

APPENDIX F
Land Use Consistency Table

APPENDIX F
The Proposed Covina Transit-Oriented Mixed-Use Development
Project's Consistency with the Covina General Plan (2000)

Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
<i>Land Use Element</i>			
Objective 1:	The City shall create a climate where moderate residential, commercial, and industrial development and redevelopment are accommodated	The proposed project would accommodate residential, transit oriented commercial, and park & ride uses for transit.	The project would be consistent with this objective.
General Land Use: Policy 1	The City shall ensure that the type, location, and intensity of all new and intensified developments adhere to the requirements and standards specified for their particular land use categories and the rest of the General Plan, Zoning, plus any other applicable plans or programs, except where community goals, objectives, and policies are best furthered.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The Specific Plan will also provide a "minor amendments" provision to allow for the approval of minor modifications to previously approved design components.	With the adoption of the proposed General Plan Amendment that would allow for the Specific Plan, the project would be consistent with this policy
General Land Use: Policy 2 for Objective #1 and Policy 5 for Objective #2	The City shall ensure that major land use change proposals, particularly those regarding vacated schools, utility sites, and other institutional surplus properties, carefully consider many factors, including, but not limited to: a) Land use impacts, on both neighborhood and citywide levels. b) Street capacity, public facilities, and other infrastructure impacts. c) Effects on the local circulation, public transportation, and regional circulation/transportation networks. d) The local economy. e) The provision of services and utilities. f) All relevant environmental and physical constraints and resources. g) Covina's image and character. h) The quality of life for Covina residents, workers, shoppers,	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The proposed project is also being analyzed in this EIR. The EIR and the Specific Plan will consider land use impacts on the neighborhood and city, street capacity, effects the new transit center and park & ride facility will have on local circulation, public transportation and regional circulation networks, the local economy, provision of services and utilities, all relevant environmental constraints and resources, Covina's image and character, and the quality of life for residents, workers, shoppers and others.	With the approval of the project EIR and the adoption of the General Plan Amendment that would allow the Specific Plan, the project would be consistent with this policy.

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	and others.		
General Land Use Policy 3	The City shall regard the maintenance and, where appropriate, expansion of commercial and industrial uses as a high priority for reasons pertaining to employment, sales tax generation, and related economic development spillover effects.	The proposed project would include the construction of transit-oriented commercial and office uses that will provide employment opportunities, will generate sales taxes and will create economic development for the neighborhood and the City.	The project would be consistent with this policy.
General Land Use Policy 4	The City shall accommodate growth that adequately serves existing and future residents, workers, shoppers, and others while protecting their health, safety, and welfare.	The proposed project would involve the redevelopment of the project site and replacement of the existing K-Mart with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (ITEC), and residential townhome units. The residential component of the proposed project would consist of up to 120 for-sale townhome units, which could increase the population of the area by 360 people. The proposed transit-oriented office and commercial uses would serve existing and future residents by repurposing an underutilized commercial project site with a development concept that meets the community's need for public facilities, infrastructure, transportation and transit-related residences.	The project would be consistent with this policy.
General Land Use Policy 5	The City shall accommodate growth that is consistent with current general land use patterns, that maintains existing relative land use quantities, and that respects physical and environmental resources and constraints.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The residential component of the proposed project would consist of up to 120 for-sale townhome units, which could increase the population of the area by 360 people. With the adoption of the Specific Plan, the proposed land use pattern and quantities would be allowed.	With the adoption of the proposed General Plan Amendment that would allow the Specific Plan, the project would be consistent with this policy.
General Land Use Policy 6	The City shall facilitate, through Zoning provisions and applicable procedures, infill development, development of now-underutilized or vacant parcels, and, where necessary, redevelopment of deteriorating properties, particularly for housing creation and rehabilitation and economic development purposes.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (ITEC), and residential townhome units. The project would create housing and economic development.	With the adoption of the General Plan Amendment that would allow the Specific Plan, the project The project would be consistent with this policy.

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
<p>General Land use Policy 7</p>	<p>The City shall require that new or expanded commercial, industrial, and medium- to high-density residential projects, when adjacent to single-family residences, hospitals, nursing homes, schools, day care centers, and other sensitive uses, incorporate sufficient physical and visual buffers to ensure compatibility. Such buffers shall include, but not be limited to, building setback and architecture, landscaping, walls, and other physical and aesthetic elements and shall adequately protect the single family residences or sensitive uses from noise, light, trash, vehicular traffic, and other visual and environmental disturbances.</p>	<p>The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The project would create these components on a project site that is adjacent to single-family and multi-family residences. The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The design guidelines include specifications for perimeter landscaping, as well as walls and fences. The design guidelines specify that walls and fences should include architectural features and high-quality materials. Overall, the design guidelines specify that buildings should be placed and oriented in such a manner as to be sensitive to adjoining residential land uses.</p>	<p>With the adoption of the General Plan Amendment that would allow the Specific Plan, the project would be consistent with this policy.</p>
<p>General Land Use Policy 10</p>	<p>The City shall preserve the predominantly low-rise, low- to medium-intensity character of Covina's residential neighborhoods and commercial and industrial districts.</p>	<p>The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a 3-level Transit Center and Park & Ride facility, the 35-foot high Covina Innovation, Technology, and Event Center (iTEC), and 120 residential townhome units that would be approximately 36 feet tall. The building heights and building intensities are generally consistent with the character of the surrounding neighborhoods and commercial uses.</p>	<p>The project would be consistent with this policy.</p>
<p>General Land Use Policy 11</p>	<p>The City shall regard the preservation of and protection of single-family detached areas as a high priority.</p>	<p>The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and 120 residential townhome units. The redevelopment would not impact the single-family detached areas that surround it to the east and the west.</p>	<p>The project would be consistent with this policy.</p>
<p>General Land Use Policy 13 for Objective #1 and Policy 21 for Objective #2</p>	<p>The City shall be receptive to special residential, commercial, or industrial development applications that would add to the community's vitality by providing a particular type of needed housing, a well-recognized business or store, or a high sales-tax generating or job-providing operation.</p>	<p>The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and 120 residential townhome units. This development would add to the community's vitality by providing public facilities, infrastructure, transportation and transit-related residences, which will generate sales tax and provide jobs.</p>	<p>The project would be consistent with these policies.</p>
<p>General Land Use</p>	<p>The City shall require that future growth, infill, and revitalization</p>	<p>The proposed project would be required to comply with City-adopted positions, policies, and programs regarding</p>	<p>The project would be</p>

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
Policy 14	activities be consistent with City-adopted positions, policies, and programs regarding regional planning and growth management matters— such as air quality attainment, recycling, hazardous waste management, trip reduction, congestion management, stormwater runoff, water quality, housing, transportation, and circulation.	regional planning and growth management. Furthermore, the relationship between the proposed project and adopted regulations for air quality, solid waste, hazards and hazardous materials, traffic and transportation, and stormwater management are analyzed throughout Chapter 3.0 of this EIR. As concluded in Chapter 3.0, the proposed project would not result in any significant and unavoidable impacts in these environmental categories.	consistent with this policy.
General Land Use Policy 17	The City shall maintain consistency between the Land Use Element and implementation mechanisms including, but not limited to, the Zoning and Subdivision Ordinances, the Design Guidelines, and the Capital Improvement Program.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current zoning and provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan.	With the adoption of the General Plan Amendment that would allow the Specific Plan, the project would be consistent with this policy.
General Land Use Policy 21	The City shall enforce all Zoning, Design Guidelines, and related City Code provisions and Code Enforcement procedures and practices, except where community goals, objectives, and policies are best furthered, to maintain individual health, safety, and welfare.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current zoning and provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan.	With the adoption of the General Plan Amendment that would allow the Specific Plan, the project would be consistent with this policy.
General Land Use Policy 24	The City shall balance the City's obligation to provide more housing with the need to maintain and bolster local economic development efforts in terms of attaining as high a jobs-to-housing ratio as feasible and as great a retail sales tax generation amount as possible.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The project would both provide additional transit-related residences and provide office and commercial uses that will bolster local economic development and create jobs.	The project would be consistent with this policy.
General Land Use Policy 29 for Objective #1 and Policy 23 for Objective #2	The City shall observe the requirements imposed by the California Environmental Quality Act (CEQA) when reviewing any public or private proposals, including, but not limited to, infrastructure changes or the development, redevelopment,	The proposed project is being evaluated under this EIR, and the EIR will address all applicable potential land use and related impacts.	The project would be consistent with these policies

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	modification, or expansion/remodeling of properties, to address all applicable potential land use and related impacts.		
Residential Policy 1	The City shall permit development at density ranges and quantities that reflect existing and desired scales of building construction and revitalization in the community, as well as physical and environmental constraints, that address the intent of regional housing obligations, that will allow for moderate future growth, and that will not inhibit the City's ability to meet street capacities and to provide other infrastructure, adequate community services, and utilities.	The proposed project would involve the redevelopment of the project site and replacement of the existing K-Mart with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The residential component of the proposed project would consist of up to 120 for-sale townhome units, which could increase the population of the area by 360 people. The density increases allowed under the proposed project are in the moderate density range and reflect desired scales of building construction and revitalization in the community.	The project would be consistent with this policy
Residential Policy 3	The City shall accommodate various new and rehabilitated housing types, such as single-family detached houses, apartments, and condominiums/townhouses, for a variety of existing and future economic segments, including lower and moderate income households, at quantities that address the intent of State and regional/SCAG housing statutes and policies as well as meet Covina Redevelopment Agency affordable housing targets and that do not adversely affect the integrity of established residential areas.	The proposed project would involve the redevelopment of the project site and replacement of the existing K-Mart with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The residential component of the proposed project would consist of up to 120 for-sale townhome units. This quantity helps to address the intent of State and regional/SCAG housing statutes and policies.	The project would be consistent with this policy.
Residential Policy 4	The City shall preserve the predominantly low-rise, low- to medium-density character of Covina's neighborhoods.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a 3-level Transit Center and Park & Ride facility, the 35-foot high Covina Innovation, Technology, and Event Center (iTEC), and 120 residential townhome units that would be approximately 36 feet tall. The building heights and building intensities are generally consistent with the character of the surrounding neighborhoods and commercial uses.	The project would be consistent with this policy.
Residential Policy 5 for	The City shall protect, to the greatest extent possible, single-	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an	The project would be

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
Objective #1 and Policy 5 for Objective #2	family detached neighborhoods from incompatible encroachments.	existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The project would create these components on a project site that is adjacent to single-family residential homes. The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The design guidelines include specifications for perimeter landscaping, as well as walls and fences. The design guidelines specify that walls and fences should include architectural features and high-quality materials. Overall, the design guidelines specify that buildings should be placed and oriented in such a manner as to be sensitive to adjoining residential land uses.	consistent with these policies.
Residential Policy 6	The City shall ensure that the overall amount, locations, and timing of development reflect community desires and needs as well as physical and environmental constraints and will not inhibit the City's ability to meet street capacities and to provide other infrastructure, utilities, and adequate community services.	The proposed project would involve the redevelopment of the project site and replacement of the existing K-Mart with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The proposed transit-oriented uses would serve existing and future residents by repurposing an underutilized commercial project site with a development concept that meets the community's need for public facilities, infrastructure, transportation and transit-related residences.	The project would be consistent with this policy.
Residential Policy 8 for Objective #1 and Policy 13 for Objective #2	The City shall encourage the construction of owner-occupied housing.	The proposed project would involve the redevelopment of the project site and replacement of the existing K-Mart with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The residential component of the proposed project would consist of up to 120 for-sale townhome units, which will help the City toward encouraging owner occupied housing by providing more residents near transit.	The project would be consistent with these policies.
Residential Policy 9	The City shall encourage that medium- to high-density complexes be developed in appropriately designated areas and replace old, deteriorating residential structures.	The proposed project would involve the redevelopment of the project site and replacement of the existing K-Mart with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The residential component of the proposed project would consist of up to 120 for-sale townhome units, which would replace an old, deteriorating commercial building.	The project would be consistent with this policy.
Residential Policy 10	The City shall whenever possible, encourage lot consolidation for apartment, condominium, and townhouse parcels, particularly substandard	The proposed project would involve the redevelopment of the project site and replacement of the existing K-Mart with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The residential component of	The project would be consistent with this policy.

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	properties, as a means of facilitating Zoning and Design Guidelines compliance.	the proposed project would consist of up to 120 for-sale townhome units. The proposed transit-related residences repurpose an underutilized commercial project site with a development concept that meets the community's need for public facilities, infrastructure, transportation and transit-related residences.	
Residential Policy 14	The City shall require, except where community goals, objectives, and policies are best furthered, that both new and remodeled residential developments comply with Zoning and other standards, incorporate adequate amenities, and achieve a high level of architectural and site design quality to insure a high quality of life for local residents and to ensure long-term building maintenance and viability.	The proposed project would include a residential component that includes the construction of up to 120 for-sale townhome units. The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The design guidelines would ensure a high level of architectural and site design quality would be achieved for residents.	The project would be consistent with this policy.
Residential Policy 15	The City shall encourage that residential developments incorporate areas or facilities to accommodate State and regional agency- mandated environmental programs, including, but not limited to, on-site storage areas for collecting recyclable materials and telecommuting rooms.	The proposed project would include a residential component that includes the construction of up to 120 for-sale townhome units. The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The design guidelines would ensure that areas and facilities to accommodate State and regional agency-mandated environmental programs would be included.	With the adoption of the General Plan Amendment that would include the Specific Plan, the project would be consistent with this policy.
Residential Policy 16	The City shall ensure, where applicable, that State noise insulation standards are implemented	The proposed project would include a residential component that includes the construction of up to 120 for-sale townhome units. The proposed project would implement the State noise insulation standards in the proposed townhomes.	The project would be consistent with this policy.
Residential Policy 18 for Objective #1 and Policy 1 for Objective #2	The City shall encourage the maintenance of and, where necessary, the improvement of the physical and aesthetic condition of all buildings in all areas.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current zoning and provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The design guidelines will ensure that the buildings are constructed in an aesthetically pleasing condition that is consistent with surrounding development.	With the approval of the General Plan Amendment that includes the Specific Plan, the project would be consistent with these policies.
Commercial and Industrial	The City shall permit development at intensity ranges, site locations, and quantities that	The proposed project shall include a development program that includes intensity ranges and a scale of building construction that allows for moderate future growth and will	The project would be consistent with

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
Policy 1	reflect existing and desired scales of building construction and revitalization in the community, as well as physical and environmental constraints, that will allow for moderate future growth, and that will not inhibit the City's ability to meet street capacities and to provide other infrastructure, adequate community services, and utilities.	not inhibit the City's ability to meet street capacities and provide adequate infrastructure.	this policy.
Commercial and Industrial Policy 3 of Objective #1 and Policy 2 of Objective #2	The City shall preserve the predominately low-rise, low- to medium-intensity character of Covina's commercial and industrial districts and corridors.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a 3-level Transit Center and Park & Ride facility, the 35-foot high Covina Innovation, Technology, and Event Center (ITEC), and 120 residential townhome units that would be approximately 36 feet tall. These height levels are consistent with medium intensity development and shall preserve the character of the neighborhood commercial district.	The project would be consistent with these policies.
Commercial and Industrial Policy 4 of Objective #1 and Policy 3 of Objective #2	The City shall maintain its variety of functional commercial office, retail, and service businesses for reasons pertaining to employment, sales tax generation, community image enhancement, and jobs-to housing ratio maximization.	The proposed project would include the construction of transit-oriented commercial and office uses that will provide employment opportunities, will generate sales taxes and will create economic development for the neighborhood and the City. The proposed project will also contribute toward the maximization of the jobs-to-housing ratio.	The project would be consistent with these policies.
Commercial and Industrial Policy 7	The City shall accommodate new and expanded commercial and industrial developments, for community economic betterment and image enhancement and related reasons, in a fashion that neither adversely affects the integrity of established commercial and/or industrial areas nor unreasonably encroaches into residential neighborhoods and that does not impose an undue burden on local infrastructure or services.	The proposed project would include the construction of transit-oriented commercial and office uses that will provide community economic betterment and image enhancement that would be an improvement over the vacated commercial structures and an enhancement to surrounding commercial establishments. The proposed project's Specific Plan would also ensure the project does not encroach on the residential neighborhoods to the north, east and west and will not impose an undue burden on local infrastructure or services.	The project would be consistent with this policy.
Commercial and Industrial Policy 8	The City shall accommodate new and expanded commercial and industrial developments in a manner that considers various Federal, State, and/or regional planning measures to reduce traffic congestion, air pollution, waste generation, polluted water	The proposed project would include the construction of a transit plaza and park & ride facility and would provide transit-oriented commercial and office uses. The use of these facilities and the transit-related residences will provide opportunities to reduce traffic congestion in the City and cut back on air pollution and other problems.	The project would be consistent with this policy.

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	runoff, and other problems.		
Commercial and Industrial Policy 9	The City shall ensure that the overall amount, locations, and timing of development reflect community desires and needs as well as physical and environmental constraints and will not inhibit the City's ability to meet street capacities and to provide other infrastructure, utilities, and adequate community services.	The proposed project would include the construction of a transit plaza and park & ride facility and would provide transit-oriented commercial and office uses. The use of these facilities and the transit-related residences will benefit the community by providing needed infrastructure and will aid the City in meeting street capacities by encouraging the use of transit, which will decrease congestion by cutting back on the use of individual cars.	The project would be consistent with this policy.
Commercial and Industrial Policy 10	The City shall pay particular attention to the special needs and character of the downtown, continue appropriate economic revitalization, physical enhancement, and use refinement activities that will attain a greater variety of retail businesses, attract more people, and generate more sales tax and overall vitality, and consider incorporating mixed uses within an "urban village" or livable cities concept, including residential on top of commercial, to bolster social and economic activity, to best exploit Metrolink Commuter Train Station proximity, to provide needed housing, and to reduce vehicular trips.	The proposed project would include the construction of a transit plaza and park & ride facility and would provide mixed use transit-oriented commercial and office uses. This would contribute to the character of the downtown, provide economic revitalization to a vacated commercial facility and physically enhance the area, provide a greater variety of transit oriented retail businesses, attract more people, and generate more sales tax and overall vitality. The project would contribute toward the "urban village" concept and provide needed transit related housing.	The project would be consistent with this policy.
Commercial and Industrial Policy 12 for Objective #1 and Policy 8 of Objective #2	The City shall maintain new and expanded commercial and industrial uses at areas where they now exist, which are along and around major streets, at larger intersections, in appropriate "pockets," and in particular complexes.	The proposed project would include the construction of a transit plaza and park & ride facility, would provide transit-oriented commercial and office uses and provide transit related housing in a commercial area which currently has vacated commercial buildings and is underutilized. The proposed project is along Citrus Avenue and Covina Street which are major streets that make up a major intersection.	The project would be consistent with this policy.
Commercial and Industrial Policy 13	The City shall encourage the capturing of a greater variety of retail businesses, including stores, shops, and restaurants, so as to attract more patrons, generate more sales tax, and improve the community's image.	The proposed project would include the construction of a transit plaza and park & ride facility, would provide transit-oriented commercial retail and office uses in a commercial area which currently has vacated commercial buildings and is underutilized. These retail businesses would attract more patrons to the area and encourage transit ridership while generating more sales tax and improving the community's image.	The project would be consistent with this policy.
Commercial and	The City shall require that new and remodeled/expanded	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace	The project would be

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
Industrial Policy 15	commercial and industrial structures comply with Zoning, Design Guidelines, and other standards and incorporate adequate amenities that contribute to a high quality of life for workers and patrons, except in appropriate cases, such as PCD (Planned Community Development) overlay district application, where community goals, objectives, and policies are best furthered.	the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The design guidelines would ensure that community goals, objectives, and policies are furthered.	consistent with this policy.
Commercial and Industrial Policy 17	The City shall encourage the revitalization or upgrading of deteriorating commercial and industrial structures through City, Redevelopment Agency, private development, and/or other efforts.	The proposed project would include the construction of a transit plaza and park & ride facility, would provide transit-oriented commercial retail and office uses in a commercial area which currently has vacated commercial buildings and is underutilized. The project would revitalize a deteriorating commercial structure.	The project would be consistent with this policy.
Objective 2	An adequate amount and distribution of and compatibility of adjacent land uses throughout the community.	The proposed project would include the construction of a transit plaza and park & ride facility, would provide transit-oriented commercial retail and office uses in a commercial area which currently has vacated commercial buildings and is underutilized. The design guidelines required under the Specific Plan would ensure that the proposed uses would be compatible with adjacent land uses.	The project would be consistent with this objective.
General Land Use Policy 1	The City shall ensure that all developments adhere to the requirements and standards specified for their particular land use categories and the rest of the General Plan plus any other applicable plans or programs, except where community goals, objectives, and policies are best furthered.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The Specific Plan would be consistent with the General Plan's goals, objectives and policies.	Upon adoption of the General Plan Amendment that includes the Specific Plan, the project would be consistent with this policy.
General Land Use Policy 2	The City shall maintain the general amount, distribution, and intensity of residential, commercial, and industrial uses so as to adequately serve existing and future residents, workers, shoppers, and others.	The proposed project would include the construction of a transit plaza and park & ride facility, would provide transit-oriented commercial retail and office uses in a commercial area which currently has vacated commercial buildings and is underutilized. This mixed-use development would help the City maintain the general amount, distribution and intensity of these uses for existing and future residents, workers, shoppers and others.	The project would be consistent with this policy.
General Land Use Policy 3	The City shall regard the maintenance and, where appropriate, expansion of commercial and industrial uses as a high priority for reasons pertaining to employment, sales	The proposed project would include the construction of a transit plaza and park & ride facility, would provide transit-oriented commercial retail and office uses in a commercial area which currently has vacated commercial buildings and is underutilized. These high priority uses would help the City generate employment opportunities, sales taxes and	The project would be consistent with this policy.

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	tax generation, and related economic development spillover effects, as well as community image enhancement.	economic development spillover effects while enhancing the City's image.	
General Land Use Policy 6	The City shall require that parcels developed for commercial or industrial uses, when abutting residential properties, incorporate buffers that adequately protect the residential properties from noise, light, trash, visual and environmental disturbances, vehicular traffic, and other factors. Such buffers shall include, but are not limited to, building setback and architecture, landscaping, walls, and other physical and aesthetic features.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The project would create these components on a project site that is adjacent to single-family and multi-family residences. The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The design guidelines include specifications for perimeter landscaping, walls, and fences. The design guidelines specify that walls and fences should include architectural features and high-quality materials. Overall, the design guidelines specify that buildings should be placed and oriented in such a manner as to be sensitive to adjoining residential land uses. The standards contained in the design guidelines, combined with the mitigation measures set forth in Chapter 3.0 of this EIR, would minimize noise, light, trash, visual and environmental disturbances, and traffic in the nearby residential areas.	The project would be consistent with this policy.
General Land Use Policy 7	The City shall provide for the continuation of existing and development of new or expanded public streets and facilities, storm drains and other infrastructure, parking amenities, and utilities to support the City's land uses and meet all needs.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility. This parking amenity will encourage the use of transit and will help the City achieve its land use goals.	The project would be consistent with this policy.
General Land Use Policy 10	The City shall achieve General Plan and Zoning Ordinance consistency in all areas and make properties nonconforming, as necessary.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The Specific Plan would be consistent with the General Plan's goals, objectives and policies.	With adoption of the General Plan Amendment that would allow for the Specific Plan, The project would be consistent with this policy.
General Land Use Policy 13	The City shall permit mixed uses (residential and commercial) in appropriate areas in the downtown and, if possible,	The proposed project would include the construction of a transit plaza and park & ride facility, would provide transit-oriented commercial retail and office uses in a commercial area which currently has vacated commercial buildings and	The project would be consistent with this policy.

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	elsewhere, in a manner consistent with special, applicable standards, to provide needed housing in an alternative setting and to complement districtwide physical and economic revitalization activities.	is underutilized. These high priority uses would help the City generate employment opportunities, sales taxes and economic development spillover effects while enhancing the City's image.	
General Land Use Policy 16	The City shall enforce all Zoning, Design Guidelines, and related City Code provisions and Code Enforcement procedures and practices, except where community goals, objectives, and policies are best furthered, to maintain individual health, safety, and welfare.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The Specific Plan's design guidelines and related provisions, procedures and practices would be enforced.	With the adoption of the General Plan Amendment which allows for the Specific Plan, the project would be consistent with this policy.
Residential Policy 2	The City shall rehabilitate deteriorating residential neighborhoods, where necessary, such as through the City's proposed Neighborhood Preservation and other ongoing programs.	The proposed project would include the construction of a transit plaza and park & ride facility, would provide transit-oriented commercial retail and office uses in a commercial area which currently has vacated commercial buildings and is underutilized. The project will rehabilitate and revitalize a deteriorating neighborhood shopping center area.	The project would be consistent with this policy.
Residential Policy 6	The City shall orient medium- and high-density uses, such as apartments, condominiums, townhomes, and mobile home parks, in and/or around the downtown and in areas where such developments now exist.	The proposed project would include the construction of transit related residential townhomes around a transit center and park and ride facility. This medium density use would will replace a commercial area which currently has vacated commercial buildings and is underutilized.	The project would be consistent with this policy.
Residential Policy 8	The City shall ensure, where applicable, that State noise insulation standards are fully implemented.	The proposed project would include the construction of 120 transit-related townhomes. The townhomes would be constructed in a way that the State noise insulation standards are fully implemented.	The project would be consistent with this policy.
Residential Policy 11	The City shall consider mixed uses in and, if appropriate, around the downtown as a means of obtaining needed housing and reducing trips and exploiting Metrolink Commuter Train Station proximity and redevelopment/ revitalization activities.	The proposed project would include the construction of a transit plaza and park & ride facility, would provide transit-oriented commercial retail and office uses and transit related residential uses in a commercial area which currently has vacated commercial buildings and is underutilized. This mixed-use development will help the City obtain needed housing goals while encouraging the use of transit by allowing new residents to walk to a new transit station.	The project would be consistent with this policy.
Residential Policy 17	The City shall adopt and implement density ranges that reflect existing and desired scales of development in the community, that allow for moderate future growth, that	The proposed project would involve the redevelopment of the project site and replacement of the existing K-Mart with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (ITEC), and residential townhome units. The residential component of the proposed project would consist of up to 120 for-sale	The project would be consistent with this policy.

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	address the intent of regional housing obligations, and that will not inhibit the City's ability to meet street capacities and to provide other infrastructure, utilities, and adequate community services.	townhome units, which could increase the population of the area by 360 people. The density increases allowed under the proposed project are in the moderate density range and reflect desired scales of building construction and revitalization in the community without inhibiting the infrastructure, utilities or community services.	
Residential Policy 18	The City shall develop, based on #17 above, maximum future net residential densities as follows: low, 6.0 dwelling units per net acre; medium, 14.0 dwelling units per net acre; and high, 22.0 dwelling units per net acre. (Net density means private property after any right-of-way dedication, or exclusive of sidewalks and streets.) The above standards shall be followed, except where community goals, objectives, and policies are best furthered.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The Specific Plan would dictate the maximum future residential density allowed for the project area.	With the adoption of the General Plan Amendment which would allow for the Specific Plan, the project would be consistent with this policy.
Commercial and Industrial Policy 1	The City shall encourage the physical, functional, and aesthetic maintenance and, where necessary, rehabilitation of all commercial and industrial buildings, including possible application of City Neighborhood Preservation Program and/or Code Enforcement efforts, and, where needed, the revitalization of deteriorating commercial and industrial properties through Redevelopment Agency, private, and/or other efforts.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines and processes for administering and implementing the Specific Plan. The Specific Plan will address maintenance and rehabilitation of all proposed uses and will ensure that all deteriorating commercial properties are revitalized.	With the adoption of the General Plan Amendment which would allow for the Specific Plan, the project would be consistent with this policy.
Commercial and Industrial Policy 4	The City shall regard as a high priority preserving the amount and distribution of commercial and industrial land uses for reasons pertaining to employment, sales tax generation, and related/spillover economic development benefits.	The proposed project would include the construction of transit-oriented commercial and office uses that will provide employment opportunities and will generate sales taxes and will create economic development for the neighborhood and the City.	The project would be consistent with this policy.
Commercial and Industrial Policy 5	The City shall maintain its variety of functional commercial office, retail, and service businesses, and, whenever possible, seek to expand the amount and mix of businesses to attract more	The proposed project would include the construction of transit-oriented commercial and office uses that will increase the variety of functional commercial office, retail and service businesses and will expand the mix of businesses that will attract more shoppers/customers/patrons to the neighborhood area and increase the sales tax.	The project would be consistent with this policy.

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	shoppers/customers/ patrons and to increase sales tax.		
Commercial and Industrial Policy 12	The City shall develop intensity maximums that reflect existing and desired scales of development in the community, that allow for moderate future growth and expansion, and that will not inhibit the City's ability to provide street capacity and other infrastructure, utilities, and community services.	The proposed project would involve the redevelopment of the project site and replacement of the existing K-Mart with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The commercial component of the proposed project would be developed at intensity maximums that are at the desired scale of development in the community and allow for moderate future growth and expansion. The intensity level shall not inhibit the City's ability to provide street capacity because it will provide transit related residential and will encourage transit ridership. The project will also not inhibit the City's ability to provide infrastructure, utilities and community services.	The project would be consistent with this policy.
Objective 3	A community that is attractive and maintains a good image and small-town atmosphere	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines and processes for administering and implementing the Specific Plan. The Specific Plan will replace an underutilized commercial area and will ensure the area is developed in a manner that is attractive and maintains a good image.	With the adoption of the General Plan Amendment which allows for the Specific Plan, the project would be consistent with this objective.
Policy a	The City shall achieve land use arrangements that provide for adequate separation and physical and visual buffers between land uses characterized by different functions, intensities, and/or densities to ensure their compatibility and to avoid conflicts.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The design guidelines would help ensure compatibility between the proposed project and surrounding developments.	The project would be consistent with this policy.
Policy b	The City shall identify, mitigate, and, where possible, eliminate major conflicting and peculiar land use situations and uses, particularly those that could lead to blight or criminal or unlawful activities.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The new land use situation allowed under the proposed project would reduce the possibility of blight, criminal and unlawful activities.	The project would be consistent with this policy.
Policy c	The City shall ensure that the type, location, and intensity of new and redeveloped projects adhere to the requirements and	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general	With the adoption of the General Plan Amendment

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	standards for their particular land use categories and the rest of the General Plan plus any other applicable plans or programs, except where community goals, objectives, and policies are best furthered, thereby promoting individual safety and best serving existing and future residents, workers, shoppers, and others, except in appropriate cases, such as affordable housing construction.	development design guidelines, and processes for administering and implementing the Specific Plan. The design guidelines would ensure the proposed uses would adhere to the requirements and standards for allowed land uses. The Specific Plan would also be consistent with the General Plan and would ensure the safety of residents, workers, shoppers, and others.	which would allow for the Specific Plan, the project would be consistent with this policy.
Policy f	The City shall fully implement and enforce all City Zoning standards, particularly acceptable nonconforming amortization provisions, except where community goals, objectives, and policies are best furthered, as well as the Subdivision and Building Codes.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan.	With the adoption of the General Plan Amendment which would allow for the Specific Plan, the project would be consistent with this policy.
Policy i	The City shall, through general code enforcement efforts, maintain and preserve the physical and aesthetic condition and integrity of all commercial and industrial buildings and complexes in all areas so that Covina evokes a positive perception by residents, workers, shoppers, passers-by, and others.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The design guidelines will ensure the aesthetic condition and integrity of all commercial buildings evokes a positive perception by residents, workers, shoppers, passer-by and others.	With the adoption of the General Plan Amendment which would allow for the Specific Plan, the project would be consistent with this policy.
Policy l	The City shall enforce all Design Guidelines and Zoning provisions to ensure that all developments achieve a high degree of architectural integrity and landscaping, site design efficiency, good workmanship, a respect of physical and environmental constraints, and adequate amenities that enhance the quality of life for residents, workers, shoppers, and others, except in appropriate cases such as affordable housing construction, PCD (Planned Community	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The design guidelines will ensure the proposed uses achieve a high degree of architectural integrity and landscaping, site design efficiency, good workmanship, a respect of physical and environmental constraints and adequate amenities that enhance the quality of life for residents, workers, shoppers, and others.	With the adoption of the General Plan Amendment which would allow for the Specific Plan, the project would be consistent with this policy.

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	Development) overlay district application, and/or where community goals, objectives, and policies are best furthered.		
Policy m	The City shall, where appropriate, encourage lot consolidation as a means of facilitating development and obtaining attractive, unified structures.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The new land use situation allowed under the proposed project would be constructed on an underutilized commercial site and would include attractive, unified structures.	The project would be consistent with this policy.
Policy o	The City shall maintain the City's variety of commercial and other businesses and attempt to attract a greater variety of, and facilitate the expansion of, retail, office, industrial, and, if appropriate, institutional uses that will attract more people, bolster economic development efforts, provide the City with greater name recognition, and reinforce the City's standing as a prosperous, mature suburban community.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The newly proposed office and commercial uses would attract more people, bolster economic development efforts, and provide the City with greater name recognition and reinforce the City's standing as prosperous community.	The project would be consistent with this policy.
Policy v	The City shall revise the Covina Zoning Ordinance, Design Guidelines, and related implementation tools to reflect General Plan changes, to make uses nonconforming, as necessary, and to amortize and/or reclassify all nonconforming uses and signs.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The Specific Plan would be consistent with the General Plan.	With the adoption of the General Plan Amendment which would allow for the Specific Plan, the project would be consistent with this policy.
Policy aa.	The City shall protect single-family detached neighborhoods from medium- and high-density residential and excessive non-residential encroachments through appropriate land use provisions and development standards.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The project would create high density residential uses and commercial and office uses adjacent to single-family detached residences. The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The design guidelines include standards for	The project would be consistent with this policy.

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		landscaping, walls, and fences that would help ensure compatibility with the adjacent single family uses.	
Policy cc	The City shall continue requiring developers to mitigate development impacts in the form of street improvements and public dedications as well as other reasonable requirements.	After the installation of utilities, the proposed project would include street improvements such as curb and gutter construction.	The project would be consistent with this policy.
Policy ee	The City shall maintain and, where possible, enhance Covina's attractive appearance, positive image, and small-town character.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines and processes for administering and implementing the Specific Plan. The Specific Plan will replace an underutilized commercial area and will ensure the area is developed in a manner that enhances the City's attractive appearance and positive image.	The project would be consistent with this policy.
Policy gg	The City shall ensure that State noise insulation standards for applicable apartments and condominiums/townhomes are met.	The proposed project would include a residential component that includes the construction of up to 120 for-sale townhome units. The proposed project would implement the State noise insulation standards in the proposed townhomes.	With the adoption of the General Plan Amendment which would allow for the Specific Plan, the project would be consistent with this policy.
Objective 4	Economic and social vitality in all areas of the community	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units.	The project would be consistent with this objective.
Policy b	The City shall retain and, where possible, expand commercial- and industrial-designated areas for sales tax generation, employment, and community name recognition purposes.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The project would retain commercial uses and will generate sales tax, employment opportunities and help the community gain name recognition.	The project would be consistent with this policy.
Policy c	The City shall attract a greater variety of commercial retail and office uses to provide for shopping, eating, service, administrative, and other needs of Covina and area residents, to enhance the community's image, and to bolster economic	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The transit Center, park and ride facility and iTEC would attract a greater variety of commercial retail and office uses to provide for shopping, eating, service, administrative and	The project would be consistent with this policy.

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	development efforts.	other needs for transit riders and office workers. The proposed project would bolster the City's economic development efforts.	
Policy d	The City shall retain existing viable industries and attract new light, clean manufacturing operations and promote commercial office uses to provide employment for the resident labor force.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The project would retain commercial uses and will generate sales tax, employment opportunities and help the community gain name recognition.	The project would be consistent with this policy.
Policy f	The City shall devote particular attention, through Redevelopment Agency and other efforts, to addressing the special characteristics and needs of the downtown and continue with ambitious physical improvement efforts and activities to attract more vibrant uses and therefore more people, to develop better links to the Metrolink Commuter Train Station, and to accommodate housing in mixed use complexes geared toward various population segments, such as working professionals and lower-income households.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The project would include the construction of ambitious improvements to the City's transit infrastructure that will attract more vibrant uses and people, and will accommodate housing in a mixed use complex geared toward transit related, working professionals.	The project would be consistent with this policy.
Policy g	The City shall, citywide, pay particular attention to attracting more high sales tax generators, such as shopping areas, specialty retail outlets, and auto dealers.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The project would attract commercial uses that will generate high sales taxes.	The project would be consistent with this policy.
Policy h	The City shall support plans and programs in addition to Redevelopment to arrest blight and deterioration in and maintain the integrity of residential, commercial, and industrial areas, such as Code Enforcement, Neighborhood Preservation, property rehabilitation, and Community Development Block Grants/efforts.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The new land use program allowed under the proposed project would arrest blight and the further deterioration of the commercial site. The proposed project would maintain the integrity of the now underutilized commercial site.	The project would be consistent with this policy.
Policy i	The City shall require fiscal impact analyses for large projects that may adversely	The proposed project includes a fiscal impact analyses of the project to ensure that local finances are not adversely impacted.	The project would be consistent with

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	affect local finances.		this policy.
Policy m	The City shall regard local residents as a major priority in accommodating the employment, shopping, entertainment, service, and other needs relating to new and/or expanded developments.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The new land use program allowed under the proposed project would create new employment opportunities for local residents.	The project would be consistent with this policy.
Policy r	The City shall enforce all Design Guidelines and Zoning provisions to achieve a high level of architectural and site design quality, good workmanship, and adequate amenities that enhance Covina's quality of life and economic vitality, except in appropriate cases, such as affordable housing construction, PCD (Planned Community Development) overlay district application, and/or where community goals, objectives, and policies, are best furthered.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The Specific Plan's design guidelines would ensure the development would achieve a high level of architectural and site design quality, good workmanship and adequate amenities that enhance Covina's quality of life and economic vitality.	With the adoption of the General Plan Amendment which would allow for the Specific Plan, the project would be consistent with this policy.
Policy s	The City shall permit moderate residential development of all types to provide housing opportunities for future Covina residents, particularly lower- and moderate-income persons.	The proposed project would involve the redevelopment of the now underutilized commercial site with a transit center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The residential component of the proposed project would consist of up to 120 for-sale townhome units which is a moderate residential development for future transit related residents.	The project would be consistent with this policy.
Policy u	The City shall balance the City's obligation to provide more housing with the need to maintain and bolster local economic development efforts in terms of attaining as high a jobs-to-housing ratio as feasible and as great a retail sales tax generation amount as possible.	The proposed project would include the construction of mixed-use transit-oriented commercial and office uses and 120 transit related townhouses. The proposed project would provide employment opportunities, will generate sales taxes and will create economic development for the neighborhood and the City and would contribute towards the jobs-to-housing ratio.	The project would be consistent with this policy.
Objective 5	The provision of sufficient public facilities and services	The proposed project would not result in the need for new or physically altered police, fire, school, library, or park facilities (see Section 3.14 of this EIR for details). As described and substantiated in Section 3.14, there would be sufficient public facilities and services to accommodate the proposed project.	The project would be consistent with this objective.
Policy e	The City shall consider the provision of infrastructure and	The proposed project would provide increased infrastructure for the City by providing a new transit center and park and	The project would be

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	services in all land use decisions.	ride facility. In addition, the proposed project would not result in the need for new or physically altered police, fire, school, library or park facilities and would not significantly impact public services (see Section 3.14 of this EIR).	consistent with this policy.
Policy f	The City shall assess the impacts of incremental increases in development and housing units on emergency services and ensure, through the Zoning-related Site Plan Review process, that new construction will not result in a reduction of law enforcement or fire protection services below acceptable levels. Ensure that future development will not result in a reduction of general government services below acceptable levels.	Section 3.14 of this EIR evaluates the effects of the proposed project on public services, including law enforcement and fire protection. As described and substantiated in Section 3.14, the proposed project would not have a significant impact on these services.	The project would be consistent with this policy.
Policy h	The City shall maintain existing residential, commercial, and industrial uses and continue revitalization and expansion of commercial activities to generate sufficient property and sales taxes to supplement funding for future needed services.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (ITEC), and residential townhome units. The new land use program allowed under the proposed project would revitalize and expand an existing commercial site to generate sufficient property and sales taxes that will supplement funding for future needed services.	The project would be consistent with this policy.
Policy i	The City shall assure that all existing, new, and/or expanded development address fire protection in a preventative manner by requiring in various developments fire protection and smoke detection systems and/or automatic sprinkler systems. Also, require that all new buildings incorporate adequate ingress and egress and encourage owners of existing, old structures to upgrade their exit systems and structural conditions.	The proposed project would be subject to current Los Angeles County Fire Department requirements for fire sprinkler systems, fire alarm systems, fire flow, and equipment and firefighter access, as well as fire code requirements. Compliance with the fire code standards would be ensured through the plan check process prior to the issuance of building permits.	The project would be consistent with this policy.
Policy j	The City shall assure that all new or expanded medium to high density/intensity residential, commercial, and industrial projects address police protection in a preventative way by maximizing neighborhood surveillance opportunities in the	In coordination with the Covina Police Department, the proposed project would incorporate defensible design practices to reduce the potential for crime to occur on site. Such practices could include but are not limited to the following: on-site security services, light-emitting diode (LED) lighting within the proposed parking structure, wayfinding signage, use of transparent materials for the transit shelter, lighting within the shelter to eliminate	The project would be consistent with this policy.

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	siting and design of structures, utilizing sufficient lighting, and promoting defensible space concepts, such as ensuring visibility of open public areas.	secluded areas, seating at the transit shelter that is not conducive to sleeping, and security cameras linking with the Covina Police Department's City-wide system.	
Policy l	The City shall continue requiring developers to mitigate the infrastructure impacts of their developments by exacting land dedication for street widening purposes and right-of-way and other appropriate improvements.	<p>Access to the proposed project with its ultimate build-out will primarily be from North Citrus Avenue. Vehicular access would be designed to ensure minimum conflict between pedestrians, automobiles, and service vehicles. Site lines, pedestrian walkways, and lighting are factors to be considered in final site design. Vehicular entrances would be well-lit and designed to avoid conflicts with on-street parking.</p> <p>The street layout for the residential component of the proposed project would afford adequate and efficient access for homeowners, emergency services, and service vehicles/waste haulers. The residential component will have its primary ingress and egress from North Citrus Avenue, north of the transit facility parking structure entry. A restricted emergency vehicle access point to North Citrus Avenue will be located at the northerly edge of the residential component. There will be no other vehicle access points to the residential component of the proposed project. A pedestrian-only access point along the southerly boundary of the residential component of the proposed project will be provided to allow the residents to access the Transit Center and Park & Ride Facility, as well as the City's iTEC components.</p>	The project would be consistent with this policy.
Policy q	The City shall ensure that school sites and educational facilities are adequate in number, type, and location as well as site design and appearance for existing and future populations and, to the greatest extent possible, meet applicable City codes and standards.	The proposed project would involve the displacement of an existing private school, but shall not adversely impact the number, type and location of school sites and educational facilities available in the City (see Section 3.14 for details).	The project would be consistent with this policy.
Housing Element			
Objective 1	Variety of Housing types. The City of Covina will promote the development of various types of dwelling units, at reasonable quantities, that are suitable for all economic segments.	The proposed project would involve the construction of up to 120 for-sale townhome units. The proposed transit related residences would serve residents looking to locate close to transit.	The project would be consistent with this objective.
Policy 1.1	The City shall maintain and/or accommodate development of a variety of housing types, including single-family detached houses, condominiums/town homes, apartments, and mobile homes, second units/granny	The proposed project would involve the construction of up to 120 for-sale townhome units. The proposed transit related residences would serve residents looking to locate close to transit and would help the City reach its regional housing obligations.	The project would be consistent with this policy.

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	flats, and mixed uses, to suit all economic segments and as a means of addressing the City's regional housing obligations to the greatest extent possible.		
Policy 1.2	The City shall maintain and consider to reasonably facilitate development of dwelling units particularly suitable for lower and moderate income residents, such as medium and high density apartments, condominiums/townhouses, second units, and mixed uses, to ensure lower and moderate income household accommodation.	The proposed project would involve the construction of up to 120 for-sale townhome units. The proposed transit related residences would serve residents looking to locate close to transit. This medium density townhomes would ensure moderate income household accommodations.	The project would be consistent with this policy.
Policy 1.5	The City shall permit and facilitate maximum feasible residential infill development or development of vacant and underutilized parcels through existing Zoning provisions and new appropriate procedures as a means of providing a mix of housing for all economic segments and of meeting regional housing needs targets.	The proposed project would involve the construction of up to 120 for-sale townhome units that would redevelop an underutilized commercial site. The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The proposed project would help the City provide a mix of housing units.	With the adoption of the General Plan Amendment which would allow for the Specific Plan, the project would be consistent with this policy.
Objective 2	Comprehensive Land Use Planning. The City of Covina, through comprehensive land use planning, will carefully evaluate and consider the site planning, distribution, urban design, and overall compatibility of new development, both internally and with the surrounding area.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The Specific Plan would consider the planning distribution and urban design of the project area, and would ensure compatibility with the surrounding area.	With the adoption of the General Plan Amendment which would allow for the Specific Plan, the project would be consistent with this objective.
Policy 2.1	The City shall maintain the current general land use distribution or pattern regarding all housing unit categories.	The proposed project would proceed under the Covina Transit-Oriented Mixed-Use Specific Plan that will replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The proposed 120 multi-family dwelling units would be consistent with existing land use patterns, as there is currently a multi-family residential neighborhood to the north of the project site.	With the adoption of the General Plan Amendment which would allow for the Specific Plan, the project would be consistent with this objective.
Policy 2.4	The City shall, notwithstanding	The proposed project would include the construction of a	The project

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	objectives and policies to minimize land use conflicts, consider mixed use housing as appropriate in and around the downtown to bolster existing downtown revitalization efforts and best take advantage of Metrolink Commuter Train Station impacts.	transit plaza and park & ride facility and would provide a mixed use transit-oriented commercial and office uses. This would bolster exiting downtown revitalization efforts and provide economic revitalization to a vacated commercial facility while increasing transit opportunities.	would be consistent with this policy.
Policy 2.5	The City shall ensure the adequacy of future low income housing sites, particularly for seniors, in terms of accessibility to services, shopping, transportation, and needed facilities.	The proposed project would involve the construction of up to 120 for-sale townhome units in close proximity to a transit center that provides transportation.	The project would be consistent with this policy.
Policy 2.8	The City shall encourage consolidation of substandard-width lots for apartments, condominiums/town homes, and mixed use projects.	The proposed project would involve the redevelopment of an underutilized commercial site with transit-oriented development including the construction of up to 120 for-sale townhome units. The proposed project would proceed under the Covina Transit-Oriented mixed use Specific Plan that would replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan.	With the adoption of the General Plan Amendment that would allow the Specific Plan, the project would be consistent with this policy.
Objective 3	Quality Housing - The City of Covina will continue in its efforts towards maintaining a high quality of life for the community's residents. In addition, the City will strive to maintain and preserve the affordable housing stock in the City and to make sure that all residential structures are legal, safe, and maintained.	The proposed project would involve the redevelopment of an underutilized commercial site with transit-oriented development including the construction of up to 120 for-sale townhome units. The proposed project would proceed under the Covina Transit-Oriented mixed use Specific Plan that would replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan.	T With the adoption of the General Plan Amendment that would allow the Specific Plan, t he project would be consistent with this objective.
Policy 3.1	The City shall preserve the predominantly low-rise, low to medium density character of Covina's neighborhoods.	The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an existing vacant K-Mart building with a 3-level Transit Center and Park & Ride facility, the 35-foot high Covina Innovation, Technology, and Event Center (ITEC), and 120 residential townhome units that would be approximately 36 feet tall. The building heights and building intensities are generally consistent with the character of the surrounding neighborhoods and commercial uses.	The project would be consistent with this policy.
Objective 4	Housing Accommodation. The City will promote a climate where persons and households of all types and backgrounds are	The proposed project would involve the construction of up to 120 for-sale townhome units that would redevelop an underutilized commercial site. The proposed project would help the City promote a climate where persons and	The project would be consistent with this policy.

APPENDIX F (Continued)

Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	accommodated.	households are accommodated by providing transit related residences.	
Circulation Element			
Goal 1	The goal is a well-balanced infrastructure system and related circulation network that provide functional and safe, efficient, economical, and attractive transportation, movement and transmission and applicable services for current and future Covina residents, employers, workers, business patrons and service recipients, visitors, and passer-by	The proposed project would contribute toward a well-balanced infrastructure system and circulation network by providing a transit center and park and ride facility and transit related office and residential uses. Project residents, employers, workers, patrons and service recipients would be able to safely access and utilize an attractive transit system.	The project would be consistent with this goal.
Policy Area 1 #12	The City shall ensure, where applicable, that private as well as public parking, drive-through, and drop-off/pick-up ingress/ egress locations off of public rights-of-way provide for sufficient access, circulation, maneuverability, visibility, and safety as well as separation from any residential or other sensitive adjacent uses and that all on-site parking facilities adequately serve their accompanying uses and are designed to facilitate safe, functional, and viable circulation and maneuverability.	Access to the proposed project with its ultimate build-out will primarily be from North Citrus Avenue. Vehicular access would be designed to ensure minimum conflict between pedestrians, automobiles, and service vehicles. Site lines, pedestrian walkways, and lighting are factors to be considered in final site design. Vehicular entrances would be well-lit and designed to avoid conflicts with on-street parking. The street layout for the residential component of the proposed project would afford adequate and efficient access for homeowners, emergency services, and service vehicles/waste haulers. The residential component will have its primary ingress and egress from North Citrus Avenue, north of the transit facility parking structure entry. A restricted emergency vehicle access point to North Citrus Avenue will be located at the northerly edge of the residential component. There will be no other vehicle access points to the residential component of the proposed project. A pedestrian-only access point along the southerly boundary of the residential component of the proposed project will be provided to allow the residents to access the Transit Center and Park & Ride Facility, as well as the City's iTEC components.	The project would be consistent with this policy.
Policy Area 1 #16	The City shall monitor and, where administratively and financially possible, consider expanding the City's bikeways and related facilities in appropriate areas, such as near or linking schools, parks, and major commercial activities And employment centers, for functional as well as recreational uses, in a manner that best meets local conditions And needs.	The proposed project would include bicycle parking and amenities in accordance with the requirements of the City and the City's Bicycle Master Plan.	The project would be consistent with this policy.

APPENDIX F (Continued)

Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
Policy Area 1 #23 and Policy Area 2 #3	Continue encouraging, where administratively and financially feasible, public transportation- and pedestrian accommodating enhancements to the infrastructure, including, but not limited to, bus pads and sidewalks and wheelchair ramps.	The proposed project would involve the construction of a new three-level, approximately 400-space transit and park and ride parking structure and approximately 4,800 square feet of ancillary retail uses. The transit center would include bus bays for bus passenger loading and unloading. This component would encourage the use of public transportation and would enhance the infrastructure for the City's residents.	The project would be consistent with this policy.
Policy Area 2 #2	Attempt to ensure, through liaison efforts, that major, regional-oriented public bus agencies adequately and efficiently serve Covina, have appropriate, logical routes, and maintain bus stops that are adequate in location, identification, and design and that minimize adverse impacts on adjacent properties and activities.	The proposed project would involve the construction of a new three-level, approximately 400-space transit and park and ride parking structure and approximately 4,800 square feet of ancillary retail uses. The transit center would include bus bays for bus passenger loading and unloading. This component would help the City maintain bus services that would be well designed and located in a logical location that will minimize adverse impacts on adjacent properties.	The project would be consistent with this policy.
Policy Area 2 #6	The City shall monitor and attempt to best maintain the functional and design adequacy and parking capacity of the Covina Metrolink Commuter Rail Station and, where desired and feasible, improve and/or expand the Station and/or related parking to meet local and regional needs.	The proposed project would involve the construction of a new approximately 400-space transit and park and ride parking structure and approximately 4,800 square feet of ancillary retail uses. The transit center would include bus bays for bus passenger loading and unloading. The City, Foothill Transit and Metro are working together to plan a designated shuttle bus from the park and ride to the Metrolink Station.	The project would be consistent with this policy.
Policy Area 2 #7	The City shall accommodate the linking of the Covina Metrolink Commuter Rail Station and other public transit depots to feeder transportation, to the greatest extent feasible.	The proposed project would involve the construction of a new approximately 400-space transit and park and ride parking structure and approximately 4,800 square feet of ancillary retail uses. The City, Foothill Transit and Metro are working together to plan a designated shuttle bus from the park and ride to the Metrolink Station.	The project would be consistent with this policy.
Policy Area 5 #11	Concentrate, to the greatest extent practical, major developments and mixed uses in areas, centers, or clusters near or along transit corridors or adjoining bus stops or the Covina Metrolink Commuter Rail Station.	The proposed project would involve the construction of a new approximately 400-space transit and park and ride parking structure and approximately 4,800 square feet of ancillary retail uses. The transit center would include bus bays for bus passenger loading and unloading that could link to the Covina Metrolink Commuter Rail Station. This component would close a north/south "transportation gap" that currently exists between the Metro Gold Line, the Covina Metrolink Station, and the I-10 Freeway.	The project would be consistent with this policy.
Safety Element			
Objective PS-1	Minimize the potential damage to existing and new structures and loss of life that may result	The proposed project would be constructed in compliance with current California Building Code and seismic design recommendations from the site-specific Geotechnical	The project would be consistent with

APPENDIX F (Continued)

Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	from geologic and seismic hazards.	Evaluation in accordance with MM-GEO-1 and would result in less than significant impacts, with mitigation incorporated, related to geologic and seismic hazards (see Section 3.6 of this EIR for details).	this objective.
Policy Area 2 #9	The City shall consider proximity to public transit, among other factors, in evaluating housing projects and facilities for Senior citizens and the disabled.	The proposed project would involve the construction of a new approximately 400-space transit and park and ride parking structure and approximately 4,800 square feet of ancillary retail uses. The transit center would include bus bays for bus passenger loading and unloading. The proposed project also includes the construction of up to 120 for-sale transit related townhome units. These units could provide housing for senior citizens and the disabled in close proximity to bus transportation.	The project would be consistent with this policy.
Policy Area 3 #1	The City shall maintain and, where necessary and feasible, consider enhancements to downtown traffic, circulation, parking, and overall infrastructure, including, but not limited to, better synchronizing traffic signals, constructing more off-street parking in deficient areas, improving parking lot security/lighting, and better, more clearly linking off-street parking to district businesses through sufficient signage and other strategies.	The proposed project would involve the construction of a new approximately 400-space transit and park and ride parking structure and approximately 4,800 square feet of ancillary retail uses. The transit center would include bus bays for bus passenger loading and unloading that could link to the Covina Metrolink Commuter Rail Station. This component would close a north/south "transportation gap" that currently e	The project would be consistent with this policy.
Policy Area 3 #7	The City shall consider accommodating appropriate mixed uses in and around the downtown, via "urban village" or livable cities concepts, as a means for, among other benefits, maximizing the efficiency and attractiveness of transit usage, reducing vehicle trips, and encouraging and facilitating pedestrian circulation.	The proposed project would include the construction of a transit plaza and park & ride facility and would provide a mixed use transit-oriented commercial and office uses. This would maximize the efficiency and attractiveness of transit usage in the City, would contribute toward the "urban village" concept, reduce vehicle trips within the City and encourage pedestrian circulation.	The project would be consistent with this policy.
Policy Area 5 #1	The City shall, for major developments, continue requiring builders/developers to incorporate various traffic congestion mitigation/reduction and additional infrastructure-related amenities and features into their projects, in accordance with the Covina Municipal Code and any other City or Redevelopment Agency provisions.	The proposed project would comply with all City requirements relative to traffic. The proposed project itself would involve development of amenities for alternative modes of transportation (i.e., the transit center and park & ride facility). The traffic and transportation impacts of the proposed project have been determined to be less than significant (see Section 3.16 of this EIR for details).	The project would be consistent with this policy.

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
Policy Area 5 #2	<p>The City shall follow, in a reasonable manner, through the Covina Site Plan Review and other processes, applicable portions of all Federal, State, regional, and County transportation plans/provisions, such as the Los Angeles County Congestion Management Program(CMP), that mandate traffic congestion mitigation and air pollution reduction</p> <p>Measures be imposed on major private developments by, among other strategies, minimizing single-occupant trips, advancing alternative modes of transportation, and/or alleviating traffic-related impacts by requiring the incorporation of appropriate facilities into site design and the performing of necessary traffic impact analyses.</p>	<p>The proposed project would be required to comply with all federal, state, and county requirements regarding traffic and transportation. Section 3.16 of this EIR includes an analysis of the proposed project's effects on CMP intersections and roadways, as well as the project's consistency with City traffic and transportation policies and plans. The proposed project itself would involve development of amenities for alternative modes of transportation (i.e., the transit center and park & ride facility). The traffic and transportation impacts of the proposed project have been determined to be less than significant (see Section 3.16 of this EIR for details).</p>	<p>The project would be consistent with this policy.</p>
Policy Area 5 #3	<p>The City shall follow, in a reasonable manner, applicable portions of Federal, State, regional, and County transportation plans/provisions that require Covina administration to manage programs for employees that promote traffic congestion mitigation and air pollution reduction by minimizing single-occupant vehicle trips and promoting alternative modes of transportation.</p>	<p>The proposed project will provide a transit center and a park and ride facility. The proposed project will help the City reduce traffic congestion and air pollution by encouraging the use of transit, will minimize single occupant vehicle trips and will promote alternative modes of transportation through the inclusion of new bus bays.</p>	<p>The project would be consistent with this policy.</p>
Policy Area 5 #7	<p>The City shall continue to require adequate on-site parking and vehicular circulation in the plan approval process through standards and provisions in the Zoning Ordinance, Design Guidelines, and other documents.</p>	<p>The proposed project would involve the redevelopment of an underutilized commercial site with a 400-space transit and park and ride parking structure . The proposed project would proceed under the Covina Transit-Oriented mixed use Specific Plan that would replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The Specific Plan sets forth required parking standards for the project site, with which the proposed project would be required to comply.</p>	<p>With the approval of the General Plan Amendment that would allow for the Specific Plan, the project would be consistent with this policy.</p>
Policy Area 5 #10	<p>The City shall plan a citywide basis, continue, where</p>	<p>The proposed project would involve the redevelopment of the now-underutilized commercial project site containing an</p>	<p>The project would be</p>

APPENDIX F (Continued)

Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	appropriate, accommodating vibrant, quality, and attractive commercial and industrial businesses that strengthen the City's economic base, image, and character while minimizing adverse traffic impacts.	existing vacant K-Mart building with a Transit Center and Park & Ride facility, the Covina Innovation, Technology, and Event Center (iTEC), and residential townhome units. The project would minimize adverse traffic impacts by providing additional transit and transit-related residences that place residents closer to transit options.	consistent with this policy.
Policy Area 5 #11	The City shall concentrate, to the greatest extent practical, major developments and mixed uses in areas, centers, or clusters near or along transit corridors or adjoining bus stops or the Covina Metrolink Commuter Rail Station.	The proposed project would place a 400-space transit and park and ride parking structure, iTEC Event Center and townhomes along transit corridors that are not far from the Covina Metrolink Commuter Rail Station.	The project would be consistent with this policy.
Policy Area 5 #22	The City shall promote the safe, efficient transport of all segments of the population and the safe and effective movement of goods and materials.	The proposed project would involve the redevelopment of an underutilized commercial site with a 400-space transit and park and ride parking structure. The transit center would include bus bays for bus passenger loading and unloading and would provide park and ride facilities. These project components would promote the safe, efficient transport of all segments of the population and would cut back on traffic congestion to make the movement of goods and materials more effective.	The project would be consistent with this policy.
Policy Area 6 #10	The City shall continue requiring private developers and project proponents to construct street improvements and/or other infrastructure, where required and necessary, to mitigate development impacts.	After the installation of utilities, the proposed project would include street improvements such as curb and gutter construction.	The project would be consistent with this policy.
Area 6 #13	The City shall continue to utilize appropriate county wide transportation funds, County and State grants, and, if possible, other suitable sources to fund bus benches and shelters and related facilities as well as enhancements and/or expansion of the Metrolink Commuter Rail Station.	The proposed project would involve the redevelopment of an underutilized commercial site with a 400-space transit and park and ride parking structure. The transit center would include bus bays for bus passenger loading and unloading and would provide park and ride facilities.	The project would be consistent with this policy.
Natural Resources and Open Space Element			
Policy Area 1i	The City shall ensure the adequacy of water supplies to meet all existing and future demands and applications, particularly public safety.	Although the project would increase the demand for water service and wastewater treatment services in comparison to the currently vacant site, the demand does not result in the direct need for additional water facilities or direct need for additional wastewater treatment facilities. Furthermore, as an in-fill development, the project does not expand the existing service area of the water and wastewater utilities. For both water and wastewater service connections, the	The project would be consistent with this policy.

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		applicant would be required to pay impact fees (or connection fees) to both the City and the County (see Section 3.17 for details). These fees must be paid before connection permits are issued. Among other things, these fees are used to fund improvements needed to continue serving the applicable service area, ensure adequate capacity, and comply with State Water Resources Control Board (Division of Drinking Water) and NPDES water treatment requirements.	
Policy Area 1m	The City shall follow the City's Water-Efficient Landscape Ordinance for the sites of new and significantly expanded/remodeled developments as a viable conservation tool.	The proposed project would proceed under the Covina Transit-Oriented mixed use Specific Plan that would replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The design guidelines would include landscape guidelines that would follow the City's Water-Efficient Landscape Ordinance. Appropriate plant selections utilizing drought tolerant, California native, or naturally adapted species will be used, consistent with Specific Plan guidelines. These plant selections, in combination with efficient irrigation techniques, will be important to achieve water conservation goals for the proposed project.	The project would be consistent with this policy.
Policy Area 1n	The City shall encourage the incorporation of water conservation features in the design of all new and significantly expanded/remodeled developments and in the installation of conservation devices in existing developments, including, but not limited to, low-flow toilets and shower registers.	The Specific Plan's Landscape guidelines would ensure that appropriate plant selections utilizing drought tolerant, California native, or naturally adapted plant species would be used. These components will be important to achieve water conservation goals for the proposed project.	The project would be consistent with this policy.
Policy Area 1 p	The City shall encourage and support the use of mass transit, whenever possible, and work with transit operators to provide the best, most efficient service for local residents and businesses to reduce vehicular travel and air pollution.	The proposed project will provide a transit center and a park and ride facility. The proposed project will help the City reduce traffic congestion and air pollution by encouraging the use of mass transit, will minimize single occupant vehicle trips and will promote alternative modes of transportation through the inclusion of new bus bays.	The project would be consistent with this policy.
Policy Area 1 q	The City shall encourage the continuation of and improvement of local transportation programs.	The proposed project will provide a transit center and a park and ride facility. The proposed project will help the City reduce traffic congestion and air pollution by encouraging the use of transit, will minimize single occupant vehicle trips and will promote alternative modes of transportation through the inclusion of new bus bays.	The project would be consistent with this policy.
Policy Area	The City shall encourage	The proposed project would include bicycle parking and	The project

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
1 r	bikeways, where feasible, to provide an alternative mode of transportation.	amenities in accordance with the requirements of the City and the City's Bicycle Master Plan.	would be consistent with this policy.
Policy Area 1 t	The City shall preclude the development of land uses and land use practices that would contribute significantly to air quality degradation.	The proposed project will provide a transit center and a park and ride facility. The proposed project will help the City reduce traffic congestion and air pollution by encouraging the use of mass transit, will minimize single occupant vehicle trips and will promote alternative modes of transportation through the inclusion of new bus bays.	The project would be consistent with this policy.
Policy Area 2 g	The City shall require that new and significantly expanded/remodeled private, quasi-public, and public developments, including parking lots, incorporate adequate landscaping, in accordance with City Zoning, Design Guidelines, and general landscape installation provisions, for both aesthetic and ecological reasons.	The proposed project would proceed under the Covina Transit-Oriented mixed use Specific Plan that would replace the current underlying zoning and will provide and articulate the scope of the development, allowable uses, general development design guidelines, and processes for administering and implementing the Specific Plan. The design guidelines include landscape guidelines that would ensure that adequate landscaping is incorporated into the proposed parking areas for both aesthetic and ecological reasons. The design guidelines set forth the design theme, palette and materials to be used at the project site. In accordance with the design guidelines, the landscape palette would consist of drought-tolerant plant materials, California native, or naturally-adapted species. Landscaping would be implemented around the perimeters of the project and within parking lots.	The project would be consistent with this policy.
Policy Area 2 k	The City shall require the reasonable upkeep and maintenance of landscaping in all private and quasi-public properties, in accordance with all applicable City standards and guidelines.	The proposed Specific Plan's landscaping concept is to provide a distinctive visual impression and project identity, and assure an attractive environment that enhances the lives of the residents and visitors. The landscape concept and thematic design of the overall project would apply to each component of the proposed project, creating cohesion and familiarity amongst the various uses. Appropriate plant selections utilizing drought-tolerant plant materials, California native, or naturally-adapted species, as well as efficient irrigation techniques, will be important to achieve water conservation goals for the proposed project. The project lighting, walls, and site furnishing features would be similar in design and materials. The Design Guidelines would set forth the specific design theme, palette and materials to be used at the project site. Landscaping will occur along the project perimeters and within surface parking lots. The public plaza feature of the City component will be comprised of decorative hardscape with tree wells and raised planters.	The project would be consistent with this policy.
Policy Area 2 m	The City shall preserve and maintain the quality and health of existing landscaping in public areas, to the greatest extent possible, and, when necessary, replace landscaping that is unhealthy or dead, ensuring that	Landscaping for the City component of the proposed project would be drought-tolerant plant material. Landscaping would occur primarily in the planter areas within the surface parking lot. The public plaza feature of the City component would also be comprised of decorative hardscape with tree wells and raised planters.	The project would be consistent with this policy.

APPENDIX F (Continued)

Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	such actions are in accordance with applicable City plans, standards, and policies.		
Safety Element			
Policy Area 1 a	The City shall require all new and expanded or improved buildings and structures to comply with current seismic-related codes, standards, and construction practices.	The proposed project would be constructed in compliance with current California Building Code and seismic design recommendations from the site-specific Geotechnical Evaluation in accordance with MM-GEO-1 and would result in less than significant impacts, with mitigation incorporated, related to geologic and seismic hazards (see Section 3.6 of this EIR for details).	The project would be consistent with this policy.
Policy Area 1 b	The City shall require adequate soils, geologic, and/or structural studies/evaluations prior to any building construction, particularly in the Covina Hills area, to identify appropriate, development-accommodating engineering and development siting measures.	A site-specific Geotechnical Evaluation has been conducted for the project. MM-GEO-1 requires that, prior to the issuance of a building permit, the applicant shall submit the final design and construction plans for review and approval by the City Building Official or designee and the City Engineer or designee. The final design and construction plans shall confirm that the recommendations from the Geotechnical Evaluation regarding earthwork, design, foundation, retaining wall, garden wall, soil corrosivity, import soils, concrete slabs, sidewalks, and driveways have been incorporated, as applicable, into the final design.	The project would be consistent with this policy.
Policy Area 2 c	The City shall continue to require that all new and significantly expanded developments incorporate sufficient measures to mitigate flood hazards, including the design of on-site drainage systems to link with citywide flood control infrastructure, the gradation of sites such that runoff does not impact adjacent private properties or structures, and the location of structures above and away from any flooding elevation.	The project site is not located within a Federal Emergency Management Agency Special Flood Hazard Area, which includes 100-year flood zones. Furthermore, the project site is also not within a 500-year flood zone or other flood zone as mapped by the Department of Water Resources (DWR "Awareness" Floodplain), regional/special studies, or the U.S. Army Corps of Engineers (see Section 3.9 of this EIR for details). The City does not identify the project area as a location that experiences minor street flooding in the General Plan.	The project would be consistent with this policy.
Policy Area 2 j	The City shall require the use of the greatest amount of landscaping feasible in new and significantly expanded developments to maximize permeable surface area to reduce site runoff as well as for aesthetic purposes, particularly along or near the unimproved portion of Walnut Creek.	The proposed project would include land uses that would incorporate landscaping elements that would increase the percentage of the site that is pervious (including a public plaza/open space) when compared to current conditions. The proposed uses are likely to substantially increase the amount of landscaping and otherwise pervious surfaces compared to the existing vacant K-Mart building and parking lot.	The project would be consistent with this policy.
Policy Area 3 b	The City shall maintain all fire-inhibiting Building and Safety and Fire Department	The proposed project would be subject to the current requirements of the Los Angeles County Fire Department and the Building and Safety Division for fire sprinkler	The project would be consistent with

APPENDIX F (Continued)

Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	requirements and standards for new construction and for substantial additions to existing structures, including those for fire-resistant building materials; fire-resistant roofing components (untreated wood-shakes being prohibited); building construction; detector and alarm systems; fire service equipment; automatic fire sprinklers; one-hour fire walls; clearances around structures; accessibility to and into buildings; and the proper storage of flammable and combustible materials.	systems, fire alarm systems, fire flow, and equipment and firefighter access, as well as fire code requirements. Compliance with such requirements would be ensured through the plan check process prior to the issuance of building permits.	this policy.
Policy Area 3 i	The City shall consider to require fire-retardant plantings in conjunction with new construction and major expansions, if appropriate.	The proposed project is being constructed in an urban area that is not in a high fire hazard area (see Section 3.8 of this EIR for details). Fire-retardant plantings would be implemented at the site if required by the City.	The project would be consistent with this policy.
Policy Area 4 j	The City shall minimize, to the greatest extent practicable, the impacts from storm water runoff on the biological integrity of natural drainage systems and water bodies.	Development of the proposed project site largely involves replacement of existing impervious surfaces and would not result in a substantial change in drainage patterns, or an increase in peak flow rates, or runoff volumes from the project site. The proposed uses are likely to substantially increase the amount of landscaping and otherwise pervious surfaces compared to the K-Mart and parking lot. As a condition of project approval, the project applicant will be required to submit a drainage study to the City for review and approval to ensure that both phases of the proposed project do not substantially alter the existing drainage pattern of the site or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Implementation of the required Low Impact Development Plan would also likely result in a decrease in the peak volume of stormwater runoff entering the City's storm drain system.	The project would be consistent with this policy.
Policy Area 4 l	The City shall maximize, to the greatest extent practicable, the percentage of permeable surfaces to allow more percolation of storm water runoff into the ground.	The proposed project would include land uses that would incorporate landscaping elements that would increase the percentage of the site that is pervious (including a public plaza/open space) when compared to current conditions. The proposed uses are likely to substantially increase the amount of landscaping and otherwise pervious surfaces compared to the existing vacant K-Mart building and parking lot.	The project would be consistent with this policy.
Policy Area 4 m	The City shall minimize, to the greatest extent practicable, the amount of storm water directed	The proposed project would include land uses that would incorporate landscaping elements that would increase the percentage of the site that is pervious (including a public	The project would be consistent with

APPENDIX F (Continued)

Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	to impermeable areas and to the storm drainage system.	plaza/open space) when compared to current conditions. The proposed uses are likely to substantially increase the amount of landscaping and otherwise pervious surfaces compared to the existing vacant K-Mart building and parking lot.	this policy.
Policy Area 4 p	The City shall require proposed commercial and industrial projects/activities to be conditioned to comply with California's general storm water permits and with the Clean Water Act.	Both the residential and public components of the proposed project would include demolition and construction activities that together would result in land disturbances of nearly 11 acres. Such activities have the potential to adversely affect the quality of stormwater runoff through increases in turbidity, sedimentation, and construction-related pollutants. Because land disturbance for the residential and public components of the project would each exceed one acre, a General Construction Activity Stormwater Permit (Construction General Permit, Order 2009-0009-DWQ) issued by the State Water Resources Board would be required prior to the start of construction for each component/phase. In addition, the Covina Municipal Code Section 8.50 requires implementation of Best Management Practices (BMPs) as necessary "to reduce the discharge of pollutants from proposed development in the city both during and after completion of construction." The applicant and/or its contractor will follow the conditions outlined in the Construction General Permit. One of the conditions of the permit is the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP identifies which structural and non-structural BMPs would be implemented, such as sandbag barriers, dust controls, perimeter controls, drain inlet protection, proper construction site housekeeping practices, and construction worker training. Compliance with the Construction General Permit and the Covina Municipal Code Section 8.50 would ensure that stormwater runoff from the site during construction would not violate water quality standards or waste discharge requirements.	The project would be consistent with this policy.
Policy Area 4 q	The City shall require erosion and sediment controls for developments to minimize erosion-related damages and the spillover of sediments to adjacent sites.	Development of the site largely involves replacement of existing impervious surfaces and would not result in a substantial change in drainage patterns, or an increase in peak flow rates, or runoff volumes from the project site. The proposed uses are likely to substantially increase the amount of landscaping and otherwise pervious surfaces compared to the K-Mart and parking lot. As a condition of project approval, the project applicant will be required to submit a drainage study to the City for review and approval to ensure that both phases of the proposed project do not substantially alter the existing drainage pattern of the site or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. These changes to drainage patterns would not be substantial enough to result in erosion, siltation and/or flooding on- or off-site. On	The project would be consistent with this policy.

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Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		the contrary, implementation of the required Low Impact Development Plan would likely result in a decrease in the peak volume of stormwater runoff entering the City's storm drain system.	
Policy Area 4 s	The City shall consider to require proposed projects to be conditioned with appropriate permanent controls to reduce storm water pollutant loads discharged from development sites (including parking lots), to the maximum extent practicable.	Both the residential and public components of the proposed project would include demolition and construction activities that together would result in land disturbances of nearly 11 acres. Such activities have the potential to adversely affect the quality of stormwater runoff through increases in turbidity, sedimentation, and construction-related pollutants. Because land disturbance for the residential and public components of the project would each exceed one acre, a General Construction Activity Stormwater Permit (Construction General Permit, Order 2009-0009-DWQ) issued by the State Water Resources Board would be required prior to the start of construction for each component/phase. In addition, the Covina Municipal Code Section 8.50 requires implementation of BMPs as necessary "to reduce the discharge of pollutants from proposed development in the city both during and after completion of construction." The applicant and/or its contractor, will follow the conditions outlined in the Construction General Permit. One of the conditions of the permit is the development and implementation of a SWPPP. The SWPPP identifies which structural and non-structural BMPs would be implemented, such as sandbag barriers, dust controls, perimeter controls, drain inlet protection, proper construction site housekeeping practices, and construction worker training. Compliance with the Construction General Permit and the Covina Municipal Code Section 8.50 would ensure that stormwater runoff from the site during construction would not violate water quality standards or waste discharge requirements.	The project would be consistent with this policy.
Policy Area 5 s	The City shall maintain a sufficient ratio of sworn fire personnel to each 1,000 population and keep adequate civilian employees to support sworn staff.	The proposed project would increase the land use intensity of the project site. The increased land use intensity at the project site could increase the frequency of emergency calls to the Fire Department from the properties that compose the project site, as compared with existing conditions. However, as described in Section 3.14 of this EIR, the proposed project is not anticipated to have a significant, adverse effect on fire protection services in the City. The population increase associated with the proposed project would be minimal and is not anticipated to substantially alter the ratio of fire personnel to City residents.	The project would be consistent with this policy.
Policy Area 5 t	The City shall ensure continuing adequate fire and paramedical response times for all Covina properties.	Access to the proposed project with its ultimate build-out will primarily be from North Citrus Avenue. Vehicular access would be designed to ensure minimum conflict between pedestrians, automobiles, and service vehicles. Site lines, pedestrian walkways, and lighting are factors to be considered in final site design. Vehicular entrances would	The project would be consistent with this policy.

APPENDIX F (Continued)

Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		<p>be well-lit and designed to avoid conflicts with on-street parking.</p> <p>The street layout for the residential component of the proposed project would afford adequate and efficient access for homeowners, emergency services, and service vehicles/waste haulers. The residential component will have its primary ingress and egress from North Citrus Avenue, north of the transit facility parking structure entry. A restricted emergency vehicle access point to North Citrus Avenue will be located at the northerly edge of the residential component. There will be no other vehicle access points to the residential component of the proposed project. A pedestrian-only access point along the southerly boundary of the residential component of the proposed project will be provided to allow the residents to access the Transit Center and Park & Ride Facility, as well as the City's iTEC components.</p>	
<p>Policy Area 5 y</p>	<p>The City shall maintain a sufficient ratio of sworn police officers for each 1,000 population and keep adequate civilian employees to support sworn staff.</p>	<p>The proposed project would increase the land use intensity of the project site. The increased land use intensity at the project site could increase the frequency of emergency and non-emergency calls to the Covina Police from the properties that compose the project site, as compared with existing conditions. In coordination with the Covina Police Department, the proposed project would incorporate defensible design practices to reduce the potential for crime to occur on site. Such practices could include but are not limited to the following: on-site security services, light-emitting diode (LED) lighting within the proposed parking structure, wayfinding signage, use of transparent materials for the transit shelter, lighting within the shelter to eliminate secluded areas, seating at the transit shelter that is not conducive to sleeping, and security cameras linking with the Covina Police Department's City-wide system. These design practices and operational practices could lessen the demand for police protection services at the project site. As described in Section 3.14 of this EIR, the proposed project is not anticipated to have a significant, adverse effect on police protection services in the City. The population increase associated with the proposed project would be minimal and is not anticipated to substantially alter the ratio of police personnel to City residents.</p>	<p>The project would be consistent with this policy.</p>
<p>Policy Area 5 z</p>	<p>The City shall ensure continuing adequate police response times for all Covina properties.</p>	<p>The proposed project would increase the land use intensity of the project site. The increased land use intensity at the project site could increase the frequency of emergency and non-emergency calls to the Covina Police Department from the properties that compose the project site, as compared with existing conditions. In coordination with the Covina Police Department, the proposed project would incorporate defensible design practices to reduce the potential for crime to occur on site. Such practices could include but are not limited to the following: on-site security services, light-</p>	<p>The project would be consistent with this policy.</p>

APPENDIX F (Continued)

Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		<p>emitting diode (LED) lighting within the proposed parking structure, wayfinding signage, use of transparent materials for the transit shelter, lighting within the shelter to eliminate secluded areas, seating at the transit shelter that is not conducive to sleeping, and security cameras linking with the Covina Police Department's City-wide system. These design practices and operational practices could lessen the demand for police protection services at the project site. Furthermore, police units are continuously mobile, and service calls are responded to by the nearest available mobile unit. While new development may place increased demand on police protection services, the proposed project would not have substantial adverse impacts on police protection facilities (see Section 3.14).</p>	
Objective PS-3	Minimize risks associated with the storage, transport and disposal of hazardous materials.	<p>The proposed project would require minimal amounts of hazardous materials during its construction and operation. The proposed project will comply with all local, state and federal laws regarding the storage, transport and disposal of hazardous materials.</p>	The project would be consistent with this objective.
Policy PS-3.1	The City shall ensure that hazardous materials used in business and industry are handled properly.	<p>The proposed project would require minimal amounts of hazardous materials during its construction and operation. The proposed project will comply with all local, state and federal laws regarding the handling of hazardous materials used in the proposed uses.</p>	The project would be consistent with this policy.
Objective PS-5	The City shall provide safe pedestrian and bicyclist environments Citywide.	<p>There are currently four primary vehicular points of entry to the project site off North Citrus Avenue, and two additional entrances off of East Covina Boulevard. No vehicular access is afforded off of North Fairvale Avenue, east of the project site. Access to the proposed project with its ultimate build-out will primarily be from North Citrus Avenue. Vehicular access would be designed to ensure minimum conflict between pedestrians, automobiles, and service vehicles. Site lines, pedestrian walkways, and lighting are factors to be considered in final site design. Vehicular entrances would be well-lit and designed to avoid conflicts with on-street parking.</p> <p>The street layout for the residential component of the proposed project would afford adequate and efficient access for homeowners, emergency services, and service vehicles/waste haulers. The residential component will have its primary ingress and egress from North Citrus Avenue, north of the transit facility parking structure entry. A restricted emergency vehicle access point to North Citrus Avenue will be located at the northerly edge of the residential component. There will be no other vehicle access points to the residential component of the proposed project. A pedestrian-only access point along the southerly boundary of the residential component of the proposed project will be provided to allow the residents to access the Transit Center and Park & Ride Facility, as well as the City's iTEC components.</p>	The project would be consistent with this objective.

APPENDIX F (Continued)

Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
Policy PS-5.4	The City shall require that new development provide adequate safety lighting in pedestrian areas and parking lots.	Site lines, pedestrian walkways, and lighting are factors to be considered in final site design. Vehicular entrances would be well-lit and designed to avoid conflicts with pedestrian areas. A pedestrian-only access point along the southerly boundary of the residential component of the proposed project will be provided to allow the residents to access the Transit Center and Park & Ride Facility, as well as the City's iTEC components.	The project would be consistent with this policy.
Noise Element			
Policy Area 1	The City shall ensure the inclusion of noise-mitigation measures and features in the design, orientation, and routing of new and improved streets and circulation and transportation facilities, where necessary and consistent with funding capability.	The proposed project shall include noise-reducing features in its design, orientation and routing of the new transit center and park and ride facility. See Section 3.12 of this EIR for noise measures that would be applied as mitigation to the proposed project.	The project would be consistent with this policy..
Policy Area 1 6	The City shall require noise-reduction techniques and features in site planning, architectural design, project landscaping, building materials, and/or construction, where necessary or required by law.	The proposed project shall require noise-reduction techniques and features in site planning, architectural design and would include project landscaping buffers to ensure compatibility. See Section 3.12 of this EIR for noise measures that would be applied as mitigation to the proposed project.	The proposed project would be consistent with this policy.
Policy Area 1 14	The City shall require that new or expanded developments minimize the noise impacts of trips that they generate on residential neighborhoods by controlling the location of driveways and parking.	There are currently four primary vehicular points of entry to the project site off North Citrus Avenue, and two additional entrances off of East Covina Boulevard. Access to the proposed project with its ultimate build-out will primarily be from North Citrus Avenue. Vehicular access would be designed to ensure minimum noise impacts on the surrounding residential uses from the trips generated by the proposed project. Vehicular entrances to the parking structure would be positioned away from surrounding residential uses. The street layout for the residential component of the proposed project would have its primary ingress and egress from North Citrus Avenue, north of the transit facility parking structure entry. A restricted emergency vehicle access point to North Citrus Avenue will be located at the northerly edge of the residential component. There will be no other vehicle access points to the residential component of the proposed project. A pedestrian-only access point along the southerly boundary of the residential component of the proposed project will be provided to allow the residents to access the Transit Center and Park & Ride Facility, as well as the City's iTEC components. The Transit Center and Park & Ride Facility will have two vehicular access points along North Citrus Avenue. A direct unimpeded automobile ingress/egress to access the parking structure and the small retail pad will be accessible from	The project would be consistent with this policy.

APPENDIX F (Continued)

Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		<p>North Citrus Avenue. Also, a bus-only ingress will be accessible from North Citrus Avenue. The Transit Center entry would be designed for one-way “bus only” traffic. The entry would be from North Citrus Avenue to serve the bus loading and unloading bays. The buses would exit the Transit Center onto East Covina Boulevard via an exit-only access driveway.</p> <p>The City’s iTEC component will be accessible from East Covina Boulevard into a surface parking lot. Shared parking for the City’s iTEC component will be available in the Park & Ride parking structure during off-peak Park & Ride times (i.e., weekday evenings and weekends). Pedestrian access between the City’s iTEC component and the Transit Center and Park & Ride Facility will be available.</p> <p>The streetscape design between all three components of the proposed project would establish an attractive and inviting pedestrian environment that would minimize noise to surrounding areas. A meandering paseo or walkway would link the residential units to the main street, which would include guest parking and an east-west linkage to both North Citrus Avenue and the rest of the project site to the south. An enhanced crossing and pedestrian pathway of travel would be located mid-way along the Transit Center entry, joining the parking structure with the Transit Center and iTEC components. The crossing would continue south toward East Covina Boulevard and west to North Citrus Avenue to connect with the residential project.</p>	
Policy Area 2 4	The City shall require noise-reduction techniques and features in site planning, architectural design, project landscaping, building materials, and/or construction, where necessary or required by law.	The proposed project will utilize noise-reduction techniques and features in site planning, architectural design, project landscaping, building materials and construction where necessary or required by law.	The project would be consistent with this policy.
Policy Area 2 5	The City shall require that parking lots and structures and loading areas be designed to minimize on-site noise impacts and off-site incursions by calling for the use of appropriate walls, buffers, and materials and by insisting upon the configuration of on-site or interior spaces that minimize sound amplification and transmission.	The 400-space transit center and parking structure component would be designed to minimize on-site noise impacts and off-site incursions by the use of appropriate walls, buffers, and materials and by configuring the project elements and interior spaces minimize sound amplification and transmission.	The project would be consistent with this objective.
Policy Area 2 6	The City shall require that automobile and truck access to a commercial or industrial property situated adjacent to residential parcels be located at the maximum practical distance	Access to all commercial and office project components that would be situated adjacent to residential parcels would be located the maximum distance practical from the residential properties.	The project would be consistent with this policy.

APPENDIX F (Continued)

Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	from the residential properties.		
Policy Area 2 7	The City shall consider prohibiting truck deliveries to commercial and industrial properties abutting residential uses before 7:00 a.m. and after 11:00 p.m., unless there is no feasible alternative or there are overriding transportation benefits of scheduling deliveries at the other hours.	All truck deliveries to the commercial and office uses in the proposed project abutting residential uses shall be prohibited before 7:00 a.m. and after 11:00 p.m.	The project would be consistent with this policy.
Policy Area 2 9	The City shall study and consider the existing and potential noise-generating characteristics of commercial, industrial, and other businesses that wish to expand or modify their scope of operation.	The proposed project's EIR studied potential noise impacts generated from the implementation of the proposed and determined that impacts would be less than significant with mitigation incorporated.	The project would be consistent with this objective.
Policy Area 2 12	The City shall ensure that commercial or industrial buildings are constructed soundly to prevent adverse noise transmission onto adjacent businesses.	The proposed transit center, parking structure, commercial and office uses would be soundly constructed to prevent adverse noise transmission onto adjacent businesses.	The project would be consistent with this policy.
Policy Area 2 13	The City shall ensure that condominium/townhouse and apartment structures are constructed soundly to prevent adverse noise transmission onto adjacent dwelling units.	The proposed townhouses would be soundly constructed to prevent adverse noise transmission onto adjacent dwelling units.	The project would be consistent with this objective.
Policy Area 2 14	The City shall, where necessary or where in or adjacent to residential neighborhoods or particular non-residential areas, require private schools and entertainment uses, restaurants, bars, and similar activities to provide for increased security resources and to monitor the activities of patrons who are waiting in line or loitering outside of the establishment.	The proposed project site is adjacent to single family and multi-family neighborhoods and does include ancillary commercial uses to the proposed transit center. All proposed restaurant/entertainment uses proposed in the commercial area shall provide increased security resources and shall monitor the activities of patrons who are waiting on transit or loitering outside the facility.	The project would be consistent with this policy.
Policy Area 2 15	The City shall require that private schools and entertainment uses, restaurants, bars, and similar activities control the activities of their patrons on-site and within reasonable and legally-justifiable proximity thereon to minimize	The proposed project site is adjacent to single family and multi-family neighborhoods and does include ancillary commercial uses to the proposed transit center. All proposed restaurant/entertainment uses proposed in the commercial area shall control the activities of their patrons on-site and within reasonable and legally-justifiable proximity thereon to minimize noise impacts on adjacent residences as well as on businesses.	The project would be consistent with this policy.

APPENDIX F (Continued)

Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	noise impacts on adjacent residences as well as on businesses.		
Policy Area 2 23	The City shall require that commercial uses developed as part of a mixed use project (e.g., residential dwelling units situated above commercial businesses) not be noise-intensive, except where determined to be appropriate through appropriate features and mitigation.	The proposed commercial uses developed as part of a mixed use proposed project (e.g., residential dwelling units next to commercial businesses) would not be noise-intensive, except where determined to be appropriate through appropriate features and mitigation.	The project would be consistent with this objective.
Policy Area 2 26	The City shall require that mixed use structures be designed to prevent the transfer of noise and vibration from the commercial activity to the residential use.	The proposed project elements would be designed to prevent the transfer of noise and vibration from the commercial activity to the residential townhomes.	The project would be consistent with this policy.
Policy Area 2 27	The City shall orient mixed use residential units away from major noise sources, to the greatest degree possible.	There are no major noise sources oriented near the proposed project site.	The project would be consistent with this policy.
Policy Area 2 28	The City shall locate balconies and openable windows of residential units in mixed use projects away from major noise sources, to the greatest degree possible.	All balconies and openable windows will comply with Title 24 to meet the interior noise standards and the residential units along North Citrus Avenue will have tempered glass windows, acrylic glass windows, or windows of a similar material for the balconies and patios to attenuate noise per the mitigation measures identified in Section 3.12 of the EIR.	The project would be consistent with this policy.
Policy Area 3 1	The City shall continue implementing the Covina Noise Ordinance to regulate the hours of operation for, among other things, lawn equipment, domestic power tools, garbage trucks, and miscellaneous repair or maintenance equipment, when in or within 500 feet of a residential area.	The proposed project shall adhere to the Covina Noise Ordinance to regulate the hours of operation for lawn equipment, domestic power tools, garbage trucks, and miscellaneous repair or maintenance equipment, when in or within 500 feet of a residential area.	The project would be consistent with this policy.
Policy Area 3 2	The City shall encourage the installation of quiet residential air conditioners and outside appliances and devices, with proper installation procedures.	The proposed project includes the installation of quiet residential air conditioners and outside appliances and devices. All devices would be installed following proper procedures. This EIR sets forth mitigation to ensure that heating, ventilation, and air conditioning equipment installed at the project site does not exceed relevant noise standards at nearby noise-sensitive land uses.	The project would be consistent with this policy.
Policy Area 4 1	The City shall continue implementing the Covina Noise Ordinance to regulate the hours of operation and excessive	The proposed project shall adhere to the Covina Noise Ordinance to regulate the hours of operation and excessive noise associated with on-site construction activities, particularly activities occurring in or near residential uses.	The project would be consistent with this policy.

APPENDIX F (Continued)

Goal/Policy	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	noise associated with on-site construction activities, particularly activities occurring in or near residential uses, permitting exceptions only under special circumstances.		
Policy Area 4 2	The City shall, where necessary, require the construction of barriers to shield noise-sensitive uses from intrusive, construction related noise.	The proposed project would require the construction of barriers to shield residential uses from intrusive, construction related noise.	The project would be consistent with this policy.
Policy Area 4 3	The City shall require that construction activities incorporate feasible and practical techniques, measures, and procedures that minimize the noise impacts on all adjacent uses.	All construction activity associated with the proposed project shall take place between 7 a.m. to 8 p.m. Monday through Saturday in accordance with the City's noise ordinance.	The project would be consistent with this policy.
Policy Area 4 4	The City shall consider requiring sound attenuation devices on construction equipment to reduce noises associated with building activities.	Where appropriate, all required construction equipment would include sound attenuation devices to reduce noises associated with building activities (see mitigation measures set forth in Section 3.12 of this EIR).	The project would be consistent with this policy.

APPENDIX F (Continued)

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