of the Building Code. The parking garage shall also be separated from the portion used for repair garage of Storage Group S-1 Occupancy per Table 508.4. Because of the separation requirement, the stairway communicating between the 1st floor parking garage and 2nd floor office shall be enclosed with the fire-resistance rating as required by the Building Code. Furthermore, this interior exit stairway shall discharge directly to the exterior of building unless the conditions per the exceptions under Section 1028.2 are met.

w. Mechanical ventilation in accordance with the Los Angeles County Building Code is required for the enclosed parking garage.

x. Prior to the issuance of the building permit, a written consent shall be obtained from the current easement holder(s) for any proposed development encroaching into existing easement(s).

y. All fire sprinkler hangers must be designed, and their location approved by an engineer or an architect. Calculations must be provided indicating that the hangers are designed to carry the tributary weight of the water filled pipe plus a 250-pound point load. A plan indication this information must be stamped by the engineer or the architect and submitted for approval prior to issuance of the building permit.

z. Separate permits are required for Fire Sprinklers.

aa. The proposed site is a combination of lots. A parcel merger shall be processed prior to the issuance of the building permit.

**ENGINEERING DIVISION**

a. The second sheet of building plans, grading plans and/or offsite improvement plans is to list all conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.

b. The building shall be addressed as 1800 East Garvey Avenue South and an application to assign address shall be filed with Engineering Division prior to plan check submittal.

c. Reconstruct the two driveway approaches located along East Garvey Avenue South and one driveway approach on South Azusa Avenue in accordance with SPPWC Standard Plan 110-2, and as directed by the City Engineer or his/her designee.

d. Close existing two driveway aprons along East Garvey Avenue South and one driveway along South Azusa Avenue, and install necessary improvements (parkway, landscape, sidewalk, curb and gutter, any others as applicable) to match required adjacent sections, and as directed by the City Engineer or his/her designee.

e. Remove and replace broken and off grade sidewalk in accordance with SPPWC standard plan 113-2, and as directed by the City Engineer or his/her designee.

f. Remove and replace broken and off grade curb and gutter in accordance with SPPWC Standard Plan 120-2, and as directed by the City Engineer or his/her designee.

g. The approved building address(es) shall be painted on the curb to the City's standards as required by the Public Works Inspector prior to final inspection.

h. Relocate water meter from the sidewalk as directed by the City Engineer or his/her designee.

i. Rehabilitate existing AC street pavement along the length of the property frontage to the centerline of the street as indicated below, and as directed by the City Engineer or his/her designee.

j. Underground all utility services to the property.

k. Prior to the final of the building permit(s), an inspection is required by the Public Works inspector.

l. A geotechnical and soils investigation report is required, the duties of the soils engineer of record, as indicated on the first sheet of the approved plans, shall include the following:
    i. Observation of cleared areas and benches prepared to receive fill;
    ii. Observation of the removal of all unsuitable soils and other materials;

iii. The approval of soils to be used as fill material;
iv. Inspection of compaction and placement of fill;
v. The testing of compacted fills; and
vi. The inspection of review of drainage devices.

m. The owner shall retain the soils engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading, site preparation, and compaction testing. Observation and testing shall not be performed by another soils and/or geotechnical engineer unless the subsequent soils and/or geotechnical engineer submits and has accepted by the Public Works Department, a new Preliminary Soils and/or Geotechnical Investigation.

n. A grading and drainage plan shall be approved prior to issuance of the building permit. The grading and drainage plan shall indicate how all storm drainage including contributory drainage from adjacent lots is carried to the public way or drainage structure approved to receive storm water.

o. Stormwater Planning Program LID Plan Checklist (Form MS4-1 PC) completed by Engineer of Record shall be copied on the first sheet of Grading Plans. The form can be found at the following link: https://www.westcovina.org/home/showdocument?id=18427.

p. Project shall be reviewed and approved by the City Traffic Engineer, prior to the issuance of permits. Any improvement measures needed as a result of findings from the traffic study or VTM Analysis shall be made at the sole cost to the property owner/developer.

q. A lot merger shall be submitted for review and approval.

**FIRE DEPARTMENT**
Based on the preliminary information received, the Fire Department Requirements* for the above-noted project are:

a. NFPA 13D/13R/13 Fire Sprinkler System.

b. NFPA 14 – Standpipe System/Yard Standpipes.

c. NFPA 72 – Fire Alarm/Fire Sprinkler Monitoring System.

d. NFPA 17/17A – Dry/Wet Chemical Extinguishing System.*

e. NFPA 10 – Portable Fire Extinguishers.

f. New Fire Flow Test Required.

g. Required Fire Flow of 2,000 GPM @ 20 PSI for two (2) hours.

h. A minimum 20-foot-wide fire land shall be provided throughout the lot.

i. An approved Fire Department turnaround may be required upon review of final architectural drawings.

***NOTE: Additional Fire Department Requirements may be set upon future review of a full set of architectural plans.**

**I HEREBY CERTIFY**, that the foregoing Resolution was adopted by the Planning Commission of the City of West Covina, at a regular meeting held on the 10th day of December 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

DATE: December 10, 2024

_____
Chair
Planning Commission

_____
Jo-Anne Burns, Secretary
Planning Commission

**ATTACHMENT NO. 3**

**P L A N N I N G  C O M M I S S I O N**

**R E S O L U T I O N  N O. 24-6156**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST COVINA, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL APPROVAL OF ZONE CHANGE NO. 24-01**

---

**ZONE CHANGE NO. 24-01**

**MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT**

**APPLICANT:** Boyd Sumner (Envision Motors)

**LOCATION:** 200 S. Azusa Avenue

---

**WHEREAS**, there was filed with this City a verified application on the forms prescribed for the following reclassification:

From Neighborhood Commercial Mixed-Use (NMU) within the Auto Plaza Overlay Zone to Service Commercial Mixed-Use (SMU) within the Auto Plaza Overlay Zone, on that certain property generally described as follows:

Assessor's Parcel No. 8478-007-042, in the records of the Los Angeles County Assessor; and

**WHEREAS**, consistent with this request, the applicant has also requested the approval of a Precise Plan to allow the construction of an 85,390 square foot two-story dealership building; and

**WHEREAS**, the Planning Commission, upon giving the required notice, did on the 10th day of December 2024, conduct a duly noticed public hearing to consider said application and did give all persons interested therein an opportunity to be heard; and

**WHEREAS**, studies and investigations made by the Planning Commission and in its behalf reveal the following facts:

1. The project includes a Precise Plan to allow the construction of a new two-story 85,390 square foot dealership building.

2. Pursuant to the requirements of the California Environmental Quality Act (CEQA) of 1970, a MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT has been prepared indicating the project will not have a significant effect on the environment.

**NOW, THEREFORE**, the Planning Commission of the City of West Covina, California, does resolve as follows:

SECTION NO. 1: Based on the evidence presented Zone Change No. 24-01 is found to be consistent with the City's General Plan and the land uses permitted within said zone classification.

SECTION NO. 2: The Planning Commission does hereby recommend to the City Council that it approve Zone Change No. 24-01, redesignating the subject property from "Neighborhood Commercial Mixed-Use" (NMU) within the Auto Plaza Overlay Zone to "Service Commercial Mixed-Use" (SMU) within the Auto Plaza Overlay Zone.

SECTION NO. 3: The Secretary is instructed to forward a copy of this Resolution to the City Council for its attention in the manner prescribed by law.

**I HEREBY CERTIFY**, that the foregoing Resolution was adopted by the Planning Commission of the City of West Covina, at a regular meeting held on the 10th day of December 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

DATE: December 10, 2024

_____
Chair
Planning Commission

_____
Jo-Anne Burns, Secretary
Planning Commission

**ATTACHMENT NO. 4**

# RESPONSES TO COMMENTS

# Envision Motors
# Mercedes Benz Dealership Project
## Initial Study and Mitigated Negative Declaration (IS/MND)

*CEQA Analysis Prepared for:*

**City of West Covina**
Planning Division
1444 W. Garvey Avenue S
West Covina, CA 91790

*Prepared by:*

**UltraSystems Environmental Inc.**
16431 Scientific Way
Irvine, CA 92618-4355
Telephone: 949-788-4900
FAX: 949/788-4901

**December 2024**
Project No. 7212

# TABLE OF CONTENTS

**1.0 INTRODUCTION ..... 1**

1.1 Background of Environmental Review Process for the Project ..... 1
1.2 Tribal Consultation ..... 1
1.3 Responses to Comments ..... 2
1.4 Intended Uses of this IS/MND ..... 2

**2.0 PUBLIC COMMENT LETTERS ..... 4**

**3.0 ERRATA ..... 7**

**4.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM ..... 8**

## ATTACHMENTS

**Attachment A** Notice of Intent to Adopt a Mitigated Negative Declaration (NOI)
**Attachment B** Tribal Consultation Letters
**Attachment C** Los Angeles County Sanitation Districts Comment Letter
**Attachment D** Caltrans Comment Letter

# 1.0 INTRODUCTION

This Responses to Comments (RTC) document, in conjunction with the Draft Initial Study/Mitigated Negative Declaration (IS/MND) responds to comments on the proposed Envision Motor Mercedes Benz Dealership Project (proposed project). While the State of California Environmental Quality Act (CEQA) Guidelines do not require a final initial study or the preparation of formal responses to comments received during the public review period for an Initial Study/Mitigated Negative Declaration,[1] the City of West Covina is making available responses to the comments it received during the public review process, to provide further disclosure about the proposed project.

## 1.1 Background of Environmental Review Process for the Project

The IS/MND, along with a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI, see **Attachment A**), was released for public and agency review on October 28, 2024, with a 20-day review period ending on November 18, 2024.

## 1.2 Tribal Consultation

The City of West Covina (lead agency) initiated AB 52 outreach to local tribes for the proposed project. The City of West Covina prepared and prepared and sent letters via email on September 5, 2024, from Miriam Machado, Associate Planner with the City Planning Division to the 13 tribes listed below for AB 52 contact, informing them of the project. The letters conveyed that the recipient has 30 days from the receipt of the letter to request AB 52 consultation regarding the project. All AB 52 letters are found in **Attachment B**.

- Andrew Salas, Chairperson: Gabrieleño Band of Mission Indians - Kizh Nation,
- Christina Martinez, Secretary: Gabrieleño Band of Mission Indians - Kizh Nation,
- Anthony Morales, Chairperson: Gabrieleno/Tongva San Gabriel Band of Mission Indians,
- Sandonne Goad, Chairperson: Gabrielino/Tongva,
- Robert Dorame, Chairperson: Gabrielino Tongva Indians of California Tribal Council,
- Christina Conley, Cultural Resources Administrator: Gabrielino Tongva Indians of California Tribal Council,
- Sam Dunlap, Cultural Resources Director: Gabrielino-Tongva Tribe,
- Charles Alvarez, Chairperson: Gabrielino-Tongva Tribe,
- Steven Estrada, Chairperson: Santa Rosa Band of Cahuilla Indians,
- Vanessa Minott, Tribal Administrator: Santa Rosa Band of Cahuilla Indians,
- Jessica Valdez, Cultural Resource Specialist: Soboba Band of Luiseño Indians,
- Isaiah Vivanco, Chairperson: Soboba Band of Luiseño Indians,
- Joseph Ontiveros, THPO: Soboba Band of Luiseño Indians.

There has been one response to the letters to date. The Administrative Specialist for the Gabrieleño Band of Mission Indians – Kizh Nation replied by email on September 5, 2024, and followed up the following day September 6, 2024, requesting consultation (M. Machado, personal communication to S. O'Neil; September 10, 2024.) The Kizh Nation informed Ms. Machado that the project area is in an area with a high potential to impact Tribal Cultural resources due to being in the area of the

1 CEQA only requires the lead agency to respond to comments that are received in response to an environmental impact report (Title 14, California Code of Regulations, § 15088, Evaluation of and Response to Comments).

traditional community of *Wininga* as well as sacred water ways and traditional trade routes. In place of a meeting the Kizh Nation sent Ms. Machado attachments providing information of the Tribe's history, traditional territory, maps and excerpts from published sources providing their history, cultural background and settlements. The Kizh Nation also submitted two recommended mitigation measures. These measures were adopted following approval by the applicant and Ms. Machado informed the tribe October 8, 2024, that they had been adopted (M. Machado, personal communication to S. O'Neil; October 7, 2024; October 8, 2024). On October 11, the Kizh Nation acknowledged that their mitigation measures had been adopted and at the tribe's request on October 14th Ms. Machado confirmed the use of their mitigation measures. With this consultation was concluded (M. Machado, personal communication to S. O'Neil; October 15, 2024).

The Native American Heritage Commission's SLF search was negative for recorded traditional sites in the project region. No resources as defined by Public Resources Code § 21074 have been identified. Additionally, the project site has not been recommended for historic designation for prehistoric and TCRs. No specific tribal resources have been identified.

No prehistoric or archaeological resources were observed during the field survey. The SCCIC CHRIS records search was negative for prehistoric resources either in the project site or the surrounding 0.5-mile buffer zone.

Land at the project site has been extensively disturbed due to road and freeway on-ramp construction surrounding the property and development of the car dealership itself. No human remains have been previously identified or recorded onsite. Therefore, the potential for subsurface prehistoric cultural deposits is considered to be low.

The project proposes demolition of several buildings and shallow grading. Grading activities associated with development of the project would involve new subsurface disturbance and could result in the unanticipated discovery of unknown human remains, including those interred outside of formal cemeteries. Implementation of mitigation measure **TCR-1** provides for tribal monitoring of subsurface construction work; in the event of an unexpected discovery implementation of **TCR-2** provides for dealing with the findings by the tribe; and **TCR-3** deals with the unanticipated discovery of human remains and associated funerary objects. These three TCR MMs are recommended to ensure that impacts related to the accidental discovery of cultural resources and human remains would be less than significant.

## 1.3 Responses to Comments

This document provides a response to comments received on the IS/MND. **One** comment letter was received during the public review period. This letter is in **Section 2.0**, Public Comment Letters.

## 1.4 Intended Uses of this IS/MND

The IS/MND will be used by City of West Covina in considering approval of the proposed project. In accordance with CEQA Guidelines § 15074, the IS/MND will be used as the primary environmental document in consideration of all subsequent planning and permitting actions associated with the proposed project, to the extent such actions require CEQA compliance and as otherwise permitted under applicable law.

**15074. CONSIDERATION AND ADOPTION OF A NEGATIVE DECLARATION OR MITIGATED NEGATIVE DECLARATION.**

*(a) Any advisory body of a public agency making a recommendation to the decision-making body shall consider the proposed negative declaration or mitigated negative declaration before making its recommendation.*

*(b) Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.*

*(c) When adopting a negative declaration or mitigated negative declaration, the lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.*

*(d) When adopting a mitigated negative declaration, the lead agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to mitigate or avoid significant environmental effects.*

*(e) A lead agency shall not adopt a negative declaration or mitigated negative declaration for a project within the boundaries of a comprehensive airport land use plan or, if a comprehensive airport land use plan has not been adopted, for a project within two nautical miles of a public airport or public use airport, without first considering whether the project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area.*

*(f) When a non-elected official or decision-making body of a local lead agency adopts a negative declaration or mitigated negative declaration, that adoption may be appealed to the agency's elected decision-making body, if one exists. For example, adoption of a negative declaration for a project by the County's planning commission may be appealed to the City Council. A local lead agency may establish procedures governing such appeals.*

Upon review and consideration of the IS/MND, the City Council may take action to adopt, revise, or reject the proposed project. A decision to approve the proposed project would be made in a resolution recommending certification of the IS/MND as part of the consideration of the proposed project. The City of West Covina has prepared this IS/MND and has determined that the environmental impacts of the proposed project have been reduced to a less than significant level through mitigation measures.

## 2.0 PUBLIC COMMENT LETTERS

The following agencies and entitles submitted written comments on the IS/MND, during the public review period. The comment letters are provided in **Attachment C** of this document.

| Letter | Agency, Organization, or Individual | Date |
|---|---|---|
| **A** | **Los Angeles County Sanitation District** | **November 13, 2024** |
| **Comment A-1:** | **The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' 24-inch diameter Cameron Trunk Sewer, Section 1, 2 & 3, located in South Azusa Avenue at East Walnut Creek Parkway. This trunk sewer has a capacity of 1.8 million gallons per day (mgd) and conveyed a peak flow of 0.2 mgd when last measured in 2015.** | |
| Response A-1: | This comment is noted. | |
| **Comment A-2:** | **The expected average wastewater flow from the project, described in the Initial Study as 70,758 square foot (sf) auto sales, 13,489 sf office building and 2,395 sf service shop, is 10,013 gallons per day. A copy of the District's average wastewater generation factors is available on our website at Table 1, Loadings for Each Class of Land Use.** | |
| Response A-2: | This comment is noted. | |
| **Comment A-3:** | **The wastewater generated by the proposed project will be treated at the San Jose Creek Water Reclamation Plant (WRP) located adjacent to the City of Industry, which has a capacity of 100 mgd and currently processes an average recycled flow of 60.1 mgd. All biosolids and wastewater flows that exceed the capacity of the San Jose Creek WRP are diverted to and treated at the A.K. Warren Water Resource Facility (formerly known as the Joint Water Pollution Control Plant) in the City of Carson, which has a capacity of 400 mgd and currently processes an average flow of 248.3 mgd.** | |
| Response A-3: | This comment is noted. | |
| **Comment A-4:** | **The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital facilities. Payment of a connection fee may be required before this project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family Home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, please contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727.** | |

| Letter | Agency, Organization, or Individual | Date |
|---|---|---|
| Response A-4: | This comment is noted. | |
| **Comment A-5:** | **In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service but is to advise the City that the Districts intend to provide this service up to the levels that are legally permitted and to inform the City of the currently existing capacity and any proposed expansion of the Districts' facilities.** | |
| Response A-5: | This comment is noted. | |
| **Comment A-6:** | **Caltrans strongly recommends that auto-oriented projects, like the one proposed, be required to contribute Complete Streets infrastructure as a condition of approval. Complete Streets incorporate high-quality infrastructure for pedestrians, bicyclists, and transit riders, prioritizing the needs of all users, regardless of age or ability. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles are through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, wide sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. The implementation of Complete Streets leads to positive outcomes, including improved regional connectivity, enhanced air quality, reduced traffic congestion, better first/last-mile connections for transit users, and overall improved safety for all modes of transportation.**<br><br>**Due to the project's adjacency to I-10, extra care should be taken to ensure that there will be no impacts to Caltrans ROW. Any project work occurring within, or abutting Caltrans ROW will require an encroachment permit, this includes any grading, topography, or equipment work that will change the pattern or direction of water runoff in a way that will impact State facilities or ROW.**<br><br>**Final design requirements for any proposed changes to infrastructure within or along Caltrans Right-of-way will be determined by the Office of Permits. At the time of permit application there will be rounds of review and corrections to ensure all design, Right-of-way, access management, water runoff, environmental, and statutory requirements are being addressed.**<br><br>**Caltrans District 7 Office of Permits contact information:**<br><br>**Mailing Address: 100 S Main Street, Ste 100 Los Angeles, CA 90012**<br>**Office Hours: 8:00 a.m. to 5:00 p.m. Monday-Friday**<br>**Phone: 213-897-3631 \| Fax: 213-897-0420** | |

| Letter | Agency, Organization, or Individual | Date |
|---|---|---|
| | **E-mail: D7.Permits@dot.ca.gov**<br><br>**Caltrans also recommends limiting large truck travel and construction traffic to off-peak commute hours. A permit for any heavy construction equipment and or materials that require the use of oversized transport vehicles on State highways. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing potential impacts for Caltrans for review.** | |
| Response A-6: | The proposed project does not propose altering public roads, including Caltrans ROW. The proposed project plans to maintain the existing frontages on Garvey Avenue and Azusa Avenue. However, it does propose reducing vehicular right-of-way access points from six to four; restricting vehicular access from North Azusa Avenue and completely removing two access points on either side of the northbound transit stop. This would reduce potential conflict points between pedestrians and public transit users with automobiles, a primary goal of the Complete Streets concept. Further, the project would incorporate mitigation measure Trans-1, which would ensure that all driveways have proper corner sight distance to ensure traffic and pedestrian safety.<br><br>Although the project is an auto-oriented project, this is a common land use in this area and the proposed project would replace an existing auto dealer. Additionally, the VMT analysis concluded that there would be less than significant impacts due to the low traffic generation the project would produce.<br><br>Lastly, the proposed project would not have large trucks, such as car cargo trucks, to the project site. All cars would be delivered to a service area located primarily along the south and east sides of the San Gabriel Valley, from just north of the San Bernardino Freeway (I-10) to south of the Pomona Freeway (I-60). Cars would then be individually drive to the proposed dealership. | |

## 3.0 ERRATA

In **Section 4.4**, Biological Resources, the text of the analysis for Threshold 4.4 e) concludes that, regarding the question of whether the project "*would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance*," there would be No Impact. However, an *erroneous entry* in the matrix table at the beginning of **Section 4.4** indicates that the impact would be Less Than Significant with Mitigation Incorporated. The matrix table entry has been revised to No Impact.

In the Mitigation and Monitoring Plan under Biological Resources, there is an erroneous entry for a mitigation measure relating to Threshold 4.4 e). That entry has been deleted.

This error does not alter the conclusions of the Initial Study/Mitigated Negative Declaration nor the significance of an impact.

## 4.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

The Final Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with § 21081.6 of the Public Resources Code and § 15097 of the CEQA Guidelines, which requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon a MND or an EIR. The MMRP ensures implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified through the use of monitoring and reporting. Monitoring is generally an ongoing or periodic process of project oversight; reporting generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

It is the intent of the MMRP to: (1) provide a framework for document implementation of the required mitigation; (2) identify monitoring/reporting responsibility; (3) provide a record of the monitoring/reporting; and (4) ensure compliance with those MMs that are within the responsibility of the City of West Covina to implement.

The following table lists impacts, mitigation measures adopted by the City Council in connection with approval of the proposed project, level of significance after mitigation, responsible and monitoring parties, and the project phase in which the measures are to be implemented.

Only those environmental topics for which mitigation is required are listed in this Mitigation Monitoring and Reporting Program.

**Table 3.0-1**
**FINAL MITIGATION MONITORING AND REPORTING PROGRAM**

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| **4.4 Biological Resources** | | | | |
| **Threshold 4.4 a)**<br>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? | **MM BIO-1: Pre-Construction Breeding Bird Survey:**<br>To be in compliance with the MBTA and Fish and Game Code, and to avoid impacts or take of migratory non-game breeding birds, their nests, young, and eggs, the following measures will be implemented. The measures below will help to reduce direct and indirect impacts caused by construction on migratory non-game breeding birds to less than significant levels.<br>• Project activities that will remove or disturb potential nest sites, such as open ground, trees, shrubs, grasses, or burrows, during the breeding season would have a potential significant impact if migratory non-game breeding birds are present. Project activities that will remove or disturb potential nest sites will be scheduled outside the breeding bird season to avoid potential direct impacts on migratory non-game breeding birds protected by the MBTA and Fish and Game Code. The breeding bird nesting season is typically from February 15 through September 15, but can vary slightly from year to year, usually depending on weather conditions. Removing all physical features that could potentially serve as nest sites will also help to prevent birds from nesting within the project | • Project Applicant<br>• Qualified Biologist | • Field Verification | 1. City of West Covina<br>2. City of West Covina<br>3. Before Construction |

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| | site during the breeding season and during construction activities.<br>• If project activities cannot be avoided during February 15 through September 15, a qualified biologist will conduct a pre-construction breeding bird survey for breeding birds and active nests or potential nesting sites within the limits of project disturbance. The survey will be conducted at least seven days prior to the onset of scheduled activities, such as mobilization and staging. It will end no more than three days prior to vegetation, substrate, and structure removal and/or disturbance.<br>• If no breeding birds or active nests are observed during the pre-construction survey or they are observed and will not be impacted, project activities may begin, and no further mitigation will be required.<br>• If a breeding bird territory or an active bird nest is located during the pre-construction survey and will potentially be impacted, the site will be mapped on engineering drawings and a no activity buffer zone will be marked (fencing, stakes, flagging, orange snow fencing, etc.) a minimum of 100 feet in all directions or 500 feet in all directions for listed bird species and all raptors. The biologist will determine the appropriate buffer size based on the type of activities planned near the nest and the type of bird that created the nest. Some bird species are more tolerant than others of noise and activities occurring | | | |

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| | near their nest. This no-activity buffer zone will not be disturbed until a qualified biologist has determined that the nest is inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by project activities. Periodic monitoring by a biologist will be performed to determine when nesting is complete. Once the nesting cycle has finished, project activities may begin within the buffer zone.<br>• If listed bird species are observed within the project site during the pre-construction survey, the biologist will immediately map the area and notify the appropriate resource agency to determine suitable protection measures and/or mitigation measures and to determine if additional surveys or focused protocol surveys are necessary. Project activities may begin within the area only when concurrence is received from the appropriate resource agency.<br>• Birds or their active nests will not be disturbed, captured, handled or moved. Active nests cannot be removed or disturbed; however, nests can be removed or disturbed if determined inactive by a qualified biologist. | | | |
| **Threshold 4.4 d)**<br>Would the project interfere substantially with the movement of | Refer to Threshold 4.4 a) **MM BIO-1** above. | • Refer to above | • Refer to above | • Refer to above |

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| 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? | | | | |
| **4.5 Cultural Resources** | | | | |
| **Threshold 4.5 b)**<br>Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5. | **MM CUL 1:**<br>If archaeological resources are discovered during construction activities, the contractor will halt construction activities within a 50-foot diameter and notify the City of West Covina. The project applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology who will be notified and afforded the necessary time to recover, analyze, and curate the find(s). The qualified archaeologist will recommend the extent of archaeological monitoring necessary to ensure the protection of any other resources that may be in the area. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A L) form and filed with the South Central Coastal Information Center. Construction activities may continue on other parts of the project site while evaluation and treatment of prehistoric archaeological resources takes place. | • Project Contractor<br>• Qualified Archaeologist | • Field Verification | 1. City of West Covina<br>2. City of West Covina<br>3. During construction activities |

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| **Threshold 4.5 c):**<br>Disturb any human remains, including those interred outside of formal cemeteries. | **MM CUL2:**<br>If human remains are encountered during excavations associated with this project, all work will stop within a 30-foot radius of the discovery and the Los Angeles County Coroner will be notified (§ 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code). | • Project Contractor<br>• Qualified Archaeologist<br>• Los Angeles County Coroner | • Field Verification | 1. City of West Covina<br>2. City of West Covina<br>3. During project construction activities |
| **4.7 Geology and Soils** | | | | |
| **Threshold 4.7 f):**<br>Would the project directly or indirectly destroy a unique paleontological resource or site or | **MM GEO-1:**<br>Prior to the issuance of the grading permit, the applicant shall provide a letter to the City of West Covina Planning Division , or designee, from a qualified paleontologist stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop, as needed, a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried | • Project Applicant<br>• Qualified Paleontologist<br>• Construction Contractor | • Monitoring<br>• Assessment<br>• Recovery<br>• Curation | 1. City of West Covina<br>2. City of West Covina<br>3. Prior to the issuance of the grading permit |

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| unique geologic feature? | paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist perform paleontological monitoring of any ground disturbing activities within undisturbed native sediments during mass grading, site preparation, and underground utility installation. The project paleontologist may reevaluate the necessity for paleontological monitoring after 50 percent or greater of the excavations have been completed. In the event paleontological resources are encountered, ground-disturbing activity within 50 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered. Criteria for discard of specific fossil specimens will be made explicit. If the qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if a significant fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The | | | |

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| | paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource. | | | |
| **4.9 Hazards and Hazardous Materials** | | | | |
| **Threshold 4.9 a):**<br>Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | **MM HAZ-1:**<br>During project site grading on the Valero gas station site the project proponent shall periodically have soil samples tested for TPH-g, TH-d, MTBE, and TBA. Upon finding samples with concentrations of any of the contaminants at concentrations over environmental screening levels (ESLs) for commercial use, the project proponent shall: halt grading operations; shall retain a qualified environmental assessor to conduct soil sampling and testing to determine the extent of soil contaminated with concentrations over ESLs; and shall then retain an environmental remediation company to remediate and/or remove the contaminated soil. | • Project Applicant<br>• Qualified Environmental Assessor | • Field Verification | 1. City of West Covina<br>2. City of West Covina<br>3. During Construction |
| **4.18 Tribal Cultural Resources** | | | | |
| **Threshold 4.18 b):**<br>Cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical | **MM TCR-1:**<br>Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities<br>A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or | • Project Contractor<br>• Qualified Archaeologist<br>• Los Angeles County Coroner | • Field Verification | 1. City of West Covina<br>2. City of West Covina<br>3. During project construction activities |

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| resources as defined in Public Resources Code § 5020.1(k)? | required in connection with the project, such as public improvement work). "Ground disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.<br><br>B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.<br><br>C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.<br><br>D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the | | | |

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| | project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs. | | | |
| | **MM TCR-2:**<br>Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)<br>A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. | • Project Contractor<br>• Qualified Archaeologist<br>• Los Angeles County Coroner | • Field Verification | 1. City of West Covina<br>2. City of West Covina<br>3. During project construction activities |

| TOPICAL AREA IMPACT | MITIGATION MEASURE | RESPONSIBLE PARTY | MONITORING ACTION | 1. ENFORCEMENT AGENCY<br>2. MONITORING AGENCY<br>3. MONITORING PHASE |
|---|---|---|---|---|
| | **MM TCR 3:**<br>As specified by California Health and Safety Code § 7050.5, if human remains are found on the project site during construction or during archaeological work, the Los Angeles County Coroner's office shall be immediately notified and no further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code § 5097.98. The Coroner would determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would make a determination as to the Most Likely Descendent. | • Project Contractor<br>• Qualified Archaeologist<br>• Los Angeles County Coroner | • Field Verification | 1. City of West Covina<br>2. City of West Covina<br>3. During project construction activities |

**AGENDA**
**ITEM NO. 4**
**DATE: December 10, 2024**

**PLANNING DEPARTMENT STAFF REPORT**

---

**SUBJECT**

**CODE AMENDMENT NO. 24-01**
**GENERAL EXEMPTION**
**LOCATION:** Citywide
**REQUEST:** The Project includes amendments to Chapter 26 (Development Code) of the City's Municipal Code to make corrections and incorporate required updates to comply with State Law, and the "Commercial" portion of the Planned Community Development No. 1 (PCD-1) for the West Covina Portion of Woodside Village to make development within the PCD-1 zoning consistent with the current zoning. The proposed code amendment is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3).

**BACKGROUND**

At the June 2, 2020, City Council meeting, the City Council authorized the City Manager to apply for and receive the Local Early Action Planning (LEAP) Grant from the California Department of Housing and Community Development, and enter into an agreement with the State for a grant of $500,000. LEAP was a one-time grant funding to cities and counties to update their planning documents and implement process improvements that will facilitate the acceleration of housing production and help local governments prepare for the 6th Cycle Regional Housing Needs Assessment. The City utilized the LEAP Grant to complete a comprehensive re-write of the City's Zoning Code (Development Code Update). The Development Code Update process included extensive community outreach. The new Development Code was adopted by the City Council on February 20, 2024.

The Development Code is a "living document" that is intended to be updated periodically. Planning Division staff has been implementing the new Development Code since it became effective March 2024. Staff has utilized the Development Code in responding to questions at the counter and on the phone as well as for review of development applications. Staff has made notations of issues as they were discovered. When the Development Code was adopted, it was understood that the City would go back to fix certain items found through the application of the code that were unintentionally left out, syntax/grammar/spelling/numbering errors, code items that have been enforcement issues, fix/clarify language that is unclear, etc.

Changes proposed to the Planned Community Development No. 1 (PCD-1) for the West Covina Portion of Woodside Village will make the application of PCD-1 consistent with current zoning designations. The code standards for PCD-1 states that all commercial development is required to comply with the standards in the Neighborhood Commercial zone (N-C). The N-C zone was replaced with the Neighborhood-Mixed Use (NMU) zone, so the reference to the zoning will be corrected.

In addition, the California Department of Housing and Community Development (HCD) sent the City a letter on September 18, 2024 (Attachment No. 2) stating that the current draft of the Housing Element Update complies with State law. However, before HCD is able to certify the City's Housing Element, the City is required to adopt certain code amendments related to emergency shelter parking, multifamily residential parking, minimum lot size for multifamily residential lots, and "by-right" multifamily residential developments.

Furthermore, the proposed code amendment also includes proactive minor revisions made to comply with new State laws that will take effect on January 1, 2025.

**DISCUSSION**

The following is an outline of the proposed changes to the Development Code:

**HCD required changes for the Housing Element**

The following changes are required by HCD in order for the City to obtain Housing Element certification.

- **Table 2-5** - The minimum lot size for all multifamily zones is proposed to be decreased to 20,000 square feet.
- **Sections 26-49(a)(2) and 26-212-(b)** - Ensures that multifamily projects with at least 20-percent of the units reserved for lower income households are approved "by-right."
- **Table 2-12 -** State law requires that emergency shelters are allowed "by-right" in zones where residential uses are allowed. The area that allows the most intense uses amongst the mixed-use zones is Regional Commercial Mixed Use (RMU). This area includes the Eastland Center and other mixed-use/commercial properties along Garvey Avenue N, east of the Eastland Center. All other zones require a conditional use permit.
- **Table 3-2**, **Section 26-90(b)(2), and 26-118(a)(5)** - Changed the sole reference to "CUP" to "precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council" because not all uses require a CUP. In addition, the parking ratio for multifamily residential uses was consolidated (removed separate requirements for mixed use and condominiums) and the parking ratio for emergency shelters has been reduced to 1 per staff, as required by HCD.

**Development Code Update "Clean Up" Revisions**

- Capitalization throughout the document of the following terms: Community Development Director, City Engineer, Planning Commission, and City Council.
- **Section 26-38** - The definitions for "new structure" and "unclassified use permit (UUP)" were added
- **Section 26-45(b) -** Clarification that additions and accessory buildings are required to be consistent in architecture, materials, and color as the primary structure was unintentionally deleted from the code, and is proposed to be reinserted.
- **Table 2-3 -** Residential-Agriculture was unintentionally left out of the zoning designations with the minimum lot sizes and is proposed to be inserted.
- **Section 26-46(d)** - Height increase exception for hillside lots is proposed to be added for structures that are designed to be built along the slope to discourage significant grading and the construction of large retaining walls.
- **Section 26-46(h) -** The code does not address second story setbacks for new homes. In practice, this section has been applied to new homes as well, but the current language reads that it only applies to additions to existing homes. This was a carryover from the previous code and is in need of revision.
- **Section 26-71 -** Clarifies that not all accessory structures require an administrative permit and deletes urban dwelling units in the exemptions because urban dwelling units are considered a primary unit by the Government Code.
- **Table 3-1 -** Removed references to the R-1 section since accessory structures could be built on all residential zones. The maximum lot coverage column was also deleted since lot coverage and building coverage differs based on the underlying zone, and includes other structures in its calculation.
- **Section 26-73 -** The section was renumbered in some portions for better organization and provisions regarding reflection angles and glare were added to address potential hazards and negative impacts to neighbors.
- **Sections 26-85(j), 26-00(d)(1) and 26-105(c)** - Correct spelling errors
- **Section 26-89(a)(4) -** Included quantifiable standards for motorhomes and recreation vehicles parked on driveways, and removed references to driveways leading to garages, since many garages have now been converted to ADUs.
- **Section 26-100 (a) -** Removed timeframe and number of temporary noncommercial signs allowed, and increased maximum size to 32 square feet. The current language is difficult to enforce.
- **Section 26-100 (c) -** Increased the timeframe for election season signs from 60 days to 90 days to be consistent with State law. Remove number and size limitations, and added a requirement for property owner's consent. The current language is difficult to enforce.
- **Section 26-117 -** Removed repeated standards, renumbered, and reorganized accordingly.
- **Section 26-140 (b)** - Changed "or" to "and" so that the portion of the ADU standards identifying ADUs

allowed in the single-family residential zone is consistent with State law.

- **Section 26-162 (a)** - Clarifies the number of units allowed on single family residential zoned properties with and without an urban lot split.
- **Sections 26-177 (a) and (b)** - Added "and/or in conjunction with" because nonconforming uses are not necessarily always within structures (i.e. drive-throughs)
- **Section 26-270** - Made the public hearing notification process for CUP and Variance revocations consistent with State law and the public hearing notification section of the WCMC.
- **Section 26-287(b)** - Added the Community Development Director and City Attorney as allowed initiators for Code Amendments.
- **Sections 26-298, 26-303, 26-304, 26-305, 26-310, 26-311, 26-317, 26-318, and 26-343 -** When the Development Code was adopted, the intent was to the Community Development Director authority to approve Tentative Parcel Maps and extension of time requests for subdivisions, in order to process projects more efficiently. The changes made clarifies the review process and authority (City Engineer, Community Development Director, Planning Commission, and City Council) taking action on proposed maps and subdivisions.

**New State Law**

- **Section 26-187 -** Clarified the public hearing notification procedures to be consistent with State law on the manner (newspaper and public area postings). The notification radius and timeframe has not changed, other than the increase from 10 days to 20 days for public hearing notices for zone changes, general plan amendments, and code amendments as required per State law (AB 2904) effective January 1, 2025.
- **Section 26-140 (c)** - Changed the number of ADUs allowed in multifamily uses from two (2) to "eight (8) or one (1) per primary unit, whichever is less" to be consistent with new State law (SB 1211) that will be effective January 1, 2025.

**REQUIRED FINDINGS**

Before a Code Amendment is adopted, the following findings are required to be met:

***1. The proposed amendment ensures and maintains internal consistency with the goals, policies, and strategies of all elements of the General Plan, and, in the case of a Zoning Code amendment, will not create any inconsistencies with this Chapter.***

The purpose of the proposed Development Code amendment is to fix errors made in the Development Code Update adoption and to make the Development Code consistent with State law. Therefore, Code Amendment No. 24-01 maintains internal consistency with the goals, policies, and strategies of all elements in the General Plan and will not create any inconsistencies within Chapter 26.

***2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience or welfare of the City.***

The proposed amendment will not be detrimental to the public interest, health, safety, convenience or welfare of the City. The Code Amendment No. 24-01 is designed to improve the welfare of the City by fixing errors made in the Development Code Update adoption and making the revisions necessary to comply with State law.

**3. The proposed amendment is in compliance with the provisions of the California Environmental Quality Act (CEQA).**

Code Amendment No. 24-01 is statutorily exempt from CEQA under Section 15061(b)(3) of the CEQA Guidelines, which provides that CEQA only applies to projects that have the potential for causing a significant effect on the environment. The Code Amendment would not result in direct or indirect physical change in the environment and does not involve any construction or additions to any existing structures.

## GENERAL PLAN CONSISTENCY

The proposed code amendment is consistent with the following General Plan Policies and Actions:

- **Policy 2.6** – Create a diversity of housing options.
- **Policy 3.1** – Preserve existing housing stock.
- **Policy 3.3** – New growth will complete, enhance, and reinforce the form and character of the unique West Covina neighborhoods, districts, and corridors.
- **Action 2.6a** - Encourage multifamily projects that are urban in design and facilitate a pedestrian-oriented environment by utilizing ground-floor retail, and active and vibrant streetscapes. West Covina should promote opportunities, engage developers, and support higher-intensity, mixed-use multifamily residential development. The City can work to familiarize the development community with the City's General Plan and Vision for Downtown, and emphasize the City's commitment to a priority list of infrastructure investments, and expectations in terms of development/design quality.
- **Action 3.1** – Incorporate standards in the Development Code to preserve the existing form and character of stable residential areas and prevent encroachment of incompatible land uses and intensity.

## ENVIRONMENTAL DETERMINATION

Pursuant to the State California Environmental Quality Act (CEQA) Guidelines, the City Council finds and determines that the ordinance is statutorily exempt from CEQA under Section 15061(b)(3) of the CEQA Guidelines, which provides that CEQA only applies to projects that have the potential for causing a significant effect on the environment. The ordinance would not result in direct or indirect physical change in the environment and does not involve any construction or additions to any existing structures.

## STAFF RECOMMENDATIONS

Staff recommends that the Planning Commission adopt Resolutions No. 24-6157, recommending that the City Council approve Code Amendment No. 24-01.

**Submitted by:** Jo-Anne Burns, Deputy Community Development Director

---

**Attachments**

Attachment No. 1 - Planning Commission Recommendation Resolution

Attachment No. 2 - Draft Ordinance with Redlines

Attachment No. 3 - HCD Letter dated September 18, 2024

**ATTACHMENT NO. 1**

**P L A N N I N G  C O M M I S S I O N**

**R E S O L U T I O N  N O .  2 4 - 6 1 5 7**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST COVINA, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL APPROVAL OF CODE AMENDMENT NO. 24-01, THE DEVELOPMENT CODE UPDATE CLEAN UP, AMENDING CHAPTER 26 (ZONING) OF THE WEST COVINA MUNICIPAL CODE, AND AMENDING THE COMMERCIAL PORTION OF PLANNED COMMUNITY DEVELOPMENT NO. 1 (PCD-1) FOR THE WEST COVINA PORTION OF WOODSIDE VILLAGE**

**WHEREAS**, on February 20, 2024, the City Council approved Code Amendment No. 23 -01, adopting Ordinance No. 2519, known as "Development Code Update" which amended the City of West Covina Municipal Code including the combination of the Subdivision Code (Chapter 20) and the Zoning Code (Chapter 26) into one Development Code (Chapter 26); and

**WHEREAS,** it is necessary to amend Chapter 26 (Zoning) of the West Covina Municipal Code in order to make corrections and to incorporated updates required by State law; and

**WHEREAS,** it is necessary to amend the "Commercial" portion of the Planned Community Development No. 1 (PCD-1) for the West Covina Portion of Woodside Village to make development within the PCD-1 zoning consistent with the current zoning; and

**WHEREAS,** on December 10, 2024, the Planning Commission conducted duly noticed public hearings as prescribed by law to consider in part Code Amendment No. 24-01 (Development Code Update Clean up), gave all persons interested therein an opportunity to be heard, and voted to recommend the City Council's approval and adoption of the Development Code Update Clean up; and

**WHEREAS,** based on review of the State California Environmental Quality Act (CEQA) Guidelines, the Planning Commission finds and determines that the ordinance is statutorily exempt from CEQA under Section 15061(b)(3) of the CEQA Guidelines, which provides that CEQA only applies to projects that have the potential for causing a significant effect on the environment. The ordinance would not result in physical change in the environment and does not involve any construction or additions to any existing structures; and

**WHEREAS**, the Planning Commission has duly considered all information presented to it, including written staff reports and any testimony provided at the public hearing, with all testimony received being made a part of the public record.

**NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF WEST COVINA, CALIFORNIA DOES HEREBY RESOLVE AS FOLLOWS:**

**SECTION NO. 1:** The above recitals are true and correct and are incorporated herein as if set forth herein in full.

**SECTION NO. 2:** Based on the evidence presented and the findings set forth, Code Amendment No. 24-01 is hereby found to be consistent with the West Covina General Plan and the implementation thereof, and that the public necessity, convenience, general welfare, and good zoning practices require Code Amendment No. 24-01.

**SECTION NO. 3:** Based on the evidence presented and the following findings, the Planning Commission of the City of West Covina hereby recommends to the City Council of the City of West Covina that it approves Code Amendment No. 24-01 as shown on EXHIBIT "A."

Findings

(1) The proposed amendment ensures and maintains internal consistency with the goals, policies, and strategies of all elements of the General Plan, and, in the case of a Zoning Code amendment, will not create any inconsistencies with this Chapter.

*The purpose of the proposed Development Code amendment is to fix errors made in the Development Code Update adoption and to make the Development Code consistent with State law. Therefore, Code Amendment No. 24-01 maintains internal consistency with the goals, policies, and strategies of all elements in the General Plan and will not create any inconsistencies within Chapter 26.*

(2) The proposed amendment would not be detrimental to the public interest, health, safety, convenience or welfare of the City.

*The proposed amendment will not be detrimental to the public interest, health, safety, convenience or welfare of the City. The Code Amendment No. 24-01 is designed to improve the welfare of the City by fixing errors made in the Development Code Update adoption and making the revisions necessary to comply with State law.*

(3) The proposed amendment is in compliance with the provisions of the California Environmental Quality Act (CEQA).

*Code Amendment No. 24-01 is statutorily exempt from CEQA under Section 15061(b)(3) of the CEQA Guidelines, which provides that CEQA only applies to projects that have the potential for causing a significant effect on the environment. The Code Amendment would not result in direct or indirect physical change in the environment and does not involve any construction or additions to any existing structures.*

**SECTION NO. 4.** CEQA. Pursuant to the State California Environmental Quality Act (CEQA) Guidelines, the Planning Commission finds and determines that the ordinance is statutorily exempt from CEQA under Section 15061(b)(3) of the CEQA Guidelines, which provides that CEQA only applies to projects that have the potential for causing a significant effect on the environment. The ordinance would not result in direct or indirect physical change in the environment and does not involve any construction or additions to any existing structures.

**SECTION NO. 5:** The Secretary is instructed to forward a copy of this Resolution to the City Council for their attention in the manner as prescribed by law and this Resolution shall go into force and effect upon its adoption.

**SECTION NO. 6:** Based on all the documents and other evidence presented in connection with this proceeding and in this Resolution, the Planning Commission recommends that the City Council approve Code Amendment No. 24-01.

I HEREBY CERTIFY, that the foregoing Resolution was adopted by the Planning Commission of the City of West Covina, at a regular meeting held on the 10th day of December 2024, by the following vote.

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Chairperson
Planning Commission

_____
Jo-Anne Burns, Secretary
Planning Commission

**ATTACHMENT NO. 2**

**EXHIBIT A**

**ORDINANCE NO.**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING CODE AMENDMENT NO. 24-01, THE DEVELOPMENT CODE UPDATE CLEAN UP, AMENDING CHAPTER 26 (ZONING) OF THE WEST COVINA MUNICIPAL CODE, AND AMENDING THE COMMERCIAL PORTION OF PLANNED COMMUNITY DEVELOPMENT NO. 1 (PCD-1) FOR THE WEST COVINA PORTION OF WOODSIDE VILLAGE**

**WHEREAS**, on February 20, 2024, the City Council approved Code Amendment No. 23-01, adopting Ordinance No. 2519, known as "Development Code Update" which amended the City of West Covina Municipal Code including the combination of the Subdivision Code (Chapter 20) and the Zoning Code (Chapter 26) into one Development Code (Chapter 26); and

**WHEREAS,** it is necessary to amend Chapter 26 (Zoning) of the West Covina Municipal Code in order to make corrections and to incorporated updates required by State law; and

**WHEREAS,** it is necessary to amend the "Commercial" portion of the Planned Community Development No. 1 (PCD-1) for the West Covina Portion of Woodside Village to make development within the PCD-1 zoning consistent with the current zoning; and

**WHEREAS,** on December 10, 2024, the Planning Commission conducted duly noticed public hearings as prescribed by law to consider in part Code Amendment No. 24-01 (Development Code Update Clean up), gave all persons interested therein an opportunity to be heard, and voted to recommend the City Council's approval and adoption of the Development Code Update Clean up; and

**WHEREAS,** on _____, the City Council upon giving the required notice, conducted a duly advertised public hearing as prescribed by law in part on this Ordinance; and

**WHEREAS,** based on review of the State California Environmental Quality Act (CEQA) Guidelines, the City Council finds and determines that the ordinance is statutorily exempt from CEQA under Section 15061(b)(3) of the CEQA Guidelines, which provides that CEQA only applies to projects that have the potential for causing a significant effect on the environment. The ordinance would not result in direct or indirect physical change in the environment and does not involve any construction or additions to any existing structures; and

**WHEREAS**, the City Council has duly considered all information presented to it, including written staff reports and any testimony provided at the public hearing, with all testimony received being made a part of the public record.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA DOES HEREBY ORDAIN AS FOLLOWS:**

**SECTION 1.** Recitals. The City Council finds that all of the facts set forth in the recitals to this Ordinance are true and correct and incorporated herein as findings.

**SECTION 2.** Record. The findings made in this Ordinance are based upon the information and evidence that has been presented at the hearings and in the record of the proceedings.

**SECTION 3.** Notice and Opportunity to Comment. The City Council finds that agencies and interested members of the public have been afforded ample notice and opportunity to comment on Code Amendment No. 24-01.

**SECTION 4.** General Plan Consistency. Based on the evidence presented, Code Amendment No. 24-01 is found to be consistent with the City's General Plan.

**SECTION 5.** Findings. The City Council shall make the following findings prior to approval of Code Amendment No. 24-01:

(1) The proposed amendment ensures and maintains internal consistency with the goals, policies, and strategies of all elements of the General Plan, and, in the case of a Zoning Code amendment, will not create any inconsistencies with this Chapter.

*The purpose of the proposed Development Code amendment is to fix errors made in the Development Code Update adoption and to make the Development Code consistent with State law. Therefore, Code Amendment No. 24-01 maintains internal consistency with the goals, policies, and strategies of all elements in the General Plan and will not create any inconsistencies within Chapter 26.*

(2) The proposed amendment would not be detrimental to the public interest, health, safety, convenience or welfare of the City.

*The proposed amendment will not be detrimental to the public interest, health, safety, convenience or welfare of the City. The Code Amendment No. 24-01 is designed to improve the welfare of the City by fixing errors made in the Development Code Update adoption and making the revisions necessary to comply with State law.*

(3) The proposed amendment is in compliance with the provisions of the California Environmental Quality Act (CEQA).

*Code Amendment No. 24-01 is statutorily exempt from CEQA under Section 15061(b)(3) of the CEQA Guidelines, which provides that CEQA only applies to projects that have the potential for causing a significant effect on the environment. The Code Amendment would not result in direct or indirect physical change in the environment and does not involve any construction or additions to any existing structures.*

**SECTION 6.** Code Amendment. Amend Subsection E (Commercial) of Section VII (Site Development Standards) of the Planned Community Development No. 1 (PCD-1) for the West Covina Portion of Woodside Village to read as follows:

E. Commercial

The site development ~~S~~standards of the West Covina ~~N-C (Neighborhood Commercial)~~ Neighborhood Commercial Mixed Use (NMU) zone shall be used. In addition to the site development standards of the ~~Neighborhood Commercial (N-C)~~ NMU zone, the following shall apply: to auto supply stores that include "installation" and "minor services":

1. Auto supply stores that include "installation" and "minor services"
2. Not less than 40% of structures shall be devoted to retail use.
3. No service bays shall open onto a public right-of-way.
4. Landscaping shall conform to the landscaping requirements of the Master Plan.
5. Exterior of the structures must blend with the surrounding development.

A waiver of one or more of the development ~~S~~standards above for a specific Development Plan may be granted by the Planning Commission, if it finds that there are exceptional physical circumstances applied on the property which substantiate the requested waiver, and that the granting of such waiver will not be materially detrimental to the proposed development or to the surrounding developments. A request for waiver, and the justification, therefore, shall be filed in writing at the time that the application for the specific Development Plan is filed.

**SECTION 7.** Code Amendment. All references to “community development director” within Chapter 26 shall be changed to “Community Development Director.”

**SECTION 8.** Code Amendment. All references to “city engineer” within Chapter 26 shall be changed to “City Engineer.”

**SECTION 9.** Code Amendment. All references to “planning commission” within Chapter 26 shall be changed to “Planning Commission.”

**SECTION 10.** Code Amendment. All references to “city council” within Chapter 26 shall be changed to “City Council.”

**SECTION 11.** Code Amendment. The following definitions shall be added to Section 26-38 of Division 4 of Article I of Chapter 26 and shall be arranged in alphabetical order along with the existing definitions:

*New Structure.* Any building or structure built where no existing buildings are present, or any construction involving the alteration, addition, remodeling, repairing, or renovation of an existing building when fifty percent or more of the exterior wall and roof structures are removed/demolished.

*Unclassified Use Permit (UUP).* An Unclassified Use Permit shall be considered the same as a Conditional Use Permit (CUP).

**SECTION 12.** Code Amendment. Section 26-45 of Division 1 of Article II of Chapter 26 shall be amended to add new subsection (b) to read as follows:

Any additions or accessory buildings shall maintain architectural consistency with the primary structure in regard to roof profile and pitch, materials, colors, roofing, scale, exterior treatment and details.

**SECTION 13.** Code Amendment. Table 2-3 (Minimum Lot Dimensions and Lot Area for R-A and R-1 Zones) within Section 26-46 of Division 1 of Article II of Chapter 26 shall be amended to read as follows:

| Zone | Minimum Lot Width (ft.) | Minimum Lot Depth (ft.) | Minimum Lot Area (sq. ft.) |
|---|---|---|---|
| R-A | – | – | 6,000 |
| R-A/R-1-6,000 | 50 | 95 | 6,000 |
| R-A/R-1-7,500 | 60 | 105 | 7,500 |
| R-A/R-1-9,450 | 70 | 110 | 9,450 |
| R-A/R-1-14,400 | 90 | 125 | 14,400 |
| R-A/R-1-20,000 | 110 | – | 20,000 |
| R-A/R-1-40,000 | 130 | – | 40,000 |

**SECTION 14.** Code Amendment. Section 26-46 (d) of Division 1 of Article II of Chapter 26 shall be amended to read as follows:

(d) Single-Family Building Height.

(1) No building or structure shall have more than two (2) stories or be more than twenty-five (25) feet above finished grade.

(i) Hillside areas step massing. A maximum overall height of thirty-five (35) feet may be allowed for buildings which in stepping down the slope diminish bulk provided that no point around the perimeter exceeds twenty-five (25) feet and

the natural slope is no less than fifteen (15) percent, subject to the approval of an administrative permit. A building is considered to step down the slope if the line connecting its corresponding components is no steeper than the average of the natural slope adjacent to the entire structure. A topographical survey prepared by a licensed surveyor shall be required as part of the administrative permit submittal. Projects that utilize more than two (2) terracing retaining walls and/or retaining walls greater than four (4) feet in height to create a flat building pad do not qualify for the allowable step massing height increase.

(2) Chimneys, vents and other such incidental appurtenances shall conform to the standards set forth in 2665.

(3) Subterranean garages shall not be included in the measurement of height nor counted as a story.

(4) Buildings on lots in excess of twenty thousand (20,000) square feet may exceed the maximum height limit stated in subsection (a) by one (1) foot for every five hundred (500) square feet of floor area in excess of twenty-five hundred (2,500) square feet. Such increase in height shall increase the yard requirements on a foot-to-foot ratio, i.e., one (1) foot of additional height requires eleven-foot side yards and twenty-six-foot front and rear yards, five (5) feet of additional height requires fifteen-foot side yards and thirty-foot front and rear yards, however no structure shall exceed two (2) stories and thirty-two (32) feet maximum height.

**SECTION 15.** Code Amendment. Section 26-46 (h) of Division 1 of Article II of Chapter 26 shall be amended to read as follows:

(h) Second-story setbacks regulations for R-A and R-1 Zones.

(1) *Front Yard:* When the first story of an existing or proposed single-family structure is built within thirty (30) feet or less of the front property line, the front yard setback of any future second story ~~addition~~ or second-floor expansion shall be a minimum of thirty (30) feet, except for lots less than 7,500 square feet in area, where the second story shall be set back a minimum of twenty-five (25) feet.

(2) Side Yard: When the first story of an existing or proposed single-family structure is built within ten (10) feet or less of the side property line, the side yard of any future second story ~~addition~~ or second-floor expansion shall be a minimum of ten (10) feet. The following exception may be allowed, subject to community development director (or their designee) review and the approval of an Administrative Permit, in cases where an existing second-story has a second-story setback that is less than ten (10) feet on an elevation:

(i) Said side yard second story setbacks may be the same as the existing second story setback if no portion of a building or structure (existing or proposed) encroaches through a daylight plane that is projected above each setback line and sloping inwards at a forty-five (45) degree angle measured at a point ten (10) feet above the finished grade level along the side property line toward the opposing side property line.

(ii) Said side yard second story setback shall not be required along any side yard which abuts property zoned for or developed with a nonresidential use (e.g. schools and parks) or a public right-of-way, flood control channel, or utility easement upon which no residential structures may be developed.

(iii) As used in this section, second story setback shall also apply to any portion of the first story under a sloped roof with a ridge height greater than sixteen (16) feet and/or an exterior wall height greater than twelve (12) feet above the finished adjacent grade. The gable end of a sloped roof shall not be included in the exterior wall height calculation.

(iv) The second story setbacks stated in subsections (1) and (2) above on lots of 20,000 square feet or more shall ~~not be required~~ be increased accordingly for developments which utilize the additional height provisions pursuant to section 26-46(d)(4).

(v) Rooftop decks and/or balconies attached to the primary structure with direct access from the second-floor or stairs leading thereto shall comply with two story setback requirements.

**SECTION 16.** Code Amendment. Table 2-5 within Section 26-48 of Division 1 of Article II of Chapter 26 shall be amended to read as follows:

| | MF-8 | MF-15 | MF-20 | MF-45 |
|---|---|---|---|---|
| Minimum Site Size | ~~2 acres~~20,000 sq. ft. | ~~1 acre~~ 20,000 sq. ft. | ~~1 acre~~ 20,000 sq. ft. | 20,000 sq. ft. |
| Minimum Width (feet) | 150′ | 150′ | 150′ | 100′* |
| Minimum Average Depth | – | – | – | 150′ |
| *At the street line | | | | |

**SECTION 17.** Code Amendment. Section 26-49 (a)(2) of Division 1 of Article II of Chapter 26 shall be amended to read as follows:

The review and approval process for an eligible Senate Bill 35 (SB35) housing project shall adhere to CGC Section 65913.4, as amended. For eligible SB35 projects, and/or multi-family residential projects providing a minimum of 20-percent of the total dwelling units reserved for lower income households subject to deed restriction, the community development director shall approve or deny the ministerial Precise Plan based on the West Covina Multi-Family Objective Design Standards (2022) adopted by the City. Within 30 days of such action, the community development director shall prepare a report to the Planning Commission, providing a description of the project and the nature of the approval. Any such Precise Plan approved under SB35 shall be valid for a period of three (3) years, with one (1) additional extension of time in a one-year increment. The Community Development Director or their designee may approve a one-year extension if the project proponent provides documentation that there has been

significant progress toward getting the development construction ready, such as, but not limited to, the filing of a building permit application that is kept active.

**SECTION 18.** Code Amendment. The "Emergency shelters (Homeless), up to 30 occupants within City" in the "Residential Uses" category of Table 2-12 of Division 2 of Article II of Chapter 26 shall be amended as follows ("X" designation means the use is allowed "by right":

| Uses and Permit Requirements for Mixed-Use Zones | Zones | | | | | |
|---|---|---|---|---|---|---|
| **Use Types** | **OPMU** | **NMU** | **RMU** | **SMU** | **M-1** | **Special Regulations** |
| Emergency shelters (Homeless), up to 30 occupants within City | CUP | CUP | X | CUP | X | Section 26-118 |

**SECTION 19.** Code Amendment. Section 26-71 of Division 2 (Accessory Structures) of Article III of Chapter 26 shall be amended to read as follows:

**26-71 Permit Requirements and Exemptions**

(a) ~~Accessory~~ Certain accessory structures located in single-family zones referenced within this Section (Division 2 - Accessory Structures) and within Section 26-46 as requiring an Administrative Permit, and all accessory structures located in multi-family, mixed-use, commercial and industrial zones shall require an Administrative Permit, pursuant to the procedures and findings outlined in Article VI, division 6.

(b) The following structures located in the single-family and multi-family zones are exempt from planning entitlements provided they comply with the requirements listed below and standards set forth in section 26-72. Exempt accessory structures may require building permits to maintain conformance with the California Building Code adopted by the City.

(1) Accessory structures that are less than 120 square feet in size and no portion of the structure is seven (7) feet or greater in height, provided that no more than two (2) of such structures are located within the same lot or site.

(2) A detached structure typically used for decorative or landscape design purposes such as a fountain, water wall, bird bath and similar features that are less than 120 square feet in size and no portion of the feature is six (6) feet in height or greater.

(3) Accessory dwelling units and junior accessory dwelling units pursuant to Article IV, Division 2 (Accessory Dwelling Units and Junior Accessory Dwelling Units).

~~(4) Urban Dwelling Units pursuant to Article IV, Division 4 (Urban Dwelling Units).~~

**SECTION 20.** Code Amendment. Table 3-1 within Division 2 (Accessory Structures) of Article III of Chapter 26 shall be amended to read as follows:

| Type of Accessory Structure | Minimum Setback Requirements | | | | ~~Maximum Lot Coverage~~ | Maximum Height |
|---|---|---|---|---|---|---|
| | Front | Rear | Side | Street Side | | |
| Pools and spas, | Not Permitted* | 5 feet | 5 feet | Not permitted | ~~n/a~~ | n/a |
| Pool/spa equipment | Not Permitted* | 5 feet | 5 feet | Not permitted | ~~n/a~~ | 5ft |
| Detached accessory structures with open or solid roofing. | Not Permitted | 4 feet | 4 feet | Not permitted | ~~Standard building coverage per Table 2-4 of Section 26-46~~ | 16 ft |
| Temporary, portable shade structures | Not Permitted | 4 feet | 4 feet | Not permitted | ~~30% of required rear yard area, Standard building coverage per Table 2-4 of Section 26-46~~ | 10 ft. |
| Decks/elevated structures greater than 30" in height and/or greater than 30 square feet in area | Not Permitted | 1.5 times standard building setback of the underlying zone ~~per Section 26-46(e)~~ | 1.5 times standard building setback of the underlying zone ~~per Section 26-46(e)~~ | 1.5 times standard building setback of the underlying zone ~~per Section 26-46(e)~~ | ~~n/a~~ | 8 ft |
| Attached patios, chimneys and fireplaces, and similar structures | Same as required for primary structure | | | | | |
| * May be permitted through an Administrative Permit process per Section 26-68 (R-A/R-1 zones only) | | | | | | |

**SECTION 21.** Code Amendment. Section 26-73 of Division 2 of Article III of Chapter 26 shall be amended to read as follows:

### 26-73 Solar Energy Systems

(a) The purpose of this section is to allow for timely and cost-effective installations of solar energy systems that shall:

(1) Provide for the installation of small to medium solar energy systems to enable the generation of electricity from the sun, for on- and off-site uses.

(2) To minimize potential adverse impacts associated with solar energy systems.

(b) Development Standards

*(1) Ground-mounted solar energy collectors.* Ground-mounted solar energy collectors shall be installed and maintained in accordance with the following requirements:

*(i) Location.* Ground-mounted solar energy collectors are permitted in all zoning districts. In residential zoning districts, solar energy collectors and their mounting framework shall not be located within the front setback and shall not be visible from the public right-of-way adjacent to the front, or side property line. In nonresidential zoning districts, solar energy collectors may be visible from the public right-of-way with approval of an Administrative Permit.

*(ii) Height.* In residential zoning districts, the height of a ground-mounted solar energy collector system shall not exceed twelve (12) feet. The maximum height shall be twenty-five (25) feet when located on a non-residential property not abutting a residential zone. The maximum height of a ground-mounted solar energy collector system shall be fifteen (15) feet when located on a non-residential property abutting a residential zone.

*(iii) Setbacks.* Installations of less than six (6) feet in height may project up to two (2) feet into a required setback. Installations of six (6) feet or more in height shall comply with building setback requirements for patio covers.

~~(c)~~(2) *Roof-mounted solar energy collectors.*

~~(1)~~ (i) *Location.* It is preferred that photovoltaic solar energy systems in the single-family residential zone on roofs are designed in a way that is flush-mounted and/or are not installed on the portion of the roof that faces the street, and/or are screened from the public right-of-way. If the photovoltaic solar energy systems on roofs are not flush-mounted and/or installed on the portion of the roof that faces the street, and/or is visible from the street, applicant submittal of additional documentation to the Planning Division is required prior to the first Building Division inspection to receive inspector sign-off. The required documentation shall be a written analysis prepared by a licensed engineer indicating that all options to redesign the photovoltaic system with a flush-mounted design and/or without utilizing the street facing roof will:

~~(i)~~a) Increase the installation cost by more than $1,000; AND

~~(ii)~~b) Will cause a drop in energy production by more than 10-percent (10%).

~~(2)~~(ii) *Height.* Photovoltaic solar energy systems on the roof may extend up to five (5) feet above the height limit in the district in which it is located or the roof surface on which they are installed, provided that the height extension is necessary to be within the installation cost and/or energy production thresholds mandated by State law.

~~(3)~~(iii) Solar water or swimming pool heating systems may extend up to seven (7) feet above the height limit in the district in which it is located or the roof surface on which they are installed.

~~(d)~~ (3) Solar energy collector on carports.

~~(1)~~(i) Photovoltaic equipment, as defined by section 26-36, "Solar Energy Systems," may be installed on the roof of carports for the purpose of collecting, storing, or transferring solar energy as part of a larger solar energy system installed in structure(s) on the same building site without additional discretionary permit.

~~(2)~~(ii) The maximum height of solar energy collector equipment on carport roofs shall not exceed the maximum height of the underlying district.

(c) Reflection Angles and Glare. Reflection angles for solar collectors shall be oriented such that they do not project glare onto adjacent properties. Solar collectors shall be designed such that concentrated solar glare does not project onto nearby structures, roadways, or the public right-of-way. Installation of anti-glare panels and/or anti-glare film is preferred. The property owner shall be responsible for mitigating any glare issues discovered after installation.

**SECTION 22.** Code Amendment. Section 26-85 (j) of Division 5 of Article III of Chapter 26 shall be amended with subsections (1) through (9) remaining the same with no changes to read as follows:

*Synthetic Turf.* Synthetic turf may be used as a substitute for natural ~~turn~~turf for the purposes of water conservation. The use of synthetic turf on properties zoned for multi-family residential or non-residential uses shall require an administrative permit, pursuant to Article VI, Division 6. The following standards shall apply to the use and maintenance of synthetic turf.

**SECTION 23.** Code Amendment. Section 26-89 (a)(4) of Division 6 of Article III of Chapter 26 shall be amended to read as follows:

(4) Parking of recreational vehicles, recreational equipment and trailers, and utility trailers in the front yard or unscreened street side yard.

(i) Under no circumstance may utility trailers be parked in the front yard or unscreened street side yard.

(ii) Campers and camper shells placed on the ground or otherwise not properly mounted on a pickup or other truck may not be stored in the front yard or unscreened street side yard.

(iii) Vehicles must be registered to the permanent resident of the property and registered to the property address.

(iv) Vehicles shall be maintained in proper condition. Vehicles stored or maintained in one (1) or more of the following conditions shall be deemed to be in violation of this standard:

a) Vehicles with damaged or broken windows or doors, or damaged or torn screens or shades.

b) Vehicles that are covered with tarps or other covers which are deteriorating or torn.

c) Vehicles with damaged or broken parts, including, but not limited to, tow bars, mirrors, light shields, bumpers, tanks, ladders, soft top cover for popups, luggage compartment doors, air handling units, and luggage racks.

d) Vehicles with any peeling, blistering, rusting, or otherwise deteriorating exterior surface.

e) Vehicles with open awnings, open slide-outs, and/or open popups.

(v) In addition to other applicable standards, vehicles may not be parked closer than a distance of five (5) feet from the curb face or the edge of the street pavement, if no curb exists.

(vi) In no case shall the parking of a motor home, accessory recreational vehicle, or recreational equipment and trailer occupy greater than fifty percent (50%) of the width of the primary driveway and/or block access or use of the primary driveway by other vehicles. ~~be in a location other than the primary driveway block the use of the primary driveway or access to the garage or carport by other vehicles.~~

(vii) One (1) motor home or accessory recreational vehicle may be parked on the side pad, circular drive, or ~~other allowed parking areas that are not part of the~~ primary driveway ~~leading directly to a garage or carport~~ without the approval of an administrative permit.

(viii) Motor homes, accessory recreational vehicles, and recreational equipment and trailer, up to an overall total of two (2) such vehicles, may be parked in any allowed parking area, subject to the approval of an administrative permit pursuant to the provisions of section Article VI, Division 6, and further pursuant to the provisions of subsection (e) below. A first motor home or accessory recreational vehicle permitted to be parked pursuant to subsections ~~(8~~(vi) and (vii)~~)~~ above shall be included in the total of two (2) vehicles.

**SECTION 24.** Code Amendment. Table 3-2 of Section 26-90 of Division 6 of Article III of Chapter 26 shall be amended to read as follows:

| Land Use Type | Vehicle |
|---|---|
| **General Business** | |
| All business financial and professional service uses, except uses listed below. | 1 space for each 250 sf of gfa of leasable area or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Automobile, boat, trailer sales or rental; retail nurseries, lumber yards, other open uses | 1 space for each 1,000 sf of gfa devoted to display or as required by CUP. |
| Automobile service stations | 1 space for each two employees (minimum of 2 spaces), plus 1 space for each service bay or as required by ~~CUP~~ the precise plan, |

| Land Use Type | Vehicle |
|---|---|
| | CUP, or other entitlement as approved by the Planning Commission or City Council |
| Adult day care services | 1 space per employee and 1 additional space per 10 clients or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Automated teller machines | 2 spaces for each machine or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Bars, taverns, and similar uses | 1 space for each 50 sf of gfa seating and waiting areas or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Billiard parlors | 1 space for each billiard table, plus 1 space for each employee or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Boarding house | 1 space for each unit. |
| Bowling alley | 5 spaces for each alley or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Business, general retail, personal service | 1 space for each 250 sf of gfa or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Clubs, fraternal organizations, etc. | 1 space for each 2 beds, plus 1 space for each 40 sf of assembly area or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Convalescent homes | 1 space for each 2 beds or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Construction and heavy equipment sales, including equipment rental | 1 space for each 300 sf of gfa of display area and an additional space for each 1,000 square feet of outdoor display area. |
| Furniture, appliance / equipment sales. | 1 space for each 300 sf of gfa of display area or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Gasoline sales | 1 space for each gasoline pump, plus 1 space per employees plus additional parking requirements for each ancillary use. |
| Hospitals and sanitariums | 1.5 spaces for each .75 beds (2 spaces per bed). |
| Medical and Dental Office | 1 space for each 250 sf of gfa, or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Motels and hotels, including B&B inns | 1 space for each room or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Mortuaries, funeral home | 1 space for each 4 seats in assembly area and 1 space per employee or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Office | 1 space for each 300 sf of gfa for buildings under 20,000 sf or 350 sf of gfa for buildings 20,000 sf or more. |

| Land Use Type | Vehicle |
|---|---|
| Orphanage and rest home | 1 space for each 3 beds or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Recreational vehicle, boat, or motor-home sales | 1 space per 450 sf of gfa of building area or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Restaurant, greater than 2,500 square feet (permanent seating, drive-in, drive-through) and cocktail lounges | 1 space for every 100 square feet of GFA, plus 1 space per 150 square feet of gfa of outdoor customer dining area in excess of 500 square feet. For outdoor customer dining area, no parking spaces are required for the first 500 square feet or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Restaurant, 2,500 square feet or less (permanent seating,) and cocktail lounges[1] | 1 space for each 250 sf of gfa of leasable area or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Shopping centers | 1 space for each 250 sf of gfa of gross leasable area or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Theaters, skating rinks, other places of public assembly | 1 space for every 3 seats, plus 1 space for every 40 sf of assembly area not occupied by seats or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. |
| Veterinary clinics, including animal boarding and kennels. | 1 space for each 350 sf of gfa and 1 additional space for each 1,250 sf of gfa of boarding area or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Warehouse | 1 space for each 400 sf of gfa or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| **Industrial, Manufacturing and Processing, Wholesale** | |
| Brewery, distillery with or without tasting or tap rooms | 1.55 spaces per 1,000 sf of gfa which may include a maximum of 10% office space, plus if the percentages of office space exceed 10% of the gfa, 4 spaces per 1,000 sf of gfa in excess of 10%. Tasting or taprooms and outside patios: 17 spaces per 1,000 sf of gfa. |
| Computer game/internet access center | 1 space for each 5 machines, plus 1 space for each 5 spaces in waiting area or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Industrial, manufacturing / Processing, wholesale uses less than 50,000 sf. | 1 space for each 350 sf of gfa, or as determined by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. Gross floor area may include any ancillary uses including offices ~~or as required by CUP~~. |
| Industrial, manufacturing / Processing, wholesale uses greater than 50,000 sf. | 1 space for each 700 sf of gfa, or as determined by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. Gross floor area may include any ancillary uses including offices. |
| Laboratory, research and development | 1 space for each 300 sf of gfa. plus 1 space for each company vehicle. |
| Recycling facility | 1 space for each 1,000 sf of gfa, or as determined by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. The gfa may include ancillary uses including office space ~~or as required by CUP~~. |

| Land Use Type | Vehicle |
|---|---|
| Self-storage facilities | A minimum of 5 parking spaces for customers and 2 additional spaces for on-site management or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. |
| Wholesale and warehouse distribution. | 1 space for each 1,000 sf of gfa or as determined by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. The gfa may include ancillary uses including office space ~~or as required by CUP~~. |
| Adult entertainment | 1 space for each 250 sf of gfa, or as determined by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council |
| Commercial recreation facility | 1 space for each 250 sf of gfa or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. |
| Conference, convention facility | 1 space for each 4 seats or 1 space for every 50 sf of gfa. of assembly area or meeting rooms, whichever is greater or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. |
| Fitness facility or health club | 1 space for each 250 sf of gfa, not including areas devoted to courts, plus 2 spaces for athletic courts or as required by ~~CUP~~ the precise plan, CUP, AP, or other entitlement as approved by the Planning Commission or City Council |
| Library, museum | 1 space for each 300 sf of gfa and 1 space for associated vehicles or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. |
| **Schools** | |
| Elementary schools | 1 space for each employee or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. |
| Junior high | 1 space for each employee, plus 1 space for each 20-50 students or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. |
| High school | 1 space for each employee, plus 1 space for each 5 students or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. |
| Colleges, business schools, trade schools, and similar uses | 1 space for each 2 employees, plus 1 for each 2 students or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. |
| Sports and entertainment assembly facilities | 1 space for each 4 seats or 1 space for every 50 sf of gfa. of assembly area or meeting rooms, whichever is greater or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council.. |
| Studios including art, dance, martial arts, music, educational, etc. | 1 space per 200 sf of gfa or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. |
| Theatre, auditorium, religious facilities | 1 space for each 4 seats or 1 space for every 50 sf of gfa of assembly area or meeting room, whichever is greater or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. |
| **Residential Uses** | |

| Land Use Type | Vehicle |
|---|---|
| Child day care centers | 1 space per employee, plus 1 additional space per 10 children or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. |
| Child day care; large family day care homes. | Same as single-family or multi-family dwelling, or as required by State license or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. |
| Child day care – small day care home | Same as single-family or multi-family dwelling, or as required by State license or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. |
| ~~Condominiums~~ | ~~2 spaces for each unit, plus 1 guest space for each 4 units or as required by CUP.~~ |
| Emergency shelters | ~~1 space per four beds and/or .5 per bedroom, plus 1 parking space per staff member or as required by CUP.~~ 1 space per staff member |
| Fraternity, Sorority, dormitory | 1 space per bed. |
| Live/work units | 2 spaces, plus 1 guest space for each 2 units. |
| ~~Multi-family dwelling (non-condominium)~~ | ~~2 spaces for each unit, plus 1 guest space for each 4 units.~~ |
| Multi-family ~~mixed use~~ | One (1) covered parking space per studio unit;<br>One and a half (1.5) covered spaces per 1-bedroom unit;<br>Two (2) spaces covered per 2-bedroom or larger unit; and<br>1 guest space for each 4 units. |
| Group home / facilities, and other special group residences | **Six or fewer residents:** See single-family dwelling parking.<br>**Seven or more residents:** 1 space for each 2 residential units and an additional 1 space for guests and employees. |
| Single-family dwelling | Four or fewer bedrooms: 4 spaces, 2 of which shall be enclosed within a garage;<br>Greater than four bedrooms: one additional garage space shall be required for every two additional bedrooms exceeding the fourth bedroom. |
| Senior housing | (A) 0 to 1 bedroom: 1 onsite parking space.<br>(B) 2 to 3 bedrooms: 1.5 parking spaces.<br>(C) 4 bedrooms or more: 2.5 parking spaces.<br>(D) or as required by ~~CUP~~ the precise plan, CUP, or other entitlement as approved by the Planning Commission or City Council. |
| Notes:<br>[1] Restaurants less than 2,500 square feet in gfa and located within a multi-tenant parking center may provide parking at the general retain parking rate.<br>*gfa* refers to gross floor area. | |

**SECTION 25.** Code Amendment. Section 26-90(b)(2) of Division 6 of Article III of Chapter 26 shall be amended to read as follows:

Off-street parking standards for multi-family residential zones (Mf-8, MF-15, MF-20, and MF-45)

(i) Condominiums:

a) Carports shall not be permitted.

b) ~~There shall be two (2) parking spaces provided for each dwelling at a minimum size of ten (10) by twenty (20) feet per space.~~ The required parking shall be provided in a garage or garages. The location of parking spaces shall be within sixty (60) feet of the dwelling unit.

c) Guest parking ~~shall be provided one (1) space for every four (4) dwelling units. The spaces need~~ does not need to be enclosed. The guest parking shall be located within one hundred fifty (150) feet of the units and dispersed throughout the development.

(ii) In Multi-Family dwellings (non-condominium)

~~a) There shall be two (2) parking spaces provided for each dwelling unit, at least one (1) of which shall be enclosed on three (3) sides and roofed. An additional ten (10) percent of the required parking spaces shall be provided for guest parking, shall be labeled "Guest Parking Only," and shall be dispersed throughout the development. Covered and uncovered spaces shall be permanently maintained for required parking and guest parking spaces shall not be used for storage of boats, campers, or recreation vehicles.~~

a) Multi-family dwellings shall provide parking as indicated in Article III, Division 6. At least one (1) parking space per unit shall be enclosed on three (3) sides and roofed. Guest parking shall be labeled “Guest Parking Only,” and shall be dispersed throughout the development.

b) Each covered parking space shall be at least ten (10) feet wide by twenty (20) feet long except individual garages shall be at least eleven (11) feet wide and twenty (20) feet long. Garage doors shall be at least ten (10) feet wide.

c) Parking areas shall be evenly distributed throughout the development and no dwelling unit shall be located more than two hundred (200) feet from its assigned parking area.

d) All covered spaces shall be enclosed on three (3) sides. However, if the spaces are built in combinations of two (2) or more, only the rear and the two (2) ends need be enclosed. Design and material shall be architecturally compatible with the main structures.

(iii) In Multi-Family dwellings (including condominiums):

a) Each uncovered space shall be at least nine (9) feet wide and twenty (20) feet long.

b) Covered or uncovered spaces, when adjacent to walls shall be at least eleven (11) feet wide, twelve (12) feet where the wall extends beyond the space. Three-car garages are exempt from this requirement.

c) No off-street parking shall be permitted within any front or side yard setback area when adjacent to a street.

d) Garages or carports (carports prohibited in MF-8 zone) may be located within the side or rear yard setbacks except when side or rear yards abut a public street. In no case, however, may a garage or carport be constructed within twenty (20) feet of any side or rear street or twenty-five

(25) feet of any front street in MF-8, MF-15 or MF-20 zones and fifteen (15) feet from any street in MF-45 zone.

e) No carport or garage shall open directly upon a public street.

f) Required parking and guest parking shall be maintained permanently.

g) All parking areas shall conform to Planning Commission Resolution No. 2513.

**SECTION 26.** Code Amendment. Section 26-99 (d)(1) of Division 8 of Article III of Chapter 26 shall be amended to read as follows:

The proposed signs do not exceed the standards set forth in sections Article III, Division 8, and are of the minimum size and height necessary to identify the site from a sufficient distance for the purposes of conveniently and ~~safety~~ safely accessing the site;

**SECTION 27.** Code Amendment. Subsection (a) of Section 26-100 (Exempt Signs) of Division 8 of Article III of Chapter 26 shall be amended to read as follows:

~~One (1) temporary~~ Temporary noncommercial signs no larger than thirty-two (32) square feet in area and no longer than eight (8) feet in any dimension, on private residential zoned properties, properties used for residential, and/or institutional uses; review exempt signs must be free from tears, rips, rust, deterioration, or similar condition described within West Covina Municipal Code Section 15-200. No such sign shall be placed on the roof of any structure, City-protected trees, or on the public right-of-way.~~per parcel not exceeding seven (7) square feet in area, and not posted for longer than thirty (30) days within a one (1) year period.~~

**SECTION 28.** Code Amendment. Subsection (c) of Section 26-100 (Exempt Signs) of Division 8 of Article III of Chapter 26 shall be amended to read as follows:

Directional, warning, or information signs required or authorized~~, or~~ by federal, state, county, or local government agencies including, but not limited to, traffic control signs, highway route identification signs and construction zone signs.

**SECTION 29.** Code Amendment. Subsection (f) of Section 26-100 (Exempt Signs) of Division 8 of Article III of Chapter 26 shall be amended to read as follows:

Election season signs and posters subject to the following conditions:

(1) No sign shall be erected earlier than ~~sixty (60)~~ ninety (90) days prior to the start of the closest future election date and each sign shall be removed within ten (10) days after that election.

~~(2) No such sign shall be more than sixteen (16) square feet in area. There shall be no more than four (4) signs per parcel and property owner permission shall be obtained prior to the installation of said signs.~~

~~(3) Freestanding signs shall be no more than six (6) feet in height.~~

~~(4)~~ (2) No sign shall be placed within the public right-of-way or on public property.

(3) No such sign shall be placed on private property without the property owner's permission and/or approval.

~~(5)~~(4) No such sign shall be placed on the roof of any structure.

**SECTION 30.** Code Amendment. Section 26-105 (c) of Division 8 of Article III of Chapter 26 shall be amended with subsections (1), (2), and (3) remaining the same with no changes to read as follows:

*Public nuisance ~~decaled~~ declared by the City Council.* The director may ask the council to declare a sign a public nuisance under the following conditions:

**SECTION 31.** Code Amendment. Section 26-117 of Division 1 of Article IV of Chapter 26 shall be amended to read as follows:

**26-117 Electric Vehicle Charging Stations and Solar Carports**

This Division sets forth design and development standards for Commercial Electric Vehicle Charging Stations and Solar Carports located within parking lots.

(a) Electric Vehicle Charging Stations. This section shall provide additional development standards in addition to the standards adopted in Article XVIII-Permit Process for Electric Vehicle Charging Stations.

(1) Electric vehicle charging stations may only provide required signage for compliance with accessibility requirements and U.S Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Controls.

(2) Per State law, electric vehicle charging stations and related equipment are required to be counted towards the City's parking standards/ratio. As such, signage preventing non-electric vehicles from being parked on electric vehicle charging station spaces shall be prohibited.

(b) Solar Carports. This section shall provide development standards for Solar Panel Canopies located within parking lots.

(1) Solar carports shall not be located within any required building setback.

(2) Solar carports shall not be located within 100 feet of the front facing portion of buildings.

(3) Solar carports shall not result in a net loss of any required parking.

~~(4) Solar carport shall not result in a net loss of any required parking.~~

~~(5)~~(4) No signage shall be permitted on the solar carports other than signage required for ADA and identification purposes.

~~(6) No offsite advertising.~~

(c) Electric vehicle charging stations and/or solar carports shall not include any offsite advertisement.

**SECTION 32.** Code Amendment. Section 26-118(a)(5) of Division 1 of Article IV of Chapter 26 shall be amended to read as follows:

~~Bike rack parking~~ Parking shall be provided at the facility as indicated in Section 26-91.~~at a rate of one space for every four (4) beds.~~

**SECTION 33.** Code Amendment. Section 26-140 (b) of Division 2 (Accessory Dwelling Units and Junior Accessory Dwelling Units) of Article IV of Chapter 26 shall be amended to read as follows:

(b) For single family dwelling lots in residential zones, either:

(1) One (1) accessory dwelling unit and one (1) junior accessory dwelling unit per lot may be constructed. Each accessory dwelling unit and junior accessory dwelling unit must have exterior access and side and rear setbacks sufficient for fire safety and comply with all other setback requirements. If the unit is a junior accessory dwelling unit, it must also comply with the requirements of Section 26-139(a)(3); ~~or~~and

(2) One (1) detached, new construction, accessory dwelling unit with setbacks of at least four (4) feet from side and rear setbacks, no more than eight hundred (800) square feet floor area with an existing or proposed single-family dwelling.

**SECTION 34.** Code Amendment. Section 26-140 (c) of Division 2 (Accessory Dwelling Units and Junior Accessory Dwelling Units) of Article IV of Chapter 26 shall be amended to read as follows:

(c) On a lot with an existing multi-family residential use:

(1) Accessory dwelling units may be constructed in areas that are not used as livable space within an existing multi-family dwelling structure (e.g., storage rooms, boiler rooms, passageways, attics, basements, or garages), provided the spaces meet state building standards for dwellings. The number of interior accessory dwelling units permitted on the lot shall not exceed twenty-five (25) percent of the current number of units of the multi-family complex on the lot and at least one (1) such unit shall be allowed; and

(2) Up to ~~two (2)~~ eight (8) detached accessory dwelling units or one (1) per primary unit, which ever is less, may be constructed, provided they are no taller than sixteen (16) feet, and they have at least four (4) feet of side and rear yard setbacks. Detached accessory dwelling units constructed pursuant to this subsection (b) shall not exceed one thousand (1,000) square feet in floor area per unit.

**SECTION 35.** Code Amendment. Section 26-162(a) of Division 4 of Article IV of Chapter 26 shall be amended to read as follows:

(a) Number of units: There shall be no more than two (2) ~~urban dwelling~~primary dwelling units per lot where an urban dwelling unit is constructed or proposed. ~~Accessory dwelling units (ADUs), junior accessory dwelling units (JADUs), and an~~ The existing primary residential unit and existing/proposed urban dwelling unit will be counted toward the maximum number of units. Each primary unit may have no more than one (1) accessory dwelling unit (ADU) and/or junior accessory dwelling (JADU) unit for a total of four (4) units per lot. When an urban dwelling unit is constructed on a lot, the maximum size new construction detached ADU shall be 800 square feet and/or the maximum size JADU shall be 500 square feet. All other standards within Division 2 of Article IV of Chapter 26 shall be complied with.

(1) When an urban lot split/subdivision is proposed, no more than two (2) units per lot shall be allowed. The existing primary dwelling unit and existing ADU/JADU shall be counted toward the maximum number of units. Construction on lots created through the urban lot split process shall be limited to urban dwelling units.

**SECTION 36.** Code Amendment. Section 26-177 (a) of Division 5 of Article V (Nonconforming Uses) of Chapter 26 shall be amended with subsections (1) through (7) remaining the same with no changes to read as follows:

Any nonconforming use within ~~in~~ and/or in conjunction with a conforming structure may be continued and maintained except as otherwise provided in this subchapter, and further provided:

**SECTION 37.** Code Amendment. Section 26-177 (b) of Division 5 of Article V (Nonconforming Uses) of Chapter 26 shall be amended with subsections (1) through (4) remaining the same with no changes to read as follows:

Any nonconforming use ~~situated~~ within and/or in conjunction with a nonconforming structure may be continued and maintained, so long as it complies with the provisions of subsection A of this section, and as otherwise provided in this subsection, and further provided:

**SECTION 38.** Code Amendment. Section 26-187 of Division 1 of Article VI (Nonconforming Uses) of Chapter 26 shall be amended to read as follows:

**26-187 Notices**

(a) Notices of public hearing stating the type of application or nature of proposal, general description of property under consideration, and the time and place at which the public hearing is to be held shall be given in the following manner:

~~(a)~~ (1) ~~For a~~ A reclassification of property from one zone to another, redesignation of a property from one ~~(1)~~ General Plan land use designation to another, amendments to the Development Code, amendments to the General Plan text, or a Development Agreement shall require~~for a variance (except minor modifications), conditional use permit, precise plan or special exception (Downtown Plan)~~:

~~(1) At least thirty (30) days prior to the date of the hearing, a public notice shall be posted at the project site per subsection (e) below.~~

~~(2)~~ (i) Mailing Radius. A notice of public hearing shall be mailed to the applicant or his/her agent, the owner of the property and owners of all property within a radius of five hundred (500) feet from the property lines of the site under consideration, using for this purpose the name and address of such owners as shown upon the latest available assessment rolls of the county assessor. The notices shall be mailed at least ~~ten (10)~~twenty (20) days prior to the date of the public hearing. If the number of owners to whom the notices would be mailed is greater than 1,000, or is a Citywide project involving text amendments to the Development Code and/or General plan, in lieu of a mailed notice, the hearing notice shall be posted at City Hall and published at least twenty (20) days prior to the date of the public hearing on the following locations:~~; and~~

a) The City's website.

b) Newspaper of general circulation. The advertisement shall be at least one-eighth (1/8) page.

~~(3)~~ (ii) Agency Notification. Notice of the hearing shall be mailed or delivered at least ~~ten (10)~~twenty (20) days prior to the hearing to each local agency expected to provide water, sewage, streets, roads, schools, or other essential facilities or services to the project, whose ability to provide those facilities and services may be significantly affected.

(iii) Postings. If the project is applicant driven, at least thirty (30) days prior to the date of the hearing, a public notice shall be posted at the project site per Section 26-187(b), and at two other public places where public meeting agendas are posted. Citywide applications and/or projects, and City initiated zone changes and/or General Plan land use designation changes are exempt from onsite posting requirements. Citywide applications involve Development Code and General Plan text amendments.

~~(b) For amendments, supplements or changes to the Development Code that do not reclassify any property from one (1) zone to another but do impose, change, or remove any new regulation on the use or development of property and for amendments to the General Plan text:~~

~~(1) At least ten (10) days prior to the date of the hearing, a public notice shall be published in a newspaper having general circulation in the City.~~

~~(c)Public Utility Facilities, including Wireless Telecommunications facilities, that require approval by the Planning Commission shall require:~~

~~(1) At least thirty (30) days prior to the date of the hearing, a public notice shall be posted at the project site per subsection (f) below.~~

~~(2) A notice of public hearing for public utility facilities shall be mailed to the applicant or his/her agent, the owner of the property and owners of all property within a radius of one thousand (1,000) feet from the subject site's property lines, using for this purpose the name and address of such owners as shown upon the latest available assessment rolls of the county assessor. The notices shall be mailed at least ten (10) days prior to the date of the public hearing.~~

~~(d)~~(2) Entitlement applications for Public Utility Facilities, including Wireless Telecommunications facilities, that require approval by the Planning Commission and/or City Council shall require:

~~(1)~~(i) Onsite and Public Postings. At least thirty (30) days prior to the date of the hearing, a public notice shall be posted at the project site per ~~subsection (f) below~~ Section 26-187(b), and at two other public places where public meeting agendas are posted.

~~(2)~~(ii) Mailing Radius. A notice of public hearing ~~for public utility facilities~~ shall be mailed to the applicant or his/her agent, the owner of the property and owners of all property within a radius of one thousand (1,000) feet from the subject site's property lines, using for this purpose the name and address of such owners as shown upon the latest available assessment rolls of the county assessor. The notices shall be mailed at least ten (10) days prior to the date of the public hearing.

(iii) City Website. The notice shall be posted on the City's website at least ten (10) days prior to the date of the public hearing.

(iv) Agency Notification. Notice of the hearing shall be mailed or delivered at least ten (10) days prior to the hearing to each local agency expected to provide water, sewage, streets, roads, schools, or other essential facilities or services to the project, whose ability to provide those facilities and services may be significantly affected.

~~(e)~~(3) For administrative permits (if public notification and public hearing is required per use or by request):

~~(1)~~(i) Mailing. A notice that describes the proposed project and indicates the length of the public review period (including the last date that a request for a public hearing may be given to the planning department) shall be mailed to owners of surrounding property as indicated below. The public review period shall extend for ten (10) days from the date that the initial notice was mailed. If a request for a hearing is received during the specified time, a notice shall be mailed a minimum of ten (10)

days prior to the date of the hearing, indicating the date, time, and location of the scheduled public hearing.

a) Notification Radius.

~~(2)~~1) Five-hundred-foot noticing radius: Notices shall be mailed to the property owners of the subject site and owners all properties within a radius of five hundred (500) feet from the property lines of the site under consideration unless otherwise provided for in the sections below.

~~(3)~~2) For secondary driveways, notices shall be mailed to the property owners and occupants of the subject site and to the two (2) properties on both sides of the subject site.

~~(4)~~3) For sign exception review, outdoor uses within the outdoor uses overlay zone, and canopy structures notices shall be mailed to the property owners and occupants of the subject site and all properties within a radius of one hundred (100) feet from the property lines of the site under consideration.

~~(5)~~4) For animal keeping approvals as described in Section 26-111 shall require notices to be mailed to all property owners of the subject site and all property owners or occupants of properties within the overlay zone and any property owners or occupants of properties that are adjacent to the subject site and share a property line for improvements in the lower pad area (the portion of land at the rear of the properties that is at approximately the same elevation as the rear property line and is relatively level).

~~(6)~~5) Public notification is not required for the following applications:

i) Shopping Cart Containment Review

ii) Trash Enclosure District Review

iii) Accessory ~~Massage~~ Uses

iv) Incidental Beer and Wine Service for a Restaurant (Bona Fide Eating Place)

v) Garage/Storage Shed height increase

vi) Small Wireless Facilities in the Public Right-of-Way

vii) Minor non-residential building façade changes and/or minor changes to the site plan/site layout

viii) Minor multi-family residential building façade changes and/or minor changes to the site plan/site layout

(4) For Non-Public Utility Conditional Use Permits, Precise Plans requiring Planning Commission and/or City Council review, Variances, or Tentative Tract Maps requiring Planning Commission and/or City Council review, including amendments:

(i) Mailing Radius. A notice of public hearing shall be mailed to the applicant or his/her agent, the owner of the property (including mineral rights owner for Tentative Tract Maps) and owners of all property within a radius of five hundred (500) feet from the property lines of the site under

consideration, using for this purpose the name and address of such owners as shown upon the latest available assessment rolls of the county assessor. The notices shall be mailed at least ten (10) days prior to the date of the public hearing. If the number of owners to whom the notices would be mailed is greater than 1,000, in lieu of a mailed notice, the hearing notice shall be posted at City Hall and published at least ten (10) days prior to the date of the public hearing on the following locations:

a) The City's website.

b) Newspaper of general circulation. The advertisement shall be at least one-eighth (1/8) page.

(ii) Postings. Unless otherwise required by Section 26-187(a)(4)(iii), at least ten (10) days prior to the public hearing, a printed notice shall be posted at the project site and at two other public places where public meeting agendas are posted. The minimum size of the onsite notice shall be 11-inches by 17-inches written with heading text that is no smaller than 28-point Arial font in red and body text no smaller than 16-point Arial font in black. The required public hearing notice shall be placed/posted in an area readily visible and accessible by the public such as near/at the building entrance. The location of the posting shall be determined by the Community Development Director.

~~(f) On-site public notice standards(1)~~

(iii) Onsite Posting for Large Projects. The following projects require an onsite posting that meet the requirements of Section 26-187(b)~~(f) (2) through (5)~~:

~~(i)~~ a) Commercial properties - new developments and where the addition of new square footage is equal to or exceeds 10,000 square feet, or greater than 50-percent of the existing building, which ever is less. ~~new square footage is added (Projects with additions of under 10,000 square feet will be at the discretion of the Community Development Director.~~

~~(ii)~~ b) Residential properties for developments with five (5) or more units requiring Planning Commission and/or City Council review

~~(iii)~~ c) Freestanding Wireless facilities - any new freestanding wireless towers proposed.

~~(iv)~~ d) Tentative Tract Maps requiring Planning Commission and/or City Council review.

(iv) Public Area Posting. At least ten (10) days prior to the public hearing, the required public hearing notice shall be placed/posted at two other public places where public meeting agendas are posted.

(v) Agency Notification. Notice of the hearing shall be mailed or delivered at least ten (10) days prior to the hearing to each local agency expected to provide water, sewage, streets, roads, schools, or other

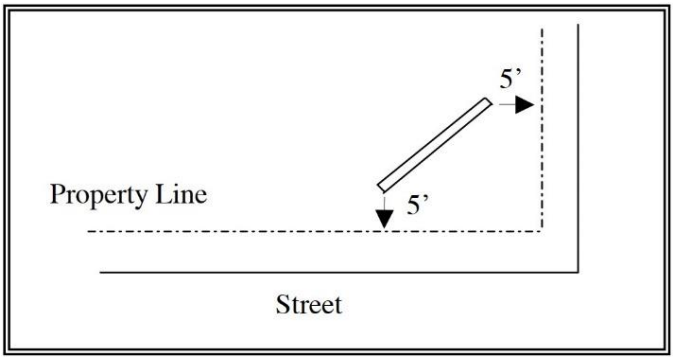
essential facilities or services to the project, whose ability to provide those facilities and services may be significantly affected.

~~(2) At least thirty (30) days prior to the date of the hearing, a public notice shall be posted at the project site, at the direction of the Planning Department. No public hearing will be scheduled until the notice has been posted on the property. The sign must meet the following standards:~~

(b) Onsite Public Hearing Notice Board Installation Standards

~~(3)~~(1) The sign shall be installed within five (5) feet of the property line. If on a corner, the sign should be posted at an angle so long as the sign is five feet from the property line of both streets.

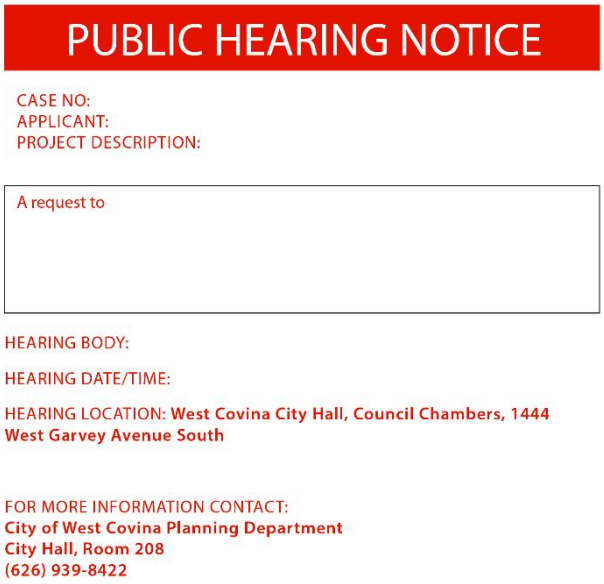
**Figure 6-1 On-site Notification Sign on Corner Property**




~~(4)~~(2) The sign shall be a minimum of 3 feet in width by 5 feet in height and may be double sided if installed perpendicular to the street. The sign shall be mounted on 4-inch by 4-inch posts. The bottom of the sign shall be at least 2 feet, but no more than 3 feet above the ground level. The required text and format are shown below. The "Public Hearing Notice" text shall be at least 3.5-inches and the remaining text shall be at least 1.25-inches in height.

~~(5)~~(3) The banner area at the top of the Notice shall be in red (with letters in white) and all other text shall be printed in red.

**Figure 6-2 On-site Notification Sign Example**




~~(6)~~(4) The sign must contain a general explanation of the proposed project, the applicant's identification and contact information as provided on the application submitted to the City, and contact information for the approval authority.

(c) Whenever a hearing is held regarding a permit for a drive-through facility, or modification of an existing drive-through facility permit, the local agency shall incorporate, where necessary, notice procedures to the blind, aged, and disabled communities in order to facilitate their participation in any hearing on, or appeal of the denial of, a drive-through facility permit.

**SECTION 39.** Code Amendment. Section 26-212 (b) of Division 3 of Article VI (Nonconforming Uses) of Chapter 26 shall be amended to read as follows:

For eligible SB35 projects and/or multi-family residential projects providing a minimum of 20-percent of the total dwelling units reserved for lower income households subject to deed restriction, the Community Development Director shall approve or deny the ministerial Precise Plan based on the West Covina Multi-Family Objective Design Standards (2022) adopted by the City. Within 30 days of such action, the Community Development Director shall prepare a report to the Planning Commission, providing a description of the project and the nature of the approval. Any such Precise Plan approved under SB35 shall be valid for a period of three (3) years, with one (1) additional extension of time in a one-year increment. The Community Development Director or their designee may approve a one-year extension if the project proponent provides documentation that there has been significant progress toward getting the development construction ready, such as, but not limited to, the filing of a building permit application.

**SECTION 40.** Code Amendment. Section 26-270 of Division 12 (Revocation Procedures) of Article VI of Chapter 26 shall be amended to read as follows:

(a) Notice of a revocation hearing for a conditional use permit or variance shall be given as follows:

~~(a)At least ten (10) days prior to the date of the hearing, a public notice shall be posted on-site of subject property; and~~

(1) Notice of the hearing shall be mailed or delivered at least ten (10) days prior to the hearing to each local agency expected to provide water, sewage, streets, roads, schools, or other essential facilities or services to the project, whose ability to provide those facilities and services may be significantly affected.

(2) A notice of public hearing shall be mailed to the permittee or his/her agent, the owner of the property and owners of all property within a radius of five hundred (500) feet of the exterior boundaries of the property under consideration, using for this purpose the name and address of such owners as shown upon the latest available assessment rolls of the county assessor. A 1,000 feet notification radius is required for revocation of public utility entitlements. The notices shall be mailed at least ten (10) days prior to the date of the public hearing.

(3) A public hearing notice shall be posted on the City's website at least ten (10) days prior to the public hearing.

(4) A public hearing notice shall be published in a newspaper of general circulation at least ten (10) days prior to the public hearing. The advertisement shall be at least one-eighth (1/8) page.

(5) The cost of noticing shall be paid by the City.

(6) In addition to the required notification above, a public notice shall be posted on site of the subject property.

(c) Notice of a revocation hearing for an administrative review shall be given as follows:

(1) A notice of public hearing shall be mailed to the permittee or his/her agent, the owner of the property and owners of all property within a radius of five hundred (500) feet of the exterior boundaries of the property under consideration, using for this purpose the name and address of such owners as shown upon the latest available assessment rolls of the county assessor. The notices shall be mailed at least ten (10) days prior to the date of the public hearing.

(2) The cost of noticing shall be paid by the City.

(d) Notice of a revocation hearing for an administrative permit shall be given as follows:

(1) Notices shall be mailed to the permittee, property owners of the subject site, and all owners of properties within a radius of five hundred (500) feet of the exterior boundaries of the subject site. The notices shall be mailed at least ten (10) days prior to the date of the public hearing.

(2) The cost of noticing shall be paid by the City.

**SECTION 41.** Code Amendment. Section 26-287(b) of Division 1 of Article VII of Chapter 26 shall be amended to read as follows:

(b) Amendments, supplements, or changes to this chapter other than the change of property from one zone to another may be initiated by:

(1) Applicant.

(2) Resolution of the City Council.

(3) Resolution of the Planning Commission.

(4) Community Development Director.

(5) City Attorney.

**SECTION 42.** Code Amendment. Section 26-291(a) of Division 1 of Article VII of Chapter 26 shall be amended to read as follows:

(a) After receiving the report from the Planning Commission or a written request from an interested party pursuant to Article VI Division 1, the City Council shall hold a duly-noticed public hearing. ~~At least 10 days before the date of the public hearing, the~~ The Planning Division shall provide notice consistent with ~~Article VI Division 1~~Section 26-187. The notice shall include a summary of the Planning Commission recommendation.

**SECTION 43.** Code Amendment. Section 26-298 of Division 2 of Article VIII (SUBDIVISION REGULATIONS) of Chapter 26 shall be amended to read as follows:

Whenever any parcel of land is of such size, design, or shape, or subject to such title limitations of records, or is subject to such topographical conditions or such dominating drainage problems that it is impossible, or impractical in the particular case to conform fully to the provisions of this chapter, the city engineer may recommend such deviation as may be necessary or expedient to the proper development of the subject property as allowed by state law. In each case of deviation, the city engineer shall transmit to the Community Development Director or designee with the parcel map and to the Planning Commission with the tentative tract map a written report setting forth each deviation recommended and the reasons therefor.

**SECTION 44.** Code Amendment. Section 26-303 of Division 2 of Article VIII (SUBDIVISION REGULATIONS) of Chapter 26 shall be amended to read as follows:

No map shall be disapproved when the failure of the map is solely a result of a technical and inadvertent error which, in the determination of the Community Development Director or designee for tentative parcel maps, Planning Commission for tentative tract maps, and the City Council for final maps, does not materially affect the validity of the map. Upon such a finding, disapproval of the map shall be waived.

**SECTION 45.** Code Amendment. Section 26-304 of Division 2 of Article VIII (SUBDIVISION REGULATIONS) of Chapter 26 shall be amended to read as follows:

**26-304 Assignment of Responsibilities upon ~~to Advisory Agency~~Review**

(a) Community Development Director Action on Tentative Parcel Maps and Urban Lot Splits. The Community Development Director or their designee shall have the following responsibilities in addition to those otherwise assigned responsibilities:

(1) Review and approve tentative parcel maps and urban lot splits in accordance with the provisions of the Subdivision Map Act and this chapter.

(2) Make findings that tentative parcel maps, together with the provisions for their design and improvement, are consistent with the General Plan and/or any specific plans of the City.

(3) Make findings justifying approval or denial of parcel maps as such findings are specified in this chapter.

(4) Make findings for parcel maps relating to the waste discharge from proposed subdivisions and the requirements prescribed by a California regional water quality control board as such findings are specified in this chapter.

(b) City Engineer Action on Lot Line Adjustments, Lot Mergers, and Certificates of Compliance. The City Engineer shall have the following responsibilities in addition to those otherwise assigned responsibilities:

(1) Review and approve lot line adjustments, lot mergers, and certificates of compliance in accordance with the provisions of the Subdivision Map Act and this chapter.

(2) Make findings justifying approval or denial of a certificate of compliance in accordance with the provisions of this chapter.

(3) Impose conditions through a conditional certificate of compliance in accordance with the provisions of this chapter.

(c) Planning Commission Action on Tentative Tract Maps and Appeals. The Planning Commission shall have the following responsibilities in addition to those otherwise assigned responsibilities:

(1) Make findings that tentative tract maps, together with the provisions for their design and improvement, are consistent with the General Plan and/or any specific plans of the City.

(2) Make findings justifying approval or denial of tentative maps as such findings are specified in this chapter and the Subdivision Map Act.

(3) Make findings for tentative tract maps relating to the waste discharge from proposed subdivisions and the requirements prescribed by a California regional water quality control board as such findings are specified in this chapter and the Subdivision Map Act.

(4) Appeals of the Community Development Director actions on tentative parcel maps.

(d) City Council Action on Final Maps and Appeals. The City Council shall have the following responsibilities in addition to those otherwise assigned responsibilities:

(1) Make findings justifying approval or denial of final maps, in accordance with the provisions of the Subdivision Map Act and this chapter.

(2) Grant or deny appeals of actions of the Planning Commission on tentative parcel maps, tentative tract maps, and vesting tentative maps.

**Table 8-1 Assignment of Responsibilities Upon Review**

| Type of Application | Assignment of Responsibilities | | | |
|---|---|---|---|---|
| | Community Development Director | City Engineer | Planning Commission | City Council |
| Lot Line Adjustments | Review | Approve | | |
| Lot Mergers | Review | Approve | | |
| Urban Lot Splits (SB9) | Approve | Review | | |
| Parcel Map | Approve | Review | Appeal | Appeal |
| Tentative Tract Map | Review | Review | Approve | Appeal |
| Vesting Tentative Map | Review | Review | Approve | Appeal |
| Final Map | | Review | | Approve |
| Certificates of Compliance | | Approve | | |

**SECTION 46.** Code Amendment. Section 26-305 of Division 2 of Article VIII (SUBDIVISION REGULATIONS) of Chapter 26 shall be amended to read as follows:

**Appeal of Findings ~~of Advisory Agency~~by Reviewing Authorities**

Any interested person can appeal the findings specified in this Section ~~section 26-305 (Assignment of Responsibilities to Advisory Agency)~~ to the Planning Commission or City Council in the manner prescribed in the Subdivision Map Act. Appeals shall be accompanied by the fee as set from time to time by resolution of the City Council.

**SECTION 47.** Code Amendment. Section 26-310 of Division 2 of Article VIII (SUBDIVISION REGULATIONS) of Chapter 26 shall be amended with subsections (a) through (m) remaining the same with no changes to read as follows:

The Planning Commission, concurrent with its approval or conditional approval of the tentative tract map, or the Community Development Director concurrent with the approval or conditional approval of the tentative parcel map, shall require the following improvements constructed to the satisfaction of the city engineer unless specific findings are made that construction of said improvements are unnecessary and impractical:

**SECTION 48.** Code Amendment. Section 26-311 of Division 2 of Article VIII (SUBDIVISION REGULATIONS) of Chapter 26 shall be amended to read as follows:

The Planning Commission concurrent with its approval or conditional approval of the tentative tract map and the Community Development Director concurrent with the approval or conditional approval of a tentative parcel map shall require the payment of fees or the submittal of an agreement with approved security for planned drainage facilities as shown on the City's side drainage report, master plan of drainage, or other drainage study as it finds necessary and practical. Such fees or agreements shall be applied and administered in accordance with the provisions of the Subdivision Map Act.

The Planning Commission or Community Development Director ~~also~~ shall also require that any required improvements shall contain supplemental size, capacity or number for the benefit of property not within the subdivision as the Planning Commission finds necessary and practical. Such improvements shall be required to be dedicated to the public as ~~the Planning Commission~~ shall be determined.

**SECTION 49.** Code Amendment. Section 26-317 of Division 2 of Article VIII (SUBDIVISION REGULATIONS) of Chapter 26 shall be amended to read as follows:

When a subdivision is of a portion of any previously existing lot or lots, the remaining portion or portions of the previously existing lot or lots are remainder parcels and shall be subject to required improvements and dedications as determined by the ~~Planning Commission~~ Review Authority in accordance to Section 26-304 in the same manner as if the remainder parcels were included in the subdivision, including the provisions in this chapter for agreements and security.

**SECTION 50.** Code Amendment. Section 26-318 of Division 2 of Article VIII (SUBDIVISION REGULATIONS) of Chapter 26 shall be amended to read as follows:

~~Parcel maps and final maps~~Maps which have been approved ~~by the City Council~~ shall not be affected by the adoption of this chapter or amendments thereto,~~. Tentative maps which have been approved or conditionally approved by the advisory agency or appeal board shall not be affected by the adoption of this chapter or amendments thereto~~ except as follows:

(a) The ~~parcel maps and final~~ maps for approved or conditionally approved tentative maps shall conform to the current requirements for parcel maps, tract maps, and final maps at the time of ~~City Council~~ approval.

(b) At the time of consideration ~~by the advisory agency~~ of a request to extend the expiration time for a tentative map, such tentative map shall conform to the current requirements for tentative maps; and the ~~advisory agency~~Community Development Director, Planning Commission, or City Council may revise or add conditions of approval in accordance with the current requirements for tentative maps.

**SECTION 51.** Code Amendment. Section 26-343 of Division 6 of Article VIII (SUBDIVISION REGULATIONS – Tentative Parcel Maps) of Chapter 26 shall be amended to read as follows:

The procedure for processing, approval, conditional approval or disapproval and filing of tentative parcel maps and modifications thereof shall be as provided in this chapter and the Subdivision Map Act for processing, approval, conditional approval, or disapproval and filing of tentative maps and final maps and modifications thereof. The Community Development Director shall review and deny, approve, or conditionally approve the filing of tentative parcel maps and modification.

**SECTION 52.** CEQA. Pursuant to the State California Environmental Quality Act (CEQA) Guidelines, the City Council finds and determines that the ordinance is statutorily exempt from CEQA under Section 15061(b)(3) of the CEQA Guidelines, which provides that CEQA only applies to projects that have the potential for causing a significant effect on the environment. The ordinance would not result in direct or indirect physical change in the environment and does not involve any construction or additions to any existing structures.

**SECTION 53.** Severability. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council of the City of West Covina hereby declares that it would have adopted this Ordinance and each section, subsection, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions be declared invalid or unconstitutional.

**SECTION 54.** Certification. The City Clerk shall certify passage of this Ordinance and shall cause the same to be published as required by law.

**SECTION 55.** Effective Date. This Ordinance shall take effect and be in force on the 31st days after the date of its passage. Notwithstanding the effective date of this Ordinance, the increase parkland dedication shall not apply to any tentative map or parcel map until the Ordinance has been in effect for a period of 30 days in accordance with Government Code section 66477.

**PASSED, APPROVED AND ADOPTED** this ___ day of January, 2025.

_____

Mayor

**APPROVED AS TO FORM**

_____

Thomas P. Duarte
City Attorney

**ATTEST**

_____

Lisa Sherrick
Assistant City Clerk

I, LISA SHERRICK, ASSISTANT CITY CLERK of the City of West Covina, California, do hereby certify that the foregoing Ordinance No. ____ was introduced at a regular meeting of the City Council held on the ___ day of January, 2025, and adopted at a regular meeting of the City Council held on the ___ day of January, 2025 by the following vote of the City Council:

AYES:
NOES:
ABSENT:
ABSTAIN:

Lisa Sherrick
Assistant City Clerk

STATE OF CALIFORNIA - BUSINESS, CONSUMER SERVICES AND HOUSING AGENCY GAVIN NEWSOM, *Governor*

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT**
**DIVISION OF HOUSING POLICY DEVELOPMENT**
651 W. Bannon Street, Suite 400
Sacramento, CA 95811
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov

September 18, 2024

Paulina Morales, City Manager
City of West Covina
144 West Garvey Avenue South, Room 305
West Covina, CA 91790

Dear Paulina Morales:

**RE: City of West Covina's 6th Cycle (2023-2031) Modifications to the Adopted Housing Element**

Thank you for submitting modifications to the City of West Covina's (City) adopted housing element. Modifications were received on January 3, 2024 and August 13, 2024. All modifications were authorized by Resolution Number 2022-11 and posted and made available to the public for seven days prior to review. In addition, the California Department of Housing and Community Development (HCD) received minor edits on September 12, 2024. Pursuant to Government Code section 65585, HCD is reporting the results of its review.

The adopted housing element, with all modifications and edits, meets the statutory requirements of State Housing Element Law (Gov. Code, § 65580 et seq). The adopted element, including modification and edits, addresses the findings described in HCD's March 1, 2024 review. However, as noted in the prior review, the housing element cannot be found in substantial compliance until the City has completed necessary rezones (Program 5.1 – Ensure Adequate Sites to Accommodate the RHNA) that meet statutory requirements as described below.

Pursuant to Assembly Bill 1398 (Chapter 358, Statutes of 2021), a jurisdiction that did not adopt a compliant housing element within one year from the statutory deadline (October 15, 2021) cannot be found in compliance until rezones to make prior identified sites available are completed pursuant to Government Code section 65583.2, subdivision (c). As this year has passed and Program 5.1 (Ensure Adequate Sites to Accommodate the RHNA) has not been completed, the housing element will remain out of compliance until the rezoning has been completed to meet all statutory requirements.

However, HCD received draft zoning amendments that are intended to implement Program 5.1 (Ensure Adequate Sites to Accommodate the RHNA). After a preliminary review, these draft amendments comply with statutory requirements pursuant to Government Code section 65583.2, subdivision (c). Once the draft amendments have

been adopted, the City should submit the draft amendments and other pertinent approval documentation. HCD will review the documentation and issue correspondence identifying the updated status of the City's housing element compliance.

Additionally, the City must continue timely and effective implementation of all programs including but not limited to the following:

- Program 1.2 (Monitor and Preserve Affordable Housing)
- Program 2.1 (Acquisition and Rehabilitation)
- Program 2.2 (Support Production of Affordable Housing)
- Program 3.1 (Review and Update the Development Review Process)
- Program 3.2 (Accessory Dwelling Units)
- Program 4.2 (Housing for Persons with Special Needs)
- Program 4.3 (Homeless Assistance and Housing)
- Program 4.4 (Community and Economic Development)
- Program 5.1 (Ensure Adequate Sites to Accommodate the RHNA)
- Program 5.2 (Encourage Lot Consolidation and Infill)

The City must monitor and report on the results of these and other programs through the annual progress report, required pursuant to Government Code section 65400. Please be aware, Government Code section 65585, subdivision (i) grants HCD authority to review any action or failure to act by a local government that it determines is inconsistent with an adopted housing element or housing element law. This includes failure to implement program actions included in the housing element. HCD may revoke housing element compliance if the local government's actions do not comply with state law.

Several federal, state, and regional funding programs consider housing element compliance as an eligibility or ranking criteria. For example, the CalTrans Senate Bill (SB) 1 Sustainable Communities grant, Affordable Housing and Sustainable Communities programs, Permanent Local Housing Allocation, and the Prohousing Incentive Program consider housing element compliance and/or annual reporting requirements pursuant to Government Code section 65400. With a compliant housing element, the City will meet housing element requirements for these and other funding sources.

For your information, some general plan element updates are triggered by housing element adoption. HCD reminds the City to consider timing provisions and welcomes the opportunity to provide assistance. For information, please see the Technical Advisories issued by the Governor's Office of Planning and Research at: https://www.opr.ca.gov/planning/general-plan/guidelines.html.

HCD appreciates the effort the City' housing element team provided throughout the housing element update and review. HCD looks forward to receiving and reviewing final documentation of the necessary zoning. If HCD can provide assistance in implementing the housing element, please contact Margaret Scarpa, of our staff, at Margaret.Scarpa@hcd.ca.gov.

Sincerely,



Paul McDougall
Senior Program Manager