



## **CITY OF WEST COVINA**

### **PLANNING COMMISSION**

**AUGUST 13, 2019, 7:00 PM  
REGULAR MEETING**

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

**Herb Redholtz, Chair  
Sheena Heng, Vice Chair  
Don Holtz, Commissioner  
Gregory Jaquez, Commissioner  
Glenn Kennedy, Commissioner**

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

#### ***AMERICANS WITH DISABILITIES ACT***

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

#### ***PUBLIC COMMENTS/ADDRESSING THE COMMISSION***

Any person wishing to address the Planning Commission on any matter listed on the agenda or on any other matter within their jurisdiction is asked to complete a speaker card that is provided on the speaker podium and submit the card to a Planning Department staff member.

***Please identify on the speaker card whether you are speaking on an agenda item or non-agenda item.*** Requests to speak on non-agenda items will be heard during "Oral Communications" before the Public Hearing section of the agenda. Oral Communications are limited to thirty (30) minutes. Generally, comments are limited to five minutes per speaker unless further time is granted by the Chairperson. ***The Chairperson may also, at his or her discretion, further limit the time of each speaker in order to accommodate a large number of speakers and/or to ensure that the business of the Planning Commission is effectively conducted.***

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

Next Resolution No. 19-5997

## **MOMENT OF SILENT PRAYER/MEDITATION**

## **PLEDGE OF ALLEGIANCE**

## **ROLL CALL**

## **APPROVAL OF MINUTES**

1. Regular meeting, July 23, 2018

## **ORAL COMMUNICATIONS**

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

By policy of the Commission, Oral Communications at this time on the agenda is limited to a total of 15 minutes. Persons who are not afforded the opportunity to speak at this time may do so under "Continuation of Oral Communications" later on the agenda.

## **CONSENT CALENDAR**

*All matters listed under CONSENT CALENDAR are considered to be routine and can be acted on by one roll call vote. There will be no separate discussion of these items unless members of the Planning Commission request specific items to be removed from the Consent Calendar for separate discussion or action.*

## **PUBLIC HEARINGS**

2. **CODE AMENDMENT NO. 18-04  
CATEGORICAL EXEMPTION**  
**APPLICANT:** Mohsen Karimi  
**LOCATION:** Citywide
3. **PRECISE PLAN NO. 18-02 AND CONDITIONAL USE PERMIT NO. 18-02  
CATEGORICAL EXEMPTION**  
**APPLICANT:** 1415 Garvey, LLC  
**LOCATION:** 1415 W. Garvey Avenue North  
**REQUEST:** The applicant is requesting approval of a precise plan to construct an 80,086 square-foot 5-story assisted living/memory care facility. The applicant is also requesting the approval of a Conditional Use Permit (CUP) for the operation of an assisted living/memory care facility.

## **NON-HEARING ITEMS**

### **4. STUDY SESSION - SUBCOMMITTEE FOR DESIGN REVIEW ONE STORY GUIDELINES**

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

## **COMMISSION REPORTS/COMMENTS AND MISCELLANEOUS ITEMS**

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

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

- a. Forthcoming - August 27, 2019

### **6. CITY COUNCIL ACTION:**

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

## **ADJOURNMENT**

**PLANNING DEPARTMENT STAFF REPORT**

---

**SUBJECT**

**CODE AMENDMENT NO. 18-04**

**CATEGORICAL EXEMPTION**

**APPLICANT:** Mohsen Karimi

**LOCATION:** Citywide

**BACKGROUND**

On August 28, 2018, the Planning Commission adopted Resolution No. 18-5961 to initiate a Code Amendment to Section 26-664(c) of the West Covina Municipal Code (WCMC) pertaining to the prohibition of alcoholic beverage sales within gasoline service stations. The proposed Code Amendment is being considered due to a request received by the Planning Division on June 28, 2018 from Mohsen Karimi, owner of the Chevron Extra Mile Service Station at 246 N. Citrus Avenue.

The Planning Commission held study sessions on February 26, 2019 and April 23, 2019.

At the February 26th Study Session, staff presented the Planning Commission with a list of 18 gasoline service stations within the City (with business licenses) and a list of 55 businesses within the City with active off-sale alcohol licenses. In addition, staff provided the Planning Commission with the list of potential standards discussed by the Planning Commission in 2010 when a similar code amendment was being considered (Code Amendment No. 10-03 was later rescinded). The Planning Commission directed staff to reach out to the Police and Fire Departments for their input on the issue, bring back information on surrounding cities' standards regarding alcohol sales in service stations, and prepare a map identifying all the service stations and stores with off-sale alcohol licenses within the City.

During the April 23rd Study Session, staff provided the Planning Commission memorandums prepared by the Police and Fire Departments pertaining to the proposed Code Amendment and a map identifying all the service stations and stores with off-sale alcohol licenses within the City. The following table prepared by the Police Department was presented to Planning Commission:

City	Total Number of Off-Sale Licenses	Gasoline Stations Allowed to Sell Alcohol?	Number of Gas Stations with Alcohol Licenses?	City Square Mileage
Azusa	46	Yes	6	9.7
Baldwin Park	48	Yes	2	6.8
Covina	50	Yes	6	7
El Monte	75	Yes	2	9.7



Glendora	27	Yes	1	19.7
La Verne	21	Yes	3	8.6
Walnut	13	Yes	2	9
West Covina	55	No	0	16.1

## DISCUSSION

During the April 23, 2019 Study Session, the Planning Commission voted 3-2 to direct staff to draft a code amendment allowing off-site alcohol sales at service stations as an accessory use.

The proposed amendment has been drafted and the code text is attached to the resolution for your review (Attachment No. 1). If the Planning Commission chooses to recommend approval of the proposed code amendment, the City Council will hold a public hearing to consider adopting the proposed code amendment.

The draft code amendment provides the following changes:

- Adds category to the Land Use Matrix (WCMC Section 26-597) and identifies that a conditional use permit (CUP) is required for the use in the N-C, R-C, S-C, C-2, C-3, and M-1 zones, and is not allowed in other zoning designations.
- Removes "sale of alcoholic beverages" as prohibited in service stations (WCMC Section 26-664).
- Adds CUP requirement in Alcoholic Beverage Service portion of Municipal Code (WCMC Section 26-685.103) and cross-reference Section 26-685.103.3.
- Adds new section to the Municipal Code (WCMC Section 26-685.103.3) that identifies the CUP process for service stations selling alcohol and lists the following standards:
  1. Beer and wine sales shall only be allowed in convenience stores greater than 2,000 square feet in floor area.
  2. A maximum of ten (10) percent of the retail floor area shall be allowed for the display and sale of alcohol. Merchandise stacking shall not be included in the retail floor area calculation when determining the maximum area for display and alcohol sales.
  3. The sale of beer in quantities fewer than three containers is prohibited and no alcoholic beverage shall be sold in unit quantities less than the distributor's intended resale units.
  4. No beer and wine shall be displayed within five feet of the cash register or front door.
  5. The advertisement of beer and wine shall not be permitted at motor fuel islands.
  6. Identification card reader is required to determine the authenticity of the identification that displays the age of the individual.
  7. No pay phone shall be permitted on the exterior of the premises.
  8. No beer and wine shall be sold from or displayed in an ice tub.
  9. No coin operated video games or video entertainment machines shall be permitted on the premises.
  10. Signage shall be posted in the parking lot and on the exterior of the building notifying persons that alcohol shall not be consumed on the premises.
  11. Signs shall be prominently posted, stating that California State Law prohibits the sale of beer and wine to persons under the age of 21 years.

Noticing for the proposed code amendment public hearing was published in the San Gabriel Valley Tribune on August 2, 2019. Staff also notified 29 interested parties who were signed up for e-notification on August 2, 2019.

## **GENERAL PLAN CONSISTENCY**

The proposed code amendment is consistent with Policy 2.1 (Maintain and enhance the City's current tax base) and Action 2.1a (Continue to strengthen the City's retail base) of the General Plan. The code amendment would allow service station convenience stores to better compete with similar sized markets, which may improve their generation of taxable sales for the City.

## **ENVIRONMENTAL DETERMINATION**

The proposal is not subject to the California Environmental Quality Act (CEQA) per Section 15061(b)(3) of the CEQA Guidelines, which provides that CEQA only applies to activity that results in direct or reasonably foreseeable indirect physical change in the environment and for activity considered to be a project, respectively. The amendment to the West Covina Municipal Code would not result in a physical change in the environment because it would only revise development standards for alcohol sales within service stations.

## **STAFF RECOMMENDATIONS**

Staff recommends that the Planning Commission adopt a resolution recommending approval of Code Amendment No. 18-04 to the City Council.

**Submitted by:** Jo-Anne Burns, Planning Manager

---

### **Attachments**

Attachment No. 1 - Resolution of Approval

Attachment No. 2 - April 23, 2019 Planning Commission Study Session Memo

Attachment No. 3 - February 26, 2019 Study Session Memo

Attachment No. 4 - Active Off-sale Licenses

Attachment No. 5 - Service Stations and Off-sale Alcohol License Location Map

Attachment No. 6 - Police Dept Memo

Attachment No. 7 - Fire Dept Memo

Attachment No. 8 - Letter of Request from Mr. Karimi

---

**PLANNING COMMISSION  
R E S O L U T I O N   N O .**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF  
WEST COVINA, CALIFORNIA, RECOMMENDING TO THE CITY  
COUNCIL APPROVAL OF CODE AMENDMENT NO. 18-04, RELATED  
TO ALCOHOL SALES AT SERVICE STATIONS**

---

**CODE AMENDMENT NO. 18-04**

**GENERAL EXEMPTION**

**APPLICANT:**           City of West Covina

**LOCATION:**            Citywide

---

WHEREAS, on the 28<sup>th</sup> day of August 2018, the Planning Commission initiated a code amendment to Section 26-664 (c) of the West Covina Municipal Code; and

WHEREAS, the Planning Commission, did on February 26, 2019 and April 23, 2019, conduct study sessions to consider the initiated zone change; and

WHEREAS, the Planning Commission, upon giving the required notice, did on the 13<sup>th</sup> day of August 2019, conduct a duly advertised public hearing as prescribed by law; and

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

1.     The City's provisions regarding alcohol uses were last updated in 2017.
2.     The Municipal Code currently does not allow sales of alcohol at service stations.
3.     On June 28, 2018 the City received a request from Mohsen Karimi owner of the Chevron Extra Mile Service Station at 246 N. Citrus Avenue, to amend the West Covina Municipal Code to allow off-sale of beer and wine within service stations.

4. It is necessary to revise the standards in order to allow service station convenience stores to fairly compete with other small market and convenience stores which are allowed to sell alcohol for off-site consumption.
5. The proposed action is exempt from the provisions of the California Environmental Quality Act (CEQA), pursuant to Section 15061(b)(3) of the CEQA Guidelines, in that the proposed action consists of a code amendment, which does not have the potential for causing a significant effect on the environment.

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

**SECTION NO. 1:** The above recitals are true and correct and are incorporated herein as if set forth herein in full.

**SECTION NO. 2:** Based on the evidence presented and the findings set forth, Code Amendment No. 18-04 is hereby found to be consistent with the West Covina General Plan and the implementation thereof, and that the public necessity, convenience, general welfare, and good zoning practices require Code Amendment No. 18-04.

**SECTION NO. 3:** Based on the evidence presented and the findings set forth, the Planning Commission of the City of West Covina hereby recommends to the City Council of the City of West Covina that it approves Code Amendment No. 18-04 to amend Chapter 26 (Zoning) of the West Covina Municipal Code as shown on Exhibit "A."

**SECTION NO. 4:** The Secretary is instructed to forward a copy of this Resolution to the City Council for their attention in the manner as prescribed by law and this Resolution shall go into force and effect upon its adoption.

*[continued on next page]*

I HEREBY CERTIFY, that the foregoing Resolution was adopted by the Planning Commission of the City of West Covina, at a regular meeting held on the 13<sup>th</sup> day of August, 2019, by the following vote.

AYES:

NOES:

ABSTAIN:

ABSENT:

DATE:

---

Herb Redholtz, Chairman  
Planning Commission

---

Jeff Anderson, Secretary  
Planning Commission

**EXHIBIT A**

**ORDINANCE NO. \_\_\_\_**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF  
WEST COVINA, CALIFORNIA TO AMEND SECTIONS 26-597, 26-  
664, AND 26-685.103, AND ADDING SECTION 26-685.193.3 TO THE  
WEST COVINA MUNICIPAL CODE RELATING TO ALCOHOL  
SALES AT SERVICE STATIONS**

WHEREAS, the City's provisions regarding alcohol uses were last updated in 2017; and

WHEREAS, the City currently does not allow alcohol sales at service stations; and

WHEREAS, on the 28<sup>th</sup> day of August 2018, the Planning Commission initiated a code amendment to Section 26-664 (c) of the West Covina Municipal Code; and

WHEREAS, the Planning Commission, did on the February 26, 2019 and April 23, 2019, conduct study sessions to consider the initiated zone change; and

WHEREAS, the Planning Commission, upon giving the required notice, did on the 13<sup>th</sup> day of August 2019, conduct a duly advertised public hearing as prescribed by law to make recommendations to the City Council to approve Code Amendment No. 18-04; and

WHEREAS, the City Council, upon giving the required notice, did on the \_\_\_\_ day of \_\_\_\_\_ 2019, conduct a duly advertised public hearing as prescribed by law on the proposed ordinance; and

WHEREAS, based on review of the State CEQA Guidelines, the City Council finds and determines that the proposed ordinance is statutorily exempt from the California Environmental Quality Act (CEQA) under Section 15061(b)(3) of the CEQA Guidelines, which provides that CEQA only applies to projects that have the potential for causing a significant effect on the environment; and

WHEREAS, the City Council has duly considered all information presented to it, including written staff reports and any testimony provided at the public hearing, with all testimony received being made a part of the public record.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF WEST COVINA,  
CALIFORNIA DOES HEREBY ORDAIN AS FOLLOWS:**

**SECTION NO. 1:** Section 26-597 of the West Covina Municipal Code is hereby amended to include the following use within the table, to be inserted consistent with alphabetical ordering:

			M	M	M	M											
	R	R	F	F	F	F	O	N	R	S	C	C	M	I		P	O
	A	1	8	15	20	45	P	C	C	C	2	3	1	P		B	S
<u>Alcohol off-sale, service stations (see art XII, div. 15)</u>								<u>c</u>	<u>c</u>	<u>c</u>	<u>c</u>	<u>c</u>	<u>c</u>				

**SECTION NO. 2:** Section 26-664 of the West Covina Municipal Code is hereby amended to read as follows:

- (a) A service station shall not be established or maintained without facilities to pump gasoline.
- (b) Garage, mechanical repair service not specifically mentioned in Section 26-663, including but not limited to the following items are prohibited:
  - (1) Battery repair.
  - (2) Tire rebuilding or recapping.
  - (3) Painting.
  - (4) Body work.
  - (5) Steam cleaning or radiator repair.
  - (6) Transmission rebuilding.
  - (7) Motor repairs involving the removal of the head or crank case.
- ~~(c) Sale of alcoholic beverages.~~
- ~~(d)~~ (c) Subleasing of floor space or site area except for any use specifically authorized by section 26-663, subparagraphs (a) through (i), (k) and (m).

**SECTION NO. 3:** Section 26-685.103 of the West Covina Municipal Code is hereby amended to read as follows:

An administrative use permit is required in specified commercial and manufacturing zones for any business that sells alcohol for off-site consumption, except for service stations that sell alcohol which requires a conditional use permit pursuant to Section 26-685.103.3.

**SECTION NO. 4:** Section 26-685.103.3 is hereby added to Chapter 26 of the West Covina Municipal Code to read as follows:

Sec. 26-685.103.3 Service Stations Selling Beer and Wine for Off-Premises Consumption

(a) Conditional Use Permit Required. Any service station located in specified commercial and manufacturing zones may sell beer and wine for off-site consumption with a conditional use permit. The sales of distilled spirits shall not be allowed.

(1) The site shall comply with all current development standards for service stations as set forth in the West Covina Municipal Code including, but not limited to, the minimum number of parking spaces prior to the approval of a conditional use permit to allow off-sale of alcohol.

(b) Unless otherwise noted, the following requirements shall apply to all gasoline service stations selling beer and wine:

(1) Beer and wine sales shall only be allowed in convenience stores greater than 2,000 square feet in floor area.

(2) A maximum of ten (10) percent of the retail floor area shall be allowed for the display and sale of alcohol. Merchandise stacking shall not be included in the retail floor area calculation when determining the maximum area for display and alcohol sales.

(3) The sale of beer in quantities fewer than three containers is prohibited and no alcoholic beverage shall be sold in unit quantities less than the distributor's intended resale units.

(4) No beer and wine shall be displayed within five feet of the cash register or front door.

(5) The advertisement of beer and wine shall not be permitted at motor fuel islands.

(6) Identification card reader is required to determine the authenticity of the identification that displays the age of the individual.

(7) No pay phone shall be permitted on the exterior of the premises.

(8) No beer and wine shall be sold from or displayed in an ice tub.

(9) No coin operated video games or video entertainment machines shall be permitted on the premises.



(10) Signage shall be posted in the parking lot and on the exterior of the building notifying persons that alcohol shall not be consumed on the premises.

(11) Signs shall be prominently posted, stating that California State Law prohibits the sale of beer and wine to persons under the age of 21 years.

**SECTION NO. 5:** That the City Clerk shall certify to the passage of this ordinance and shall cause the same to be published as required by law.

**SECTION NO. 6:** This ordinance shall take effect and be in force thirty (30) days from and after the date of its passage.

APPROVED AND ADOPTED on this --- day of \_\_\_\_\_, 2019.

\_\_\_\_\_  
Lloyd Johnson, Mayor

ATTEST:

\_\_\_\_\_  
Nickolas S. Lewis, City Clerk

I, NICKOLAS S. LEWIS, City Clerk of the City of West Covina, California, do hereby certify that the foregoing Ordinance No. \_\_\_\_ was regularly introduced and placed upon its first reading at a regular meeting of the City Council on the \_\_\_\_ day of \_\_\_\_\_, 2018. That thereafter said Ordinance was duly adopted and duly adopted and passed at a regular meeting of the City Council on the --- day of \_\_\_\_\_, 2019 by the following vote of the City Council:

AYES:

NOES:

ABSENT:

\_\_\_\_\_  
Nickolas S. Lewis, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Scott Porter, City Attorney

*City of West Covina*  
*Memorandum*  
**A G E N D A**

**ITEM NO. 4.**

**TO:** Planning Commission

**DATE:** **April 23, 2019**

**FROM:** Planning Division

**SUBJECT: STUDY SESSION - CODE AMENDMENT NO. 18-04  
ALCOHOL SALES AT SERVICE STATIONS**

---

**BACKGROUND:**

On August 28, 2018, the Planning Commission adopted Resolution No. 18-5961 to initiate a Code Amendment to Section 26-664(c) of the West Covina Municipal Code (WCMC) pertaining to the prohibition of alcoholic beverage sales within gasoline service stations. The proposed Code Amendment is being considered due to a request received by the Planning Division on June 28, 2018 from Mohsen Karimi, owner of the Chevron Extra Mile Service Station at 246 N. Citrus Avenue.

The Planning Commission held a study session on February 26, 2019. During the study session staff presented the Planning Commission with a list of gasoline service stations within the City (with business licenses) and a list of businesses within the City with active off-sale alcohol licenses. In addition, staff provided the Planning Commission with the list of potential standards discussed by the Planning Commission in 2010 when a similar code amendment was being considered (Code Amendment No. 10-03 was later rescinded).

**DISCUSSION:**

During the February 26, 2019 Study Session, the Planning Commission directed staff to reach out to the Police and Fire Departments for their input on the issue, bring back information on surrounding cities' standards regarding alcohol sales in service stations, and prepare a map identifying all the service stations and stores with off-sale alcohol licenses within the City. In addition to letters/emails received by staff prior to the meeting, 11 members of the public spoke with concerns regarding public safety and the over-concentration of retailers selling alcohol (off-sale) within the City. Four members of the public (including Mr. Mohsen Karimi) spoke in support of the Code Amendment citing customer convenience and the need to stay competitive with gasoline service stations in surrounding cities.

The Police and Fire Departments provided staff memorandums (Attachment Nos. 1 and 2, respectively) pertaining to the proposed Code Amendment. The Police Department conducted research on off-sale licenses within surrounding cities and the number of gas stations that sell alcohol within each City, this information is indicated in the chart below:

## ATTACHMENT NO. 2

<b>City</b>	<b>Total Number of Off-Sale Licenses</b>	<b>Gasoline Stations Allowed to Sell Alcohol?</b>	<b>Number of Gas Stations with Alcohol Licenses</b>	<b>City Square Mileage</b>
Azusa	46	Yes	6	9.7
Baldwin Park	48	Yes	2	6.8
Covina	50	Yes	6	7
El Monte	75	Yes	2	9.7
Glendora	27	Yes	1	19.7
La Verne	21	Yes	3	8.6
Walnut	13	Yes	2	9
West Covina	55	No	0	16.1

Staff has also prepared a map identifying all the service stations and stores with off-sale alcohol licenses within the City; the map is included in this report as Attachment No. 3.

The list below are the potential standards that could be included in a code amendment:

1. Sale of alcoholic beverages at service stations requires a conditional use permit. The property owner and/or operator engaged in the concurrent sale of Alcoholic Beverages and motor vehicle fuel shall abide by Section 23790.5 of the California Business and Professions Code, as may be amended.
2. The advertisement of beer and wine shall not be permitted at motor fuel islands.
3. Single container sales of multiple-pack alcoholic beverages are prohibited.
4. Identification card reader is required to determine to the authenticity of the identification that displays the age of the individual.
5. Installation of a comprehensive imaging system, which views and records the entirety of the premise and property.
6. No pay phone shall be permitted on the exterior of the premises.
7. No beer and wine shall be displayed within five feet of the cash register or front door.
8. No beer and wine shall be sold from or displayed in an ice tub.
9. Signage in both English and Spanish shall be posted in the parking lot and on the exterior of the building notifying persons that alcohol shall not be consumed on the premises.
10. No coin operated video games or video entertainment machines shall be permitted on the premises.
11. Signs shall be prominently posted in English and Spanish, stating that California State Law prohibits the sale of beer and wine to persons under the age of 21 years.
12. A convenience store shall be a minimum of 2,500 square feet in gross floor area.
13. A maximum of ten (10) percent of the retail area shall be allowed for the display and sale of alcohol.
14. The floor area devoted to off-sale and display of alcohol shall be limited to ten (10) percent of the retail area, including refrigerated (coolers) section.
15. Limit the percentage sales of beer and wine, in association with the convenience market portion of a gasoline service station.
16. The site shall comply with all current development standards for service stations set forth in the West Covina Municipal Code including, but not limited to, the minimum number of parking spaces prior to the approval of a conditional use permit to allow off-sale of alcohol.

The purpose of the study session is to provide the Planning Commission with the information requested at the previous study session, and to receive direction of moving forward with the code amendment, and if moving

## ATTACHMENT NO. 2

forward to receive direction on what standards should be included in a draft ordinance. After discussion on the issues, the Commission may ask for additional information to be provided which may necessitate another study session.

Once the Planning Commission agrees on the standards to be implemented, the next step will be to schedule a public hearing before the Planning Commission. Subsequent to Planning Commission review, a public hearing will be scheduled for the City Council to determine if changes to the code are appropriate.

### **RECOMMENDATION:**

Staff recommends that the Planning Commission review the information in the staff report and attachments and provide appropriate direction to staff regarding the code amendment.

**Submitted by:** Jo-Anne Burns, Planning Manager

---

### **Attachments**

Attachment No. 1 - Police Department Memorandum

Attachment No. 2 - Fire Department Memorandum

Attachment No. 3 - Gas Station and Off-sale License Locations Map

Attachment No. 4 - February 26, 2019 Study Session Staff Report

Attachment No. 5 - Letter of Request

---

City of West Covina  
**Memorandum**  
**A G E N D A**

**ITEM NO. 4.**

**DATE: February 26, 2019**

**TO:** Planning Commission  
**FROM:** Planning Division  
**SUBJECT:** STUDY SESSION - CODE AMENDMENT NO. 18-04  
ALCOHOL SALES AT SERVICE STATIONS

---

**BACKGROUND:**

On June 28, 2018, the Planning Division received correspondence from Mohsen Karimi, Chevron Extra Mile Service Station located at 245 N. Citrus Avenue, requesting that a code amendment be initiated to consider amending the Municipal Code to allow alcohol sales as an accessory use to service stations.

Currently, the Code prohibits the sale of alcoholic beverages at service stations. The proposed code amendment would consider amending the Municipal Code to allow the sale of alcohol at service stations. The Planning Commission has considered this issue several times over the last few years. In 2008, Code Amendment No. 08-02 was initiated by the City Council to consider amending the code to allow alcohol sales at service stations. That consideration was subsequently abandoned. In 2010, the Planning Commission initiated Code Amendment No. 10-03 to consider the concept. The code amendment was later rescinded by the Commission.

There are 18 gasoline service stations in the City and 55 businesses that allow off-sale alcohol sales (service station information was obtained from HDL - Attachment No. 3; off-sale alcohol sales information was obtained from the California Department of Alcoholic Beverage Control - Attachment No. 4).

Mr. Karimi is requesting consideration of the Code standards for the following reasons:

- Service stations in West Covina compete with stations in neighboring cities that allow alcohol sales.
- Convenience store customers prefer "one-stop shopping."
- Their research indicates that Covina, Glendora, Azusa, Diamond Bar, Whittier and the County of Los Angeles allow for the sale of beer and wine at service station/convenience stores.
- The recommended regulations include standards such as no advertisement of alcohol on the fuel islands, no sales of single containers, no alcohol displayed within five (5) feet of the front counter and signs in property stating that alcohol shall not be consumed on the premises.

Mr. Karimi's letter (Attachment No. 2) recommends the inclusion of the following performance standards in the code amendment:

1. The advertisement of beer and wine shall not be permitted at motor fuel islands.
2. Single container sales of multiple-pack alcoholic beverages are prohibited.

3. Identification card reader is required to determine the authenticity of the identification that displays the age of the individual.
4. Installation of a comprehensive imaging system which views and records the entirety of the premise and property.
5. No pay phone shall be permitted on the exterior of the premises.
6. No beer and wine shall be displayed within five (5) feet of the cash register or front door.
7. No beer and wine shall be sold from or displayed in an ice tub.
8. Signs in both English and Spanish shall be posted in the parking lot and on the exterior of the building notifying persons that alcohol shall not be consumed on the premises.
9. No coin operated video games or video entertainment machines shall be permitted on the premises.
10. Signs shall be prominently posted in English and Spanish stating that California State Law prohibits the sale of beer and wine to persons under the age of 21 years.
11. Require that current development standards be met prior to the issuance of a new beer and wine conditional use permit.
12. Limit the area permitted for the display and sale of alcohol.

### **ANALYSIS:**

As part of Code Amendment No. 10-03, a list of potential standards were developed. These standards were presented at a public hearing before the Planning Commission on September 14, 2019. Although some of these standards are identical to Mr. Karimi's list, staff is presenting both lists for the purpose of transparency and to aid the Planning Commission discussion. These standards include the following:

1. Sale of alcoholic beverages at service stations requires a conditional use permit. The property owner and/or operator engaged in the concurrent sale of alcoholic beverages and motor fuel shall abide by Section 23790.5 of the California Business and Professions Code, as may be amended.
2. The advertisement of beer and wine shall not be permitted at motor fuel islands.
3. Single container sales of multiple-pack alcoholic beverages are prohibited.
4. Identification card reader is required to determine the authenticity of the identification that displays the age of the individual.
5. Installation of a comprehensive imaging system, which views and records the entirety of the premise and property.
6. No pay phone shall be permitted on the exterior of the premises.
7. No beer and wine shall be displayed within five (5) feet of the cash register or front door.
8. No beer and wine shall be sold from or displayed in an ice tub.
9. Signage in both English and Spanish shall be posted in the parking lot and exterior of the building notifying persons that alcohol shall not be consumed on the premises.
10. No coin operated video games or video entertainment shall be permitted on the premises.
11. Signs shall be prominently posted in English and Spanish, stating that California State Law prohibits the sale of beer and wine to persons under the age of 21 years.
12. A convenience store shall be a minimum of 2,500 square feet in gross floor area.
13. A maximum of ten (10) percent of the retail area shall be allowed for the display and sale of alcohol.
14. The floor area devoted to off-sale and display of alcohol shall be limited to ten (10) percent of the retail area, including refrigerated (coolers) section.
15. Limit the percentage of sales of beer and wine, in association with the convenience market

portion of a gasoline service station.

16. The site shall comply with all current development standards for service stations as set forth in the West Covina Municipal Code including, but not limited to, the minimum number of parking spaces prior to the approval of a conditional use permit to allow off-sale of alcohol.

Mr. Karimi's letter requesting the initiation of a Code Amendment incorporated regulations 2 through 12 and suggested the condition that current development standards be met prior to the issuance of a new beer and wine conditional use permit.

On February 20, 2019, staff received a letter from Mr. Forrest Wilkins (Attachment No. 2) expressing his concerns regarding the proposed Code Amendment and urging the Planning Commission not to change the current code prohibiting alcohol sales at gasoline service stations.

Generally, a study session is held between the initiation and the public hearing to allow for discussion on what standards should be included in the code amendment. Subsequent to the study sessions, a public hearing will be scheduled before the Planning Commission. The Planning Commission will then make a recommendation and the code amendment will be presented to the City Council.

#### **RECOMMENDATION:**

Accept the report to support discussion regarding the initiated code amendment and provide further direction/input to staff regarding this code amendment.

**Submitted by:** Jo-Anne Burns, Planning Manager

---

#### **Attachments**

Attachment No. 1 - Letter of Request

Attachment No. 2 - Letter of Concern dated Feb. 20, 2019

Attachment No. 3 - List of Gasoline Service Stations with Business Licenses

Attachment No. 4 - List of Businesses with Active Off-sale Alcohol Licenses

---





California Department of Alcoholic Beverage Control  
**Active Off-Sale Retail Licenses**  
 For the Cities of WEST COVINA

Save As CSV

Report as of: 02/19/2019

Rows Per Page: 55 Reload

Total Licenses: 55

Page 1 of 1

Click on column header to sort

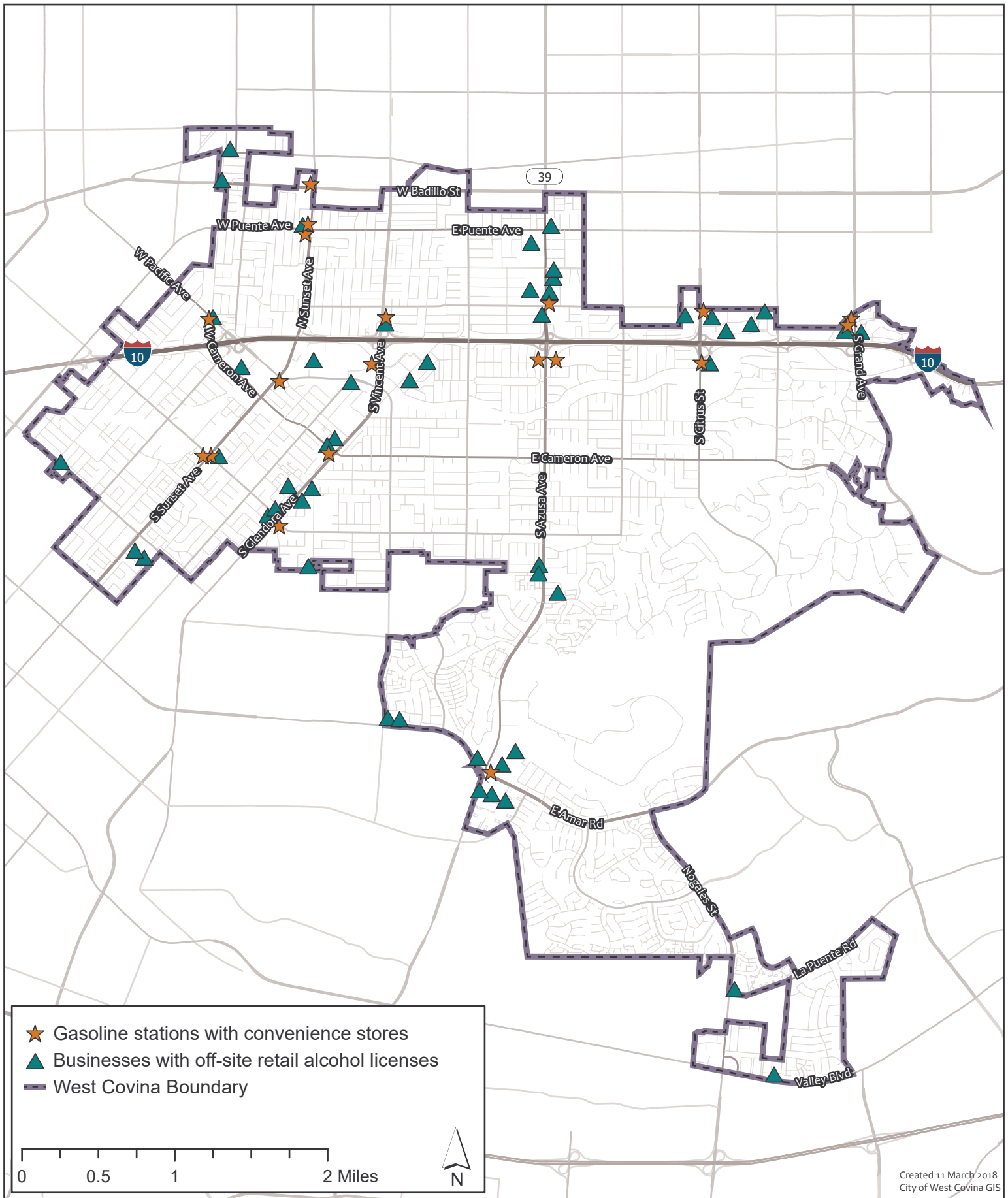
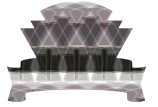
	License Number	Status	License Type	Orig. Iss. Date	Expir. Date	Primary Owner	Business Name	Premises Addr.	Geo Code
1	<a href="#">24028</a>	ACTIVE	21	04/09/1973	06/30/2019	VONS COMPANIES INC THE	VONS 2123	777 S GLENDORA AVE WEST COVINA, CA 91790 Census Tract: 4067.02	1960
2	<a href="#">60501</a>	ACTIVE	21	01/01/1994	06/30/2019	THRIFTY PAYLESS, INC.	RITE AID STORE 5610	1528 E AMAR RD WEST COVINA, CA 91792 Census Tract: 4081.33	1960
3	<a href="#">112915</a>	ACTIVE	21	11/10/1981	05/31/2019	STATER BROS MARKETS	STATER BROS MARKETS 54	1025 E AMAR RD WEST COVINA, CA 91792 Census Tract: 4079.00	1960
4	<a href="#">193861</a>	ACTIVE	21	12/05/1986	01/31/2020	STATER BROS MARKETS	STATER BROS MARKETS 106	376 N AZUSA AVE WEST COVINA, CA 91791-1346 Census Tract:	1960
5	<a href="#">299407</a>	ACTIVE	21	10/03/1994	06/30/2019	FOOD 4 LESS OF CALIFORNIA INC	FOOD 4 LESS 337	615 N AZUSA AVE WEST COVINA, CA 91791 Census Tract: 4056.00	1960
6	<a href="#">304958</a>	ACTIVE	21	03/14/1995	02/28/2019	KASSAB, ZIAD	PACIFIC LIQUOR	2017 W PACIFIC AVE WEST COVINA, CA 91790 Census Tract: 4053.02	1960
7	<a href="#">311983</a>	ACTIVE	21	12/26/1995	11/30/2019	A & B AZUSA INC	SEAFOOD CITY SUPERMARKET	1525 E AMAR RD WEST COVINA, CA 91792-1619 Census Tract: 4080.06	1960
8	<a href="#">328531</a>	ACTIVE	20	04/07/1997	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 2175 14003	2887 E VALLEY BLVD WEST COVINA, CA 91792 Census Tract: 4081.37	1960
9	<a href="#">330590</a>	ACTIVE	20	08/14/1997	07/31/2019	KMART CORPORATION	KMART 3235	730 S ORANGE AVE WEST COVINA, CA 91790 Census Tract: 4067.02	1960
10	<a href="#">361039</a>	ACTIVE	21	01/03/2000	12/31/2019	BRAR, AJAIB SINGH	LEPRECHAUN LIQUOR	334 N AZUSA AVE WEST COVINA, CA 91791-1345 Census Tract: 4062.00	1960
11	<a href="#">371626</a>	ACTIVE	21	12/12/2000	11/30/2019	SINGH, NARINDER	JERRYS HOUSE OF SPIRITS	944 W WEST COVINA PKWY WEST COVINA, CA 91790 Census Tract: 4067.02	1960
12	<a href="#">396298</a>	ACTIVE	21	02/24/2003	01/31/2020	DIAB, TAMER	CANYON LIQUOR	19058 LA PUENTE RD WEST COVINA, CA 91792-2832 Census Tract: 4081.37	1900
13	<a href="#">405118</a>	ACTIVE	21	12/01/2003	11/30/2019	AZUSA SUPERMARKET INC	ISLAND PACIFIC SUPERMARKET	1512 E AMAR RD WEST COVINA, CA 91792-1618 Census Tract: 4081.33	1960
14	<a href="#">407976</a>	ACTIVE	20	03/01/2004	02/28/2019	TARGET CORPORATION	TARGET T1028	2831 E EASTLAND CTR DR WEST COVINA, CA 91791-1624 Census Tract: 4062.00	1960
15	<a href="#">427318</a>	ACTIVE	21	08/10/2005	07/31/2019	SAFAR, ZOUHAIR GEORGE	KEG LIQUOR	1915 W SAN BERNARDINO RD WEST COVINA, CA 91790 Census Tract: 4053.01	1960
16	<a href="#">433001</a>	ACTIVE	21	11/29/2005	10/31/2019	ALJOUNI, AIDA ARACELI	CIRCLE A LIQUOR	172 S GLENDORA AVE WEST COVINA, CA 91790-3038 Census Tract: 4065.00	1960

17	<u>433960</u>	ACTIVE	21	05/08/2006	04/30/2019	SK MINI MART INC	SK MINI MART INC	605 E FRANCISQUITO AVE WEST COVINA, CA 91790 Census Tract: 4066.02	1960
18	<u>436387</u>	ACTIVE	21	03/21/2006	02/28/2019	KAUR, SATINDER	BIG BOBS LIQUOR & MARKET	1413 W PUENTE AVE WEST COVINA, CA 91790 Census Tract: 4053.01	1960
19	<u>451564</u>	ACTIVE	21	08/02/2007	07/31/2019	NORTHGATE GONZALEZ LLC	NORTHGATE MARKET 22	1320 W FRANCISQUITO AVE WEST COVINA, CA 91790 Census Tract: 4074.00	1960
20	<u>463658</u>	ACTIVE	21	03/17/2008	02/28/2019	TARGET CORPORATION	TARGET T2147	2370 S AZUSA AVE WEST COVINA, CA 91792- 1511 Census Tract: 4080.06	1960
21	<u>485202</u>	SUREND	21	05/06/2009	04/30/2019	CHONOS, DIANE DENISE	JUG N JIGGER 2	2518 E WORKMAN AVE WEST COVINA, CA 91791- 1534 Census Tract: 4062.00	1960
22	<u>474293</u>	ACTIVE	20	08/26/2009	04/30/2019	FILMAGIC INC	NATURES DREAM	120 N FAIRWAY LN WEST COVINA, CA 91791- 1729 Census Tract: 4036.00	1960
23	<u>477382</u>	ACTIVE	21	06/22/2009	05/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY STORE 9735	727 S GLENDORA AVE WEST COVINA, CA 91790- 3707 Census Tract: 4067.02	1960
24	<u>478476</u>	ACTIVE	21	01/14/2010	12/31/2018	HK2 OF WEST COVINA LLC		987 S GLENDORA AVE WEST COVINA, CA 91790- 4205 Census Tract: 4067.02	1960
25	<u>479321</u>	ACTIVE	21	09/01/2009	08/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY 9748	3670 S NOGALES ST WEST COVINA, CA 91792- 2714 Census Tract: 4081.37	1960
26	<u>479340</u>	ACTIVE	21	09/01/2009	08/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY 9687	702 N AZUSA AVE WEST COVINA, CA 91791- 1010 Census Tract: 4062.00	1960
27	<u>485347</u>	ACTIVE	20	07/08/2010	06/30/2019	WALGREEN CO	WALGREENS 09560	2453 S AZUSA AVE WEST COVINA, CA 91792- 1536 Census Tract: 4080.04	1960
28	<u>485359</u>	ACTIVE	20	01/19/2011	06/30/2019	WALGREEN CO	WALGREENS 09656	1131 S GLENDORA AVE WEST COVINA, CA 91790- 4955 Census Tract: 4067.02	1960
29	<u>487557</u>	ACTIVE	20	06/02/2010	06/30/2019	7 ELEVEN INC	7 ELEVEN	235 N AZUSA AVE, STE D & E WEST COVINA, CA 91791- 1356 Census Tract: 4056.00	1960
30	<u>516663</u>	ACTIVE	21	03/06/2012	02/28/2019	MARUKAI CORPORATION	TOKYO CENTRAL	1420 S AZUSA AVE WEST COVINA, CA 91791- 4121 Census Tract: 4080.05	1960
31	<u>522698</u>	ACTIVE	20	07/27/2012	06/30/2019	HEREDIA, JUAN	EL PILON MEAT MARKET & RESTAURANT	322 S GLENDORA AVE WEST COVINA, CA 91790- 3043 Census Tract: 4065.00	1960
32	<u>526322</u>	ACTIVE	21	03/25/2013	02/28/2019	PATEL, INDIRA RAMESH	FRANCISQUITO DRIVE IN DAIRY	2125 W FRANCISQUITO AVE WEST COVINA, CA 91790- 3205 Census Tract: 4069.02	1960
33	<u>526549</u>	ACTIVE	21	02/14/2013	06/30/2019	WALMART INC.	WALMART 5954	2753 E EASTLAND CENTER DR WEST COVINA, CA 91791- 6612 Census Tract: 4062.00	1960

34	<u>530748</u>	ACTIVE	20	04/22/2013	03/31/2019	PATEL, DHARINI RAJESH	ROYAL CREST DAIRY	1818 E ROWLAND AVE WEST COVINA, CA 91791-1136 Census Tract: 4062.00	1960
35	<u>531230</u>	ACTIVE	21	05/08/2013	05/31/2019	CHONOS, DIANE DENISE	JUG & JIGGER LIQUOR STORE	2612 E GARVEY AVE S WEST COVINA, CA 91791-2113 Census Tract: 4063.00	1960
36	<u>531611</u>	SUREND	21	11/02/2013	06/30/2019	ALBERTSONS LLC	ALBERTSONS 4557	2630 E WORKMAN AVE WEST COVINA, CA 91791-1627 Census Tract: 4062.00	1960
37	<u>533522</u>	ACTIVE	20	08/26/2013	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 14004B	1319 W MERCED AVE WEST COVINA, CA 91790-3904 Census Tract: 4067.02	1960
38	<u>533965</u>	ACTIVE	21	10/18/2013	09/30/2019	BEVERAGES & MORE INC	BEVMOI	2970 E WORKMAN AVE WEST COVINA, CA 91791-1610 Census Tract: 4061.02	1960
39	<u>534400</u>	ACTIVE	21	12/11/2013	11/30/2019	LA AMAPOLA INC	LA AMAPOLA	130 PLAZA DR WEST COVINA, CA 91790-2870 Census Tract: 4067.02	1960
40	<u>536807</u>	ACTIVE	21	11/15/2013	10/31/2019	AWAN, NUSRAT SHAHEEN	RANCH TOWN MARKET	522 E VINE AVE WEST COVINA, CA 91790-5101 Census Tract: 4066.02	1960
41	<u>537731</u>	ACTIVE	20	01/29/2014	12/31/2019	WHOLE LIVING LLC	ELEMENTS NATURAL FOODS	2522-2526 E WORKMAN AVE WEST COVINA, CA 91791-1534 Census Tract: 4062.00	1960
42	<u>539769</u>	ACTIVE	21	07/17/2014	07/31/2019	FRESH & EASY LLC	FRESH & EASY #1354	2340 S AZUSA AVE WEST COVINA, CA 91792-1511 Census Tract: 4080.06	1960
43	<u>549344</u>	ACTIVE	21	10/14/2014	11/30/2019	G S BRAR CORP.	HAIGS LIQUOR	1230 W FRANCISQUITO AVE WEST COVINA, CA 91790-4722 Census Tract: 4074.00	1960
44	<u>554763</u>	ACTIVE	21	06/25/2015	05/31/2019	WEST COVINA LIQUOR	WEST COVINA LIQUOR	1341 S AZUSA AVE WEST COVINA, CA 91790-3902 Census Tract: 4066.01	1960
45	<u>555411</u>	ACTIVE	20	04/29/2015	03/31/2019	TOUHEY, DEBBIE JOYCE	ROCKVIEW DAIRY #29	551 E VINE AVE WEST COVINA, CA 91790-5102 Census Tract: 4066.02	1960
46	<u>559540</u>	ACTIVE	21	09/28/2015	08/31/2019	BUY-LOW MARKET, INC.	BUY LOW MARKET	19050 LA PUENTE RD WEST COVINA, CA 91792-2832 Census Tract: 4081.37	1900
47	<u>561395</u>	ACTIVE	21	11/23/2015	10/31/2019	S&T ENTERPRISE INC.	7 ELEVEN STORE 39880A	100 N GRAND AVE, BLDG A WEST COVINA, CA 91791-1746 Census Tract: 4036.00	1960
48	<u>569260</u>	ACTIVE	20	06/30/2016	06/30/2019	99 CENTS ONLY STORES LLC	99 CENTS ONLY STORE #428	1516 E AMAR RD WEST COVINA, CA 91792-1618 Census Tract: 4018.33	1960
49	<u>572888</u>	ACTIVE	21	11/09/2016	10/31/2019	TR & V CORP	CHANTRY'S PANTRY LIQUOR	1005 E AMAR RD WEST COVINA, CA 91792-1300 Census Tract: 4079.00	1960
50	<u>580975</u>	SUREND	21	08/16/2017	06/30/2019	ALBERTSONS LLC	ALBERTSONS #6557	2630 E WORKMAN AVE WEST COVINA, CA 91791-1627 Census Tract: 4062.00	1960

51	<u>591107</u>	ACTIVE	20	03/29/2018	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 29939D	1347 S AZUSA AVE, STE A WEST COVINA, CA 91791- 3965  Census Tract: 4066.01	1960
52	<u>591418</u>	ACTIVE	21	04/30/2018	03/31/2019	GOODLIFE SOLUTIONS, LLC	BOLAVARD	1925 W BADILLO ST WEST COVINA, CA 91790- 1133  Census Tract: 4053.01	1960
53	<u>592127</u>	ACTIVE	21	05/31/2018	04/30/2019	JABBAR, WASILEH GHANEM	QUICK STOP LIQUOR & MARKET	430 N AZUSA AVE WEST COVINA, CA 91791- 1347  Census Tract: 4062.00	1960
54	<u>599728</u>	ACTIVE	21	10/09/2018	07/31/2019	YOUNAN, WAFA	FREEWAY LIQUOR	130 N VINCENT AVE WEST COVINA, CA 91790- 2205  Census Tract: 4055.00	1960
55	<u>600204</u>	ACTIVE	21	12/07/2018	11/30/2019	KASSIS, MARIO	STONE LIQUOR	1211 S GLENDORA AVE WEST COVINA, CA 91790- 4925  Census Tract: 4067.01	1960

# Gasoline Stations with Convenience Stores and Businesses with Off-site Retail Alcohol Licenses



**CITY OF WEST COVINA – Memorandum  
Police Department**

TO : JO-ANNE BURNS, PLANNING MANAGER  
JEFF ANDERSON, COMMUNITY DEVELOPMENT DIRECTOR

FROM : MARC TAYLOR, CHIEF OF POLICE

DATE : MARCH 22, 2019

SUBJECT : **RESPONSE TO POTENTIAL ALCOHOL SALES AT GAS STATIONS**

---

There is little data to show the correlation of DUI drivers/accidents to the sales of alcohol at gas stations. I am attaching the list of cities that are currently under moratorium by the Department of Alcohol Beverage Control as of 2016. Previously in 1998, section 23817.5 was amended to permanently establish a moratorium on the issuance of off-sale beer and wine licenses (Type 20) in cities and counties where the ratio of Type 20 licenses exceed one for each 2,500 inhabitants. As you can see by the attachment, West Covina is no longer under the moratorium.

While alcohol is not sold in gas stations, West Covina currently allows alcohol to be sold at three drive-thru dairies. I have put together the below chart to show the number of off-sale licenses in other surrounding cities, along with the city's square mileage, and number of gas stations that sell alcohol. This information is from the ABC website as of 3-14-19. The number of gas stations listed is the best representation based on the business name. I have also attached each city's printout from the ABC website.

City	Total Number of Off-Sale Licenses	Gas Station Licenses	City Square Mileage
Azusa	46	6	9.7
Baldwin Park	48	2	6.8
Covina	50	6	7
El Monte	75	2	9.7
Glendora	27	1	19.7
La Verne	21	3	8.6
Walnut	13	2	9
West Covina	55	0	16.1



**DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL**

3927 Lennane Drive, Suite, 100  
Sacramento, CA 95834  
(916) 419-2500



## 2016 Moratorium Counties/Cities

### 2016 Moratorium Figures – Section 23817.5 B & P Code

On January 1, 1998, Section 23817.5 was amended to permanently establish a moratorium on the issuance of off-sale beer and wine licenses (Type 20) in cities and counties where the ratio of Type 20 licenses exceed one for each 2,500 inhabitants.

In the city and county of San Francisco, the ratio has been established as one for each 1,250 inhabitants. The San Francisco computation combines off-sale beer and wine licenses with off-sale general licenses for the purpose of establishing the ratio.

Enclosed are the following lists and a map showing the new Type 20 license limitation data:

- List of Counties with their moratorium status.
- List of Cities in Counties with partial moratorium status.
- Summary of Changes to Moratorium Counties/Cities.

Please review the list carefully as some of the previous non-moratorium cities/counties are moratorium and some previously moratorium cities/counties are no longer under moratorium.

The new moratorium lists are effective as of December 15, 2016 and will be in effect until recalculated in approximately five years, in accordance with Section 23817.9.

The enclosed lists and map may be distributed to all interested parties.

If you have any questions or need additional information, please contact Debbie Holden.

Email: [Debra.Holden@abc.ca.gov](mailto:Debra.Holden@abc.ca.gov)

Phone: (916) 419-2535



# MORATORIUM - COUNTIES - SECTION 23817.5 B.P. CODE

December 16, 2016 (Revised on January 30, 2017)

<u>COUNTY</u>	<u>MORATORIUM</u>	<u>COUNTY</u>	<u>MORATORIUM</u>
ALAMEDA	NO	ORANGE	NO
ALPINE	YES	PLACER	NO
AMADOR	YES	PLUMAS	YES
BUTTE	YES	RIVERSIDE	NO
CALAVERAS	YES	SACRAMENTO	NO
COLUSA	YES	SAN BENITO	NO
CONTRA COSTA	NO	SAN BERNARDINO	NO
DEL NORTE	YES	SAN DIEGO	NO
EL DORADO	YES	SAN FRANCISCO	YES
FRESNO	YES	SAN JOAQUIN	NO
GLENN	YES	SAN LUIS OBISPO	YES
HUMBOLDT	YES	SAN MATEO	NO
IMPERIAL	YES	SANTA BARBARA	NO
INYO	YES	SANTA CLARA	NO
KERN	YES	SANTA CRUZ	YES
KINGS	YES	SHASTA	YES
LAKE	YES	SIERRA	YES
LASSEN	YES	SISKIYOU	YES
LOS ANGELES	NO	SOLANO	NO
MADERA	YES	SONOMA	YES
MARIN	NO	STANISLAUS	YES
MARIPOSA	YES	SUTTER	YES
MENDOCINO	YES	TEHAMA	YES
MERCED	YES	TRINITY	YES
MODOC	YES	TULARE	YES
MONO	YES	TUOLUMNE	YES
MONTEREY	YES	VENTURA	NO
NAPA	YES	YOLO	NO
NEVADA	YES	YUBA	YES

**MORATORIUM CITIES - SECTION 23817.5 B.P. CODE**

Effective December 16, 2016 (Revised on January 30, 2017)

**ALAMEDA COUNTY**

<b>CITY</b>	<b>MORATORIUM</b>	<b>CITY</b>	<b>MORATORIUM</b>
ALAMEDA	NO	LIVERMORE	NO
ALBANY	YES	NEWARK	NO
BERKELEY	NO	OAKLAND	NO
DUBLIN	NO	PIEDMONT	NO
EMERYVILLE	YES	PLEASANTON	NO
FREMONT	NO	SAN LEANDRO	NO
HAYWARD	NO	UNION CITY	NO

**CONTRA COSTA COUNTY**

<b>CITY</b>	<b>MORATORIUM</b>	<b>CITY</b>	<b>MORATORIUM</b>
ANTIOCH	NO	OAKLEY	NO
BRENTWOOD	NO	ORINDA	NO
CLAYTON	NO	PINOLE	NO
CONCORD	NO	PITTSBURG	NO
DANVILLE	NO	PLEASANT HILL	YES
EL CERRITO	NO	RICHMOND	NO
HERCULES	NO	SAN PABLO	YES
LAFAYETTE	NO	SAN RAMON	NO
MARTINEZ	NO	WALNUT CREEK	NO
MORAGA	NO		

**LOS ANGELES COUNTY**

<b>CITY</b>	<b>MORATORIUM</b>	<b>CITY</b>	<b>MORATORIUM</b>
AGOURA HILLS	NO	LANCASTER	NO
ALHAMBRA	NO	LAWNDALE	YES
ARCADIA	NO	LOMITA	NO
ARTESIA	YES	LONG BEACH	NO
AVALON	YES	LOS ANGELES	NO
AZUSA	YES	LYNWOOD	NO
BALDWIN PARK	NO	MALIBU	YES
BELL	NO	MANHATTAN BEACH	NO
BELL GARDENS	YES	MAYWOOD	YES
BELLFLOWER	NO	MONROVIA	NO
BEVERLY HILLS	NO	MONTEBELLO	NO
BRADBURY	YES	MONTEREY PARK	NO
BURBANK	NO	NORWALK	NO
CALABASAS	NO	PALMDALE	NO
CARSON	NO	PALOS VERDES ESTATES	NO

**MORATORIUM CITIES - SECTION 23817.5 B.P. CODE**

Effective December 16, 2016 (Revised on January 30, 2017)

**LOS ANGELES COUNTY (Continued)**

<b>CITY</b>	<b>MORATORIUM</b>	<b>CITY</b>	<b>MORATORIUM</b>
CERRITOS	NO	PARAMOUNT	NO
CITY OF INDUSTRY	YES	PASADENA	NO
CLAREMONT	NO	PICO RIVERA	YES
COMMERCE	YES	POMONA	NO
COMPTON	NO	RANCHO PALOS VERDES	NO
COVINA	YES	REDONDO BEACH	NO
CUDAHY	NO	ROLLING HILLS	NO
CULVER CITY	YES	ROLLING HILLS ESTATES	NO
DIAMOND BAR	NO	ROSEMEAD	NO
DOWNEY	NO	SAN DIMAS	NO
DUARTE	YES	SAN FERNANDO	YES
EL MONTE	NO	SAN GABRIEL	NO
EL SEGUNDO	YES	SAN MARINO	NO
GARDENA	YES	SANTA CLARITA	NO
GLENDALE	NO	SANTA FE SPRINGS	YES
GLENDORA	NO	SANTA MONICA	NO
HAWAIIAN GARDENS	NO	SIERRA MADRE	NO
HAWTHORNE	NO	SIGNAL HILL	YES
HERMOSA BEACH	NO	SOUTH EL MONTE	YES
HIDDEN HILLS	NO	SOUTH GATE	YES
HUNTINGTON PARK	YES	SOUTH PASADENA	NO
INGLEWOOD	NO	TEMPLE CITY	NO
IRWINDALE	YES	TORRANCE	NO
LA CANADA FLINTRIDGE	NO	VERNON	YES
LA HABRA HEIGHTS	NO	WALNUT	NO
LA MIRADA	NO	WEST COVINA	NO
LA PUENTE	YES	WEST HOLLYWOOD	NO
LA VERNE	NO	WESTLAKE VILLAGE	NO
LAKEWOOD	NO	WHITTIER	YES

**MARIN COUNTY**

<b>CITY</b>	<b>MORATORIUM</b>	<b>CITY</b>	<b>MORATORIUM</b>
BELVEDERE	NO	PETALUMA	YES
CORTE MADERA	NO	ROSS	NO
FAIRFAX	YES	SAN ANSELMO	NO
LARKSPUR	NO	SAN RAFAEL	NO
MILL VALLEY	YES	SAUSALITO	YES
NOVATO	NO	TIBURON	NO



## California Department of Alcoholic Beverage Control

Save As CSV

## Active Off-Sale Retail Licenses

For the Cities of AZUSA

Report as of: 03/14/2019

Rows Per Page: 25

Reload

Total Licenses: 46

Page 1 of 2

Click on column header to sort

	License Number	Status	License Type	Orig. Iss. Date	Expir. Date	Primary Owner	Business Name	Premises Addr.	Geo Code
1	<u>56612</u>	ACTIVE	21	01/01/1994	06/30/2019	THRIFTY PAYLESS, INC.	RITE AID STORE 5576	153 E GLADSTONE ST AZUSA, CA 91702 Census Tract: 4043.02	1904
2	<u>112905</u>	ACTIVE	21	11/10/1981	05/31/2019	STATER BROS MARKETS	STATER BROS MARKETS 57	1145 E ALOSTA AVE AZUSA, CA 91702 Census Tract: 4008.00	1904
3	<u>260873</u>	ACTIVE	21	05/21/1991	03/31/2019	FUDIL, GHAZWAN	BEVERAGE SHOP THE	251 E GLADSTONE ST AZUSA, CA 91702 Census Tract: 4043.02	1904
4	<u>319086</u>	ACTIVE	21	06/18/1996	05/31/2019	SAMAAN, ZAHER	CITRUS LIQUOR	484 S CITRUS AVE AZUSA, CA 91702 Census Tract: 4040.00	1904
5	<u>323651</u>	ACTIVE	20	04/10/1997	03/31/2019	FARAH, MILAD	MILADS CHEVRON	101 N AZUSA AVE AZUSA, CA 91702 Census Tract: 4043.01	1904
6	<u>332275</u>	ACTIVE	20	07/31/1997	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 2175 17448	455 E FOOTHILL BLVD AZUSA, CA 91702-2518 Census Tract: 4006.02	1904
7	<u>348335</u>	ACTIVE	20	12/28/1998	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 2175 17314	504 S CITRUS AVE AZUSA, CA 91702 Census Tract: 4040.00	1904
8	<u>360559</u>	ACTIVE	21	01/14/2000	12/31/2019	DAHI, GHAZI	CAROUSEL JR MARKET & LIQUOR	801 W GLADSTONE ST AZUSA, CA 91702-4201 Census Tract: 4044.02	1904
9	<u>366863</u>	ACTIVE	20	07/20/2000	06/30/2019	ZUBATOFF, GERRY MORRIS	SPECIAL TIMES GIFTS	760 N MCKEEVER AVE AZUSA, CA 91702 Census Tract: 4006.02	1904
10	<u>380792</u>	ACTIVE	21	12/06/2001	06/30/2019	COSTCO WHOLESALE CORPORATION	COSTCO WHOLESALE 412	1220 W FOOTHILL BLVD AZUSA, CA 91702 Census Tract: 4044.01	1904
11	<u>390167</u>	ACTIVE	20	07/24/2002	10/31/2019	SINGH, JHALMAN	CERTIFIED MARKET	777 W 1ST ST AZUSA, CA 91702 Census Tract: 4044.02	1904
12	<u>405671</u>	ACTIVE	21	11/19/2003	10/31/2019	BEDROS, IBRAHIM GEORGE	SUPER LIQUOR	310 N CITRUS AVE, STE N AZUSA, CA 91702 Census Tract: 4042.02	1904
13	<u>412807</u>	ACTIVE	21	07/28/2004	06/30/2019	XIAO, RAYMOND JIANRONG	SHOP & GO MINI MART	166 W SIERRA MADRE AVE AZUSA, CA 91702-2060 Census Tract: 4006.02	1904
14	<u>424521</u>	ACTIVE	20	08/10/2005	07/31/2019	KALI MATHA PETROLEUM INC	AZUSA MOBIL	145 N AZUSA AVE AZUSA, CA 91702-3547 Census Tract: 4043.01	1904
15	<u>428167</u>	ACTIVE	20	02/10/2006	01/31/2020	US HENDY OIL INC	US HENDY OIL INC	100 N AZUSA AVE AZUSA, CA 91702 Census Tract: 4043.01	1904
16	<u>428457</u>	ACTIVE	21	08/26/2005	07/31/2019	AZ LIQUOR INC	LIQUORLAND 7	944 N AZUSA AVE AZUSA, CA 91702 Census Tract: 4006.02	1904
17	<u>447526</u>	ACTIVE	20	03/12/2007	02/29/2020	ANABI OIL CORPORATION	EVAS SHELL	1195 W FOOTHILL BLVD AZUSA, CA 91702-2845 Census Tract: 4006.03	1904
18	<u>449858</u>	ACTIVE	21	01/24/2007	02/29/2020	DAHI, GHAZI	DONS LIQUOR & DELI	5215 N CLYDEBANK AVE AZUSA, CA 91702-5143 Census Tract: 4045.01	1900
19	<u>456967</u>	ACTIVE	20	11/05/2007	10/31/2019	GUZMAN, ESTHER	VALLEYDALE MARKET	5210 N CLYDEBANK AVE AZUSA, CA 91702-5105	1900

								Census Tract: 4045.01	
20	<u>479287</u>	ACTIVE	21	09/01/2009	08/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY 9637	367 N CITRUS AVE AZUSA, CA 91702-3909	1904
								Census Tract: 4042.01	
21	<u>479307</u>	ACTIVE	21	09/01/2009	08/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY 5945	915 E ARROW HWY AZUSA, CA 91702-5800	1904
								Census Tract: 4040.00	
22	<u>479341</u>	ACTIVE	21	09/01/2009	08/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY 9780	101 W FOOTHILL BLVD AZUSA, CA 91702-2531	1904
								Census Tract: 4006.02	
23	<u>480388</u>	ACTIVE	21	08/17/2009	07/31/2019	CANYON CITY LIQUOR INC	CANYON CITY LIQUOR	424 W FOOTHILL BLVD AZUSA, CA 91702-2306	1904
								Census Tract: 4044.01	
24	<u>481078</u>	ACTIVE	20	11/17/2009	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 2175 33554	803 W ARROW HWY AZUSA, CA 91702-5411	1904
								Census Tract: 4045.01	
25	<u>487230</u>	ACTIVE	20	04/26/2010	03/31/2019	HAIFA, IBRAHIM MOHAMMAD	MERCADO LA CACHANILLA 2	246 N AZUSA AVE, REAR AZUSA, CA 91702-3527	1904
								Census Tract: 4043.01	





# California Department of Alcoholic Beverage Control

[Save As CSV](#)

## Active Off-Sale Retail Licenses

For the Cities of AZUSA

Report as of: 03/21/2019

Rows Per Page: 25

[Reload](#)

Total Licenses: 46

Page 2 of 2

Click on column header to sort

	License Number	Status	License Type	Orig. Iss. Date	Expir. Date	Primary Owner	Business Name	Premises Addr.	Geo Code
26	<a href="#">501155</a>	ACTIVE	21	10/21/2010	09/30/2019	TARGET CORPORATION	TARGET T2627	809 N AZUSA AVE AZUSA, CA 91702-2510 Census Tract: 4006.02	1904
27	<a href="#">511485</a>	ACTIVE	20	07/14/2011	06/30/2019	HAIFA, HAIFA ABDEL	MERCADO LA CACHANILLA # 3	345 N AZUSA AVE AZUSA, CA 91702-3440 Census Tract: 4043.01	1904
28	<a href="#">514572</a>	ACTIVE	21	12/21/2011	11/30/2019	SOLO KING, INC.	CLUB HOUSE LIQUOR	1143 E ALOSTA AVE AZUSA, CA 91702-2740 Census Tract: 4008.00	1904
29	<a href="#">525940</a>	ACTIVE	21	11/16/2012	10/31/2019	NEMEH, ELIAS	LOUIES LIQUOR	596 E FOOTHILL BLVD AZUSA, CA 91702-2542 Census Tract: 4043.01	1904
30	<a href="#">526932</a>	ACTIVE	21	01/10/2013	12/31/2019	SINGH, KARNAIL	BENNYS MARKET & LIQUOR	208 N AZUSA AVE AZUSA, CA 91702-3524 Census Tract: 4043.01	1904
31	<a href="#">558411</a>	ACTIVE	21	01/08/2016	06/30/2019	GROCERY OUTLET INC	GROCERY OUTLET	355 N CITRUS AVE AZUSA, CA 91702 Census Tract: 4042.01	1904
32	<a href="#">561406</a>	ACTIVE	21	09/18/2015	02/29/2020	WATFA, MOUSSA	FRONTIER LIQUOR	655 E ARROW HWY AZUSA, CA 91702-5802 Census Tract: 4041.00	1904
33	<a href="#">563198</a>	ACTIVE	21	12/22/2015	11/30/2019	LIM, HONG THUONG	DIANA LIQUOR & MARKET	200 W FOOTHILL BLVD, STE 1 AZUSA, CA 91702-2300 Census Tract: 4044.01	1904
34	<a href="#">564268</a>	ACTIVE	20	01/28/2016	06/30/2019	7 ELEVEN INC	7-ELEVEN STORE 22055E	5575 N AZUSA AVE AZUSA, CA 91702-5544 Census Tract: 4045.03	1900
35	<a href="#">570904</a>	ACTIVE	20	11/28/2016	10/31/2019	ATTIYAH, JEHAD	LA ESQUINA MARKET	458 N VIRGINIA AVE AZUSA, CA 91702-3338 Census Tract: 4044.01	1904
36	<a href="#">574827</a>	ACTIVE	21	05/01/2017	04/30/2019	DANDOUCHE, IYAD SAMAAAN	AZUSA LIQUOR	861 S LARK ELLEN AVE AZUSA, CA 91702-5415 Census Tract: 4045.01	1904
37	<a href="#">577363</a>	ACTIVE	20	02/23/2017	01/31/2020	FAHIM, REMON SAMIR	TOP MARKET N	503 N AZUSA AVE AZUSA, CA 91702-2936 Census Tract: 4043.01	1904
38	<a href="#">580349</a>	ACTIVE	21	10/24/2017	06/30/2019	SMART & FINAL STORES LLC	SMART & FINAL #794	303 E FOOTHILL BLVD AZUSA, CA 91702-2516 Census Tract: 4006.02	1904
39	<a href="#">583082</a>	ACTIVE	20	07/12/2017	05/31/2019	GUTIERREZ, IRENE		211 E NEWBURGH ST AZUSA, CA 91702-5540 Census Tract: 4045.04	1904
40	<a href="#">584646</a>	ACTIVE	21	09/28/2017	08/31/2019	GOODLIFE SOLUTIONS, LLC	BOLAVARD	469 E ARROW HWY, A1 & B2 AZUSA, CA 91702-5662 Census Tract: 4045.04	1904
41	<a href="#">588569</a>	ACTIVE	20	03/19/2018	02/29/2020	WESTERN REFINING RETAIL, LLC	WESTERN REFINING RETAIL #68506	106 S AZUSA AVE AZUSA, CA 91702 Census Tract: 4043.02	1904
42	<a href="#">588916</a>	ACTIVE	20	02/28/2018	01/31/2020	AYALA BARRAGAN, AGUSTIN	CARNICERIA DEL VALLE #7	632 E FOOTHILL BLVD AZUSA, CA 91702-2628 Census Tract: 4042.01	1904
43	<a href="#">596419</a>	ACTIVE	20	09/26/2018	08/31/2019	SA MART LLC	SA MART	530 S CITRUS AVE , STE 9-10 AZUSA, CA 91702-5933 Census Tract: 4040.00	1904
44	<a href="#">599757</a>	ACTIVE	20	12/10/2018	11/30/2019	DJ FOOD INC	CITRUS GAS	901 E GLADSTONE ST AZUSA, CA 91702-4748	1904

								Census Tract: 4040.00	
45	<u>600788</u>	ACTIVE	20	02/11/2019	01/31/2020	AMAZING INVESTMENT LLC	HOME2 SUITES BY HILTON AZUSA	229 S AZUSA AVE AZUSA, CA 91702-4554 Census Tract: 4044.02	1904
46	<u>600966</u>	ACTIVE	20	01/10/2019	06/30/2019	7 ELEVEN INC	7-ELEVEN STORE 13994B	705 E 5TH ST AZUSA, CA 91702-3858 Census Tract: 4042.01	1904



## California Department of Alcoholic Beverage Control

Save As CSV

## Active Off-Sale Retail Licenses

For the Cities of BALDWIN PARK

Report as of: 03/21/2019

Rows Per Page: 25

Reload

Total Licenses: 48

Page 1 of 2

Click on column header to sort

	License Number	Status	License Type	Orig. Iss. Date	Expir. Date	Primary Owner	Business Name	Premises Addr.	Geo Code
1	<a href="#">214706</a>	ACTIVE	20	07/06/1988	06/30/2019	7 ELEVEN INC	7 ELEVEN 2175 19329	3705 PUENTE AVE BALDWIN PARK, CA 91706  Census Tract: 4052.01	1905
2	<a href="#">327014</a>	ACTIVE	21	06/11/1997	06/30/2019	FOOD 4 LESS OF CALIFORNIA INC	FOOD 4 LESS 396	3000 BALDWIN PARK BLVD BALDWIN PARK, CA 91706  Census Tract: 4047.02	1905
3	<a href="#">342968</a>	ACTIVE	21	05/29/1998	11/30/2019	ABDULNOUR, RAYED	M & I LIQUOR	14511 PACIFIC AVE BALDWIN PARK, CA 91706  Census Tract: 4052.01	1905
4	<a href="#">357498</a>	ACTIVE	21	09/14/1999	04/30/2019	SUN YONG LEE CORPORATION	JAYS LIQUOR MARKET	13414 RAMONA BLVD, STE G BALDWIN PARK, CA 91706-3902  Census Tract: 4048.01	1905
5	<a href="#">362075</a>	ACTIVE	21	03/20/2000	02/29/2020	ZIXTA ENTERPRISES INC	SUPERMERCADO VALLARTA 15	13940 RAMONA BLVD BALDWIN PARK, CA 91706  Census Tract: 4048.01	1905
6	<a href="#">374801</a>	ACTIVE	20	04/18/2001	03/31/2019	YI, SUN HO	EL MERCADO DEL PUEBLO	12760 RAMONA BLVD BALDWIN PARK, CA 91706  Census Tract: 4047.01	1905
7	<a href="#">407703</a>	ACTIVE	20	02/02/2004	01/31/2020	FRANKS MINI MARKET INC	FRANKS MARKET	5026 MAINE AVE BALDWIN PARK, CA 91706-1639  Census Tract: 4050.01	1905
8	<a href="#">407972</a>	ACTIVE	21	06/18/2004	12/31/2019	TARGET CORPORATION	TARGET T1033	3100 BALDWIN PARK BLVD BALDWIN PARK, CA 91706-4703  Census Tract: 4047.02	1905
9	<a href="#">410416</a>	ACTIVE	21	04/28/2004	06/30/2019	WALMART INC.	WAL MART STORE 3522	3250 BIG DALTON AVE BALDWIN PARK, CA 91706-5107  Census Tract: 4048.02	1905
10	<a href="#">424940</a>	ACTIVE	21	05/27/2005	04/30/2019	RAMONA LIQUOR INC	RAMONA LIQUOR DELI MARKET	13750 RAMONA BLVD BALDWIN PARK, CA 91706-4021  Census Tract: 4048.01	1905
11	<a href="#">433478</a>	ACTIVE	21	12/09/2005	04/30/2019	PUNIT INVESTMENTS INC	K & C ALTA DENA DAIRY	14042 RAMONA BLVD BALDWIN PARK, CA 91706-4130  Census Tract: 4052.02	1905
12	<a href="#">436853</a>	ACTIVE	20	05/03/2006	04/30/2019	LEANG, KHENG HOUR	E Z MINI MART	3648 BALDWIN PARK BLVD BALDWIN PARK, CA 91706  Census Tract: 4048.02	1905
13	<a href="#">441577</a>	ACTIVE	21	07/18/2006	06/30/2019	SUPER CENTER CONCEPTS INC	SUPERIOR GROCERS	14433 RAMONA BLVD BALDWIN PARK, CA 91706-3320  Census Tract: 4052.01	1905
14	<a href="#">441594</a>	ACTIVE	21	08/26/2006	08/31/2019	MUSHAMMEL, FADY FADEL	WALTS LIQUOR	13834 LOS ANGELES ST BALDWIN PARK, CA 91706  Census Tract: 4049.03	1905
15	<a href="#">449297</a>	ACTIVE	20	04/06/2007	03/31/2019	ABDULNOUR, RAYED	JENSENS MARKET	4722-24 N MAINE AVE BALDWIN PARK, CA 91706-2557  Census Tract: 4051.01	1905
16	<a href="#">449853</a>	ACTIVE	21	01/26/2007	01/31/2020	DIAB, ZIAD ISSA	VANCES LIQUOR	4741 MAINE AVE BALDWIN PARK, CA 91706-2558  Census Tract: 4051.01	1905
17	<a href="#">456520</a>	ACTIVE	21	05/20/2008	06/30/2019	SMART & FINAL STORES LLC	SMART & FINAL 481	3123 BALDWIN PARK BLVD BALDWIN PARK, CA 91706-4783  Census Tract: 4047.02	1905
18	<a href="#">474415</a>	ACTIVE	20	12/17/2008	11/30/2019	LOO, GRACE CHAN YUKKING	T G L MARKET	13001 FRANCISQUITO AVE BALDWIN PARK, CA 91706-3704  Census Tract: 4048.01	1905
19	<a href="#">479318</a>	ACTIVE	21	09/09/2009	08/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY 5775	3151 BALDWIN PARK BLVD BALDWIN PARK, CA 91706-4783	1905



								Census Tract: 4047.02	
20	<u>479330</u>	ACTIVE	21	09/01/2009	08/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY 9673	1550 PUENTE AVE BALDWIN PARK, CA 91706-5923	1905
								Census Tract: 4048.03	
21	<u>479364</u>	ACTIVE	21	09/01/2009	08/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY 9672	14503 RAMONA BLVD, # E1 & E2 BALDWIN PARK, CA 91706-3322	1905
								Census Tract: 4052.01	
22	<u>484867</u>	ACTIVE	21	01/04/2010	07/31/2019	J & D LIQUOR INC	J & D LIQUOR	4503 MAINE AVE BALDWIN PARK, CA 91706-2672	1905
								Census Tract: 4051.01	
23	<u>486889</u>	ACTIVE	21	04/04/2011	03/31/2019	HI HO LIQUOR INC	HI HO LIQUOR	14914 PACIFIC AVE BALDWIN PARK, CA 91706-5666	1905
								Census Tract: 4052.03	
24	<u>505562</u>	SUREND	20	03/15/2011	02/28/2019	OLIVE SQUARE MARKET INC	OLIVE SQUARE MARKET INC	4755 MAINE AVE BALDWIN PARK, CA 91706-2558	1905
								Census Tract: 4051.01	
25	<u>514316</u>	ACTIVE	20	11/02/2011	10/31/2019	K & A FUELS INC	VALERO	1870 PUENTE AVE BALDWIN PARK, CA 91706-6021	1905
								Census Tract: 4048.03	



## California Department of Alcoholic Beverage Control

Save As CSV

## Active Off-Sale Retail Licenses

For the Cities of BALDWIN PARK

Report as of: 03/14/2019

Rows Per Page: 25

Reload

Total Licenses: 48

Page 2 of 2

Click on column header to sort

	License Number	Status	License Type	Orig. Iss. Date	Expir. Date	Primary Owner	Business Name	Premises Addr.	Geo Code
26	<u>519245</u>	ACTIVE	20	03/30/2012	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 39347B	4400 MAINE AVE BALDWIN PARK, CA 91706-2668  Census Tract: 4051.01	1905
27	<u>525050</u>	ACTIVE	21	12/20/2012	11/30/2019	BODEGA LATINA CORPORATION	EL SUPER	14103 RAMONA BLVD BALDWIN PARK, CA 91706-3146  Census Tract: 4052.02	1905
28	<u>527637</u>	ACTIVE	21	01/04/2013	12/31/2019	SALHAB, BASEL GOZEPH	J N J LIQUOR & MARKET	3216 BALDWIN PARK BLVD BALDWIN PARK, CA 91706-4898  Census Tract: 4048.02	1905
29	<u>530426</u>	ACTIVE	20	05/02/2013	04/30/2019	AMERICAN UNITED MARKET, INC.	LOS COMPADRES RANCH MARKET	4801-03 MAINE AVE BALDWIN PARK, CA 91706-1632  Census Tract:	1905
30	<u>532294</u>	ACTIVE	20	05/10/2013	06/30/2019	7 ELEVEN INC	7 ELEVEN 14024G	12954 BESS AVE BALDWIN PARK, CA 91706-4507  Census Tract: 4047.02	1905
31	<u>534237</u>	ACTIVE	21	07/31/2013	06/30/2019	B & G KHANDA, INC.	COUNTRY LIQUOR	12744 RAMONA BLVD BALDWIN PARK, CA 91706-3627  Census Tract: 4047.01	1905
32	<u>536984</u>	ACTIVE	20	01/22/2015	12/31/2019	CEBALLOS, MAYRA LIVIER	SAN GABRIEL MARKET	13126-30 RAMONA BLVD BALDWIN PARK, CA 91706-3805  Census Tract:	1905
33	<u>537886</u>	ACTIVE	21	11/05/2013	10/31/2019	SALHAB, BASEL GOZEPH	VILLAGE LIQUOR	1848 PUENTE AVE BALDWIN PARK, CA 91706-6021  Census Tract: 4048.03	1905
34	<u>544719</u>	ACTIVE	21	07/23/2014	06/30/2019	GOLDEN LIQUOR, INC.	GOLDEN LIQUOR	4811 AZUSA CANYON RD BALDWIN PARK, CA 91706-1939  Census Tract: 4050.02	1905
35	<u>544910</u>	ACTIVE	20	06/17/2015	06/30/2019	CHEVRON STATIONS INC	<u>CHEVRON GAS</u>	3160 BALDWIN PARK BLVD BALDWIN PARK, CA 91706-4703  Census Tract: 4047.02	1905
36	<u>546986</u>	ACTIVE	20	11/25/2014	10/31/2019	MARIN, JOSE	LA PRIMERA MEAT MARKET	5004 CALMVIEW AVE BALDWIN PARK, CA 91706-1801  Census Tract: 4050.02	1905
37	<u>547091</u>	ACTIVE	21	10/28/2014	09/30/2019	PLAZA SB, INC.	PLAZA MARKET	13902 FRANCISQUITO AVE, STE B BALDWIN PARK, CA 91706-5964  Census Tract: 4047.03	1905
38	<u>555420</u>	ACTIVE	20	06/02/2015	05/31/2019	MANJARREZ BRISENO, GUSTAVO	DAVIDS MARKET	14135 FRANCISQUITO AVE, STE. 100 BALDWIN PARK, CA 91706-6105  Census Tract: 4048.03	1905
39	<u>561418</u>	ACTIVE	20	09/18/2015	02/29/2020	DORGHALLI, RAMI MICHAEL	EL MAMBI MARKET	13030 FRANCISQUITO AVE BALDWIN PARK, CA 91706-3703  Census Tract: 4047.01	1905
40	<u>562763</u>	ACTIVE	20	06/28/2016	06/30/2019	GROCERY OUTLET INC	GROCERY OUTLET	4249 MAINE AVE BALDWIN PARK, CA 91706-3312  Census Tract: 4051.02	1905
41	<u>565440</u>	ACTIVE	20	04/19/2016	03/31/2019	SHRINATHJI INVESTMENTS, LLC	LA BLANQUITA MEAT MARKET	13810 LOS ANGELES ST BALDWIN PARK, CA 91706-3040  Census Tract: 4049.03	1905
42	<u>566025</u>	ACTIVE	20	08/29/2016	07/31/2019	CARNICERIA URUAPAN, INC.	CARNICERIA URUAPAN	3723 BALDWIN PARK BLVD BALDWIN PARK, CA 91706-4103  Census Tract: 4048.01	1905
43	<u>566429</u>	ACTIVE	20	05/02/2016	04/30/2019	HEREDIA, JUAN	EL PILON MEAT MARKET # 2	14503 PACIFIC AVE BALDWIN PARK, CA 91706-5331  Census Tract: 4052.01	1905
44	<u>588570</u>	ACTIVE	20	03/19/2018	02/29/2020	WESTERN REFINING RETAIL, LLC	WESTERN REFINING	3665 PUENTE AVE	1905

							RETAIL #68106	BALDWIN PARK, CA 91706-5559 Census Tract: 4052.03	
45	<u>593064</u>	ACTIVE	20	07/25/2018	06/30/2019	PATEL, HITENDRA NATUBHAI		4390 MAINE AVE BALDWIN PARK, CA 91706-3314 Census Tract: 4051.02	1905
46	<u>596334</u>	ACTIVE	21	10/26/2018	09/30/2019	ABDALLA, OSAMA AZMY NAKHLA	ESTRELLA MARKET & LIQUOR	13100 RAMONA BLVD BALDWIN PARK, CA 91706-3805 Census Tract: 4048.01	1905
47	<u>600299</u>	ACTIVE	20	03/04/2019	02/29/2020	NG-27 PATAN, INC	NG 2701 CIRCLE K- BALDWIN PARK	13752 LOS ANGELES ST BALDWIN PARK, CA 91706-2352 Census Tract: 4049.03	1905
48	<u>600745</u>	ACTIVE	20	12/31/2018	06/30/2019	7 ELEVEN INC	7-ELEVEN STORE 38238A	14101 FRANCISQUITO AVE, STE 200 BALDWIN PARK, CA 91706-6100 Census Tract: 4048.03	1905





## California Department of Alcoholic Beverage Control

Save As CSV

## Active Off-Sale Retail Licenses

For the Cities of COVINA

Report as of: 03/14/2019

7 59 miles

Rows Per Page: 25

Reload

Total Licenses: 50

Page 1 of 2

Click on column header to sort

	License Number	Status	License Type	Orig. Iss. Date	Expir. Date	Primary Owner	Business Name	Premises Addr.	Geo Code
1	<u>40772</u>	ACTIVE	21	08/01/1977	06/30/2019	VONS COMPANIES INC THE	VONS 2056	932 E BADILLO ST COVINA, CA 91724  Census Tract: 4037.22	1913
2	<u>50891</u>	ACTIVE	21	01/01/1994	06/30/2019	THRIFTY PAYLESS, INC.	RITE AID STORE 5585	139 N GRAND AVE COVINA, CA 91724  Census Tract: 4037.22	1913
3	<u>169841</u>	ACTIVE	20	03/29/1985	01/31/2020	WORLD OIL MARKETING COMPANY		478 W ARROW HWY COVINA, CA 91722  Census Tract: 4058.00	1913
4	<u>200422</u>	ACTIVE	21	07/29/1987	02/28/2019	PARS SPIRITS UNLIMITED INC	JOHNNYS LIQUOR & DELI	1665 W SAN BERNARDINO RD COVINA, CA 91722-3409  Census Tract: 4057.01	1913
5	<u>218072</u>	ACTIVE	20	07/07/1988	06/30/2019	7 ELEVEN INC	7 ELEVEN 2175 18840	1085 N CITRUS AVE COVINA, CA 91722  Census Tract: 4060.00	1913
6	<u>266203</u>	ACTIVE	21	11/25/1991	03/31/2019	L T C VENTURES INC	A & J WINE & SPIRITS	471-73 E SAN BERNARDINO RD COVINA, CA 91723  Census Tract: 4061.01	1913
7	<u>272207</u>	ACTIVE	20	06/08/1992	07/31/2019	ABOULHOSN, NABIL	SUN SET FUEL & FOOD MARKET	107 N AZUSA AVE COVINA, CA 91722-3603  Census Tract: 4057.02	1913
8	<u>311546</u>	ACTIVE	20	09/28/1995	08/31/2019	BOUTROS, MAROUN	AZUSA SHELL	871 W SAN BERNARDINO RD COVINA, CA 91722  Census Tract: 4060.00	1913
9	<u>328853</u>	ACTIVE	21	04/03/1997	10/31/2019	ATTIYAH, JEHAD	LIQUORLAND	928 E COVINA BLVD COVINA, CA 91724-1521  Census Tract: 4037.21	1913
10	<u>361248</u>	ACTIVE	20	04/18/2000	03/31/2019	CHIRINOS, DIANA EDITH	LARIOS MEAT MARKET	19004 E ARROW HWY COVINA, CA 91722-2111  Census Tract: 4059.00	1900
11	<u>371765</u>	ACTIVE	21	11/16/2000	04/30/2019	ALHUSRY, GHASSAN	G & H LIQUOR	606 E SAN BERNARDINO RD COVINA, CA 91723  Census Tract: 4037.22	1913
12	<u>385566</u>	ACTIVE	21	04/02/2002	03/31/2019	SUPER CENTER CONCEPTS INC	SUPERIOR GROCERS	1375 N CITRUS AVE COVINA, CA 91722  Census Tract: 4059.00	1913
13	<u>394421</u>	ACTIVE	21	12/09/2002	11/30/2019	VARDAYANI CORPORATION INC	STONEWALL LIQUOR	4550 N GRAND AVE COVINA, CA 91724  Census Tract: 4037.21	1900
14	<u>427786</u>	ACTIVE	21	08/16/2005	07/31/2019	COVINA LIQUOR MART INC	LIQUORLAND NO 6	827 W COVINA BLVD COVINA, CA 91722  Census Tract: 4060.00	1913
15	<u>437858</u>	ACTIVE	21	05/31/2006	04/30/2019	HIAM INC	PICK WICK WINES & SPIRITS	454 E ROWLAND ST COVINA, CA 91723-2743  Census Tract: 4061.02	1913
16	<u>441595</u>	ACTIVE	20	05/01/2007	03/31/2019	CLAROS ITALIAN MARKETS INC	CLAROS ITALIAN MARKETS INC	159 E COLLEGE ST COVINA, CA 91723  Census Tract: 4061.01	1913
17	<u>454895</u>	ACTIVE	21	09/28/2007	08/31/2019	KIM, JUNG HEUI	FIRE BIRD LIQUOR	810 N GLENDORA AVE COVINA, CA 91724-2528  Census Tract: 4037.02	1913
18	<u>456503</u>	ACTIVE	21	05/20/2008	06/30/2019	SMART & FINAL STORES LLC	SMART & FINAL 367	114 N AZUSA AVE COVINA, CA 91722-3604  Census Tract: 4060.00	1913
19	<u>464135</u>	ACTIVE	20	04/16/2008	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 2175 22548D	105 N VINCENT AVE COVINA, CA 91722-3902	1913

								Census Tract: 4054.00	
20	<u>468361</u>	ACTIVE	20	08/11/2008	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 2175 33500B	1075 N GRAND AVE COVINA, CA 91724-2048	1913
								Census Tract: 4037.21	
21	<u>470171</u>	ACTIVE	21	10/31/2008	09/30/2019	BODEGA LATINA CORPORATION	EL SUPER	960 W ARROW HWY COVINA, CA 91722-1252	1913
								Census Tract: 4058.00	
22	<u>475801</u>	ACTIVE	20	03/19/2009	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 2175 19251E	1275 W SAN BERNARDINO RD COVINA, CA 91722-3509	1913
								Census Tract: 4057.02	
23	<u>476456</u>	ACTIVE	21	11/16/2009	03/31/2019	E & T FOODS INC	BAJA RANCH SUPERMARKETS	425 S CITRUS AVE COVINA, CA 91723-2928	1913
								Census Tract: 4061.02	
24	<u>479342</u>	ACTIVE	21	09/01/2009	08/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY 9641	206 N AZUSA AVE COVINA, CA 91722-3606	1913
								Census Tract: 4060.00	
25	<u>486461</u>	ACTIVE	20	09/28/2010	06/30/2019	WALGREEN CO	WALGREENS 05798	401 N AZUSA AVE COVINA, CA 91722-3609	1913
								Census Tract: 4057.02	



# California Department of Alcoholic Beverage Control

[Save As CSV](#)

## Active Off-Sale Retail Licenses

For the Cities of COVINA

Report as of: 03/21/2019

Rows Per Page: 25

[Reload](#)

Total Licenses: 50

Page 2 of 2

Click on column header to sort

	License Number	Status	License Type	Orig. Iss. Date	Expir. Date	Primary Owner	Business Name	Premises Addr.	Geo Code
26	<a href="#">486489</a>	ACTIVE	20	08/25/2010	06/30/2019	WALGREEN CO	WALGREENS 06972	150 S GRAND AVE COVINA, CA 91724-3236  Census Tract: 4037.22	1913
27	<a href="#">487382</a>	ACTIVE	21	04/05/2010	03/31/2019	YOUNAN, NOHA MTANOUS	RED CARPET LIQUOR	225 E ROWLAND ST COVINA, CA 91723-3147  Census Tract: 4061.02	1913
28	<a href="#">488428</a>	ACTIVE	21	05/09/2011	05/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY 9146	575 S CITRUS AVE COVINA, CA 91723  Census Tract: 4061.02	1913
29	<a href="#">500948</a>	ACTIVE	20	08/24/2010	07/31/2019	GEORGES INVESTMENTS, INC.	ARROW SHELL	110 W ARROW HWY COVINA, CA 91722  Census Tract: 4038.01	1913
30	<a href="#">503182</a>	ACTIVE	21	09/22/2010	04/30/2019	MORGAN, SAMI ESHAK	GRAND LIQUOR MARKET	904 E ARROW HWY COVINA, CA 91724-1019  Census Tract: 4038.02	1913
31	<a href="#">506689</a>	ACTIVE	21	05/05/2011	06/30/2019	WALMART INC.	WAL MART STORE 2292	1275 N AZUSA AVE COVINA, CA 91722-1246  Census Tract: 4058.00	1913
32	<a href="#">514797</a>	ACTIVE	20	03/12/2013	02/28/2019	4JR ENTERPRISES INC	JR OIL	607 S BARRANCA AVE COVINA, CA 91723-3602  Census Tract: 4061.02	1913
33	<a href="#">519717</a>	ACTIVE	20	03/29/2012	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 2175 19959F	20006 E ARROW HWY COVINA, CA 91724-1101  Census Tract: 4038.01	1900
34	<a href="#">520258</a>	ACTIVE	20	04/19/2012	06/30/2019	7 ELEVEN INC	7-ELEVEN STORE #2175-14007C	452 E ROWLAND ST COVINA, CA 91723-2743  Census Tract: 4061.02	1913
35	<a href="#">521904</a>	ACTIVE	20	09/26/2012	08/31/2019	SIERRA FOODS, INC.	CHEVRON GAS 63017	1108 N GRAND AVE COVINA, CA 91724-1532  Census Tract: 4038.01	1913
36	<a href="#">522891</a>	ACTIVE	20	12/10/2012	11/30/2019	NATIONAL PACIFIC PETROLEUM INC.	BARRANCA MOBIL	504 N BARRANCA AVE COVINA, CA 91723-1227  Census Tract: 4037.22	1913
37	<a href="#">526632</a>	ACTIVE	21	01/03/2013	12/31/2019	RADA INVESTMENT INC		909 N CITRUS AVE COVINA, CA 91722-2736  Census Tract: 4060.00	1913
38	<a href="#">528468</a>	ACTIVE	21	01/31/2013	12/31/2019	GHANEM, SAMIR ELIAS	CHARTER OAK LIQUOR	20040-44 E ARROW HWY COVINA, CA 91724-1101  Census Tract: 4038.01	1900
39	<a href="#">539719</a>	ACTIVE	20	01/03/2014	06/30/2019	7 ELEVEN INC	7-ELEVEN STORE 36703A	15942 E SAN BERNARDINO RD COVINA, CA 91722-3939  Census Tract: 4054.00	1900
40	<a href="#">539721</a>	ACTIVE	21	07/17/2014	07/31/2019	FRESH & EASY LLC	FRESH & EASY #1144	205 N GRAND AVE COVINA, CA 91724-2959  Census Tract: 4037.22	1913
41	<a href="#">543098</a>	ACTIVE	20	05/01/2015	04/30/2019	AXAR INC.		15955 E SAN BERNARDINO RD COVINA, CA 91722-3950  Census Tract: 4054.00	1900
42	<a href="#">543504</a>	ACTIVE	21	06/23/2014	05/31/2019	SAM EXPRESS INC.	MICHAEL LIQUOR	333 N VINCENT AVE COVINA, CA 91722-3905  Census Tract: 4054.00	1913
43	<a href="#">548287</a>	ACTIVE	21	11/13/2014	10/31/2019	STATER BROS MARKETS	STATER BROS STORE 194	1023 N GRAND AVE COVINA, CA 91724-2048  Census Tract: 4037.21	1913
44	<a href="#">555846</a>	ACTIVE	20	07/22/2015	06/30/2019	SIERRA FOODS, INC.	ARROW HWY USA GAS	20354 E ARROW HWY COVINA, CA 91724-1204	1900



								Census Tract: 4038.01	
45	<u>563588</u>	ACTIVE	20	02/10/2016	01/31/2020	AI CALIFORNIA LLC	ALDI	1400 N AZUSA AVE COVINA, CA 91722-1251  Census Tract: 4058.00	1913
46	<u>566598</u>	ACTIVE	21	06/20/2016	08/31/2019	COUNTRY LIQUOR MARKET 2, INC.	COUNTRY LIQUOR 2	124 E ARROW HWY COVINA, CA 91722-1819  Census Tract: 4038.01	1913
47	<u>582776</u>	ACTIVE	20	08/04/2017	06/30/2019	7 ELEVEN INC	7-ELEVEN STORE 13990F	17020 E CYPRESS ST COVINA, CA 91722-3102  Census Tract: 4057.02	1900
48	<u>584602</u>	ACTIVE	20	11/02/2017	10/31/2019	PATEL, AJAY THAKORLAL	ALTADENA DAIRY	456 E SAN BERNARDINO RD COVINA, CA 91723-1706  Census Tract: 4037.22	1913
49	<u>594260</u>	ACTIVE	20	07/31/2018	06/30/2019	KONG, VIRAK	SEVEN STAR MINI MARKET 	1459 N HOLLENBECK AVE COVINA, CA 91722-1543  Census Tract: 4058.00	1913
50	<u>595894</u>	ACTIVE	21	08/02/2018	09/30/2019	JAN GAN MAN, INC.	STARLITE LIQUOR	1029 N AZUSA AVE COVINA, CA 91722-2645  Census Tract: 4057.02	1913



## California Department of Alcoholic Beverage Control

Save As CSV

## Active Off-Sale Retail Licenses

For the Cities of EL MONTE

Report as of: 03/14/2019

9.7 sy Mx

Rows Per Page: 25

Reload

Total Licenses: 75

Page 1 of 3

Click on column header to sort

	License Number	Status	License Type	Orig. Iss. Date	Expir. Date	Primary Owner	Business Name	Premises Addr.	Geo Code
1	<u>127558</u>	ACTIVE	21	08/24/1982	06/30/2019	ALPHA BETA COMPANY	FOOD 4 LESS 338	11950 GARVEY AVE EL MONTE, CA 91732 Census Tract: 4339.01	1918
2	<u>146057</u>	ACTIVE	20	10/31/1983	07/31/2019	LIU, JIN LIEN HO	21 GROCERY	10905-09 E GARVEY AVE EL MONTE, CA 91733 Census Tract: 4332.00	1918
3	<u>200770</u>	ACTIVE	20	05/13/1987	10/31/2019	KIM, JAUNG KUN		9869 GARVEY AVE EL MONTE, CA 91733 Census Tract: 4331.02	1918
4	<u>228100</u>	SUREND	21	02/27/1989	06/30/2019	THRIFTY PAYLESS, INC.	RITE AID STORE 5588	3570 SANTA ANITA AVE EL MONTE, CA 91731 Census Tract: 4327.00	1918
5	<u>239496</u>	ACTIVE	20	02/22/1990	06/30/2019	MION, ANGELA R	TITOS MARKET	9814 GARVEY AVE, STE 15 EL MONTE, CA 91733 Census Tract: 4335.04	1918
6	<u>247467</u>	ACTIVE	21	05/14/1991	07/31/2019	KWON, BYUNG SOON	ARMANDS LIQUOR	10029 VALLEY BLVD EL MONTE, CA 91731 Census Tract: 4328.02	1918
7	<u>254989</u>	ACTIVE	21	01/14/1991	09/30/2019	PARK, JUNG MI	BOTTLE N CORK LIQUOR	12086 VALLEY BLVD EL MONTE, CA 91732-3137 Census Tract: 4339.01	1918
8	<u>277224</u>	ACTIVE	20	10/01/1992	04/30/2019	YOON, HONG SUK	MARKET PLACE THE	3403 COGSWELL RD EL MONTE, CA 91732 Census Tract: 4333.04	1918
9	<u>284741</u>	ACTIVE	21	06/23/1993	06/30/2019	CIRCLE K STORES INC	CIRCLE K 3066	5202 PECK RD EL MONTE, CA 91732-1123 Census Tract: 4325.00	1918
10	<u>296145</u>	ACTIVE	20	05/09/1995	04/30/2019	LOS TOROS MARKET CORP	LOS TOROS MARKET CORPORATION	5225 PECK RD EL MONTE, CA 91732-1122 Census Tract: 4325.00	1918
11	<u>306745</u>	ACTIVE	20	05/31/1995	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 2175 25051	12170 RAMONA BLVD EL MONTE, CA 91732 Census Tract: 4333.05	1918
12	<u>333530</u>	ACTIVE	20	09/09/1997	08/31/2019	BANG, HO IL	T & M MARKET	2601-07 N MEEKER AVE EL MONTE, CA 91732 Census Tract: 4334.03	1918
13	<u>344093</u>	ACTIVE	20	08/20/1998	07/31/2019	LIM, HOUR SEAV	TEDS QUALITY MARKET	2514 DURFEE AVE EL MONTE, CA 91732 Census Tract: 4340.03	1918
14	<u>345135</u>	ACTIVE	20	09/01/1998	08/31/2019	KIM, STEPHANUS POMKYU	RAINBOW MARKET	2403 TYLER AVE EL MONTE, CA 91733 Census Tract: 4334.02	1918
15	<u>355187</u>	ACTIVE	20	08/02/1999	07/31/2019	HUERTA, AMADOR GARCIA	LA TIENDITA	3800 CLARK AVE EL MONTE, CA 91731-2002 Census Tract: 4327.00	1918
16	<u>355416</u>	ACTIVE	20	12/15/1999	11/30/2019	CHEVRON STATIONS INC	CHEVRON STATIONS INC	11453 VALLEY BLVD EL MONTE, CA 91731-3229 Census Tract: 4332.00	1918
17	<u>388796</u>	ACTIVE	21	09/05/2002	08/31/2019	P V MART INC	BUY LOW MARKET 2	9900 GARVEY AVE EL MONTE, CA 91733-1230 Census Tract: 4335.04	1918
18	<u>397737</u>	ACTIVE	21	05/27/2003	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 2175 25625B	10008 VALLEY BLVD EL MONTE, CA 91731 Census Tract: 4328.02	1918
19	<u>399628</u>	SUREND	20	06/17/2003	05/31/2019	FLORES, ARTURO	DAISYS MARKET	11532 MEDINA CT EL MONTE, CA 91731-2114	1918



								Census Tract: 4327.00	
20	<u>402447</u>	ACTIVE	21	09/17/2003	08/31/2019	KHAZAAL, AMER	VICS	3714 PECK RD EL MONTE, CA 91731	1918
								Census Tract: 4333.04	
21	<u>410925</u>	ACTIVE	20	05/17/2004	01/31/2020	EL GALLITO MARKET INC	EL GALLITO MARKET	12242 VALLEY BLVD EL MONTE, CA 91732	1918
								Census Tract: 4339.01	
22	<u>422743</u>	ACTIVE	21	03/21/2005	02/29/2020	CHEN, LILI	PLAZA LIQUOR	10530 GARVEY AVE EL MONTE, CA 91733	1918
								Census Tract: 4334.01	
23	<u>428793</u>	ACTIVE	21	08/22/2005	07/31/2019	HI WAY LIQUOR MARKET INC	HI WAY LIQUOR MARKET INC	11312 GARVEY AVE EL MONTE, CA 91732-3302	1918
								Census Tract: 4334.03	
24	<u>429085</u>	ACTIVE	20	09/13/2005	08/31/2019	KHAZAAL, AMER	CORTADA MARKET	9701 CORTADA ST EL MONTE, CA 91733	1918
								Census Tract: 4331.02	
25	<u>433781</u>	ACTIVE	20	01/04/2006	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 2175 33403A	10707 LOWER AZUSA RD EL MONTE, CA 91731	1918
								Census Tract: 4315.01	



## California Department of Alcoholic Beverage Control

Save As CSV

**Active Off-Sale Retail Licenses**

For the Cities of EL MONTE

Report as of: 03/21/2019

Rows Per Page: 25

Reload

Total Licenses: 75

Page 2 of 3

Click on column header to sort

	License Number	Status	License Type	Orig. Iss. Date	Expir. Date	Primary Owner	Business Name	Premises Addr.	Geo Code
26	<a href="#">437164</a>	ACTIVE	21	04/10/2006	03/31/2019	JALCO LIQUOR MARKET INC	JALCO LIQUOR	2556 DURFEE AVE EL MONTE, CA 91732-3709 Census Tract: 4340.03	1918
27	<a href="#">442248</a>	ACTIVE	21	09/07/2006	08/31/2019	LIM, HOUR SEAV	JUHN LIQUOR MARKET	2706 PECK RD EL MONTE, CA 91733 Census Tract: 4334.03	1918
28	<a href="#">448828</a>	ACTIVE	21	01/24/2007	03/31/2019	CORNER LIQUOR INC	CORNER LIQUOR	10336 LOWER AZUSA RD EL MONTE, CA 91731-1207 Census Tract: 4323.00	1918
29	<a href="#">448984</a>	ACTIVE	20	01/29/2007	12/31/2019	YG & HK CORPORATION	FINEVIEW MARKET	12349 FINEVIEW ST EL MONTE, CA 91732-3948 Census Tract: 4340.03	1918
30	<a href="#">451566</a>	ACTIVE	21	08/02/2007	07/31/2019	NORTHGATE GONZALEZ LLC	NORTHGATE MARKET 20	3828 PECK RD EL MONTE, CA 91732-2241 Census Tract: 4326.01	1918
31	<a href="#">456534</a>	ACTIVE	21	05/20/2008	06/30/2019	SMART & FINAL STORES LLC	SMART & FINAL 373	11110 RAMONA BLVD EL MONTE, CA 91731-3139 Census Tract: 4332.00	1918
32	<a href="#">464974</a>	ACTIVE	21	04/22/2008	03/31/2019	HYS GHOTRA INC	HYS LIQUOR	10693 LOWER AZUSA RD EL MONTE, CA 91731 Census Tract: 4321.01	1918
33	<a href="#">468497</a>	ACTIVE	21	08/19/2008	07/31/2019	DO, KINH VAN	EL MONTE VILLAGE MARKET	3933 BALDWIN AVE EL MONTE, CA 91731-1703 Census Tract: 4328.02	1918
34	<a href="#">476946</a>	ACTIVE	21	04/30/2009	06/30/2019	SAMS WEST INC	SAMS CLUB 6614	4901 SANTA ANITA AVE EL MONTE, CA 91731-1415 Census Tract: 4315.01	1918
35	<a href="#">477125</a>	SUREND	21	05/05/2009	06/30/2019	LEE, SAMUEL D	GOLD KEY LIQUOR & MARKET	10302 GARVEY AVE EL MONTE, CA 91733-2136 Census Tract: 4334.01	1918
36	<a href="#">479290</a>	ACTIVE	21	09/01/2009	08/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY 9639	11940 GARVEY AVE EL MONTE, CA 91732-3514 Census Tract: 4339.01	1918
37	<a href="#">479317</a>	ACTIVE	21	09/01/2009	08/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY 9609	9920 E GARVEY AVE EL MONTE, CA 91733-1230 Census Tract: 4335.04	1918
38	<a href="#">480681</a>	ACTIVE	20	09/29/2009	08/31/2019	LA BLANQUITA TORTILLERIA INC	LA BLANQUITA TORTILLERIA	11859 VALLEY BLVD EL MONTE, CA 91732-3039 Census Tract: 4333.02	1918
39	<a href="#">486514</a>	ACTIVE	20	11/17/2010	06/30/2019	WALGREEN CO	WALGREENS 07575	3643 PECK RD EL MONTE, CA 91731-3530 Census Tract: 4332.00	1918
40	<a href="#">487897</a>	ACTIVE	21	06/03/2010	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 2175 16020	3243 SANTA ANITA AVE EL MONTE, CA 91733-1372 Census Tract: 4332.00	1918
41	<a href="#">506980</a>	ACTIVE	20	02/03/2011	01/31/2020	GARFIELD BEACH CVS LLC	CVS PHARMACY #5834	11574 LOWER AZUSA RD EL MONTE, CA 91732-1333 Census Tract: 4324.01	1918
42	<a href="#">509400</a>	ACTIVE	20	05/12/2011	04/30/2019	POTRERO MARKET INC	HI WAY MARKET	2561 POTRERO AVE EL MONTE, CA 91733-1813 Census Tract: 4335.04	1918
43	<a href="#">512660</a>	ACTIVE	21	10/06/2011	09/30/2019	MJE CARLTON'S MARKET, INC.	CARLTONS MARKET	11944 RAMONA BLVD EL MONTE, CA 91732-2314 Census Tract: 4333.04	1918
44	<a href="#">515924</a>	ACTIVE	21	11/18/2011	10/31/2019	HANNA, BRIAN	FAMOUS EDS MARKET & LIQUOR	4203 TYLER AVE EL MONTE, CA 91731-1629	1918

45	<u>525805</u>	ACTIVE	20	10/16/2012	08/31/2019	SAINI, JYOTI	HAPPYS MARKET	Census Tract: 4324.02 3155 SANTA ANITA AVE EL MONTE, CA 91733-1357 Census Tract: 4332.00	1918
46	<u>534389</u>	ACTIVE	21	01/03/2014	12/31/2019	NEWHOPE CORPORATION	GREEN FARM MARKET EL MONTE	4840 PECK RD EL MONTE, CA 91732-1302 Census Tract: 4325.00	1918
47	<u>535612</u>	SUREND	20	09/24/2013	08/31/2019	SORIA, CRISTINA	LOS FRANK'S DAIRY	9850 LOWER AZUSA RD EL MONTE, CA 91731-1025 Census Tract: 4323.00	1918
48	<u>537446</u>	ACTIVE	20	11/25/2013	10/31/2019	SINGH, INDERPAL	ARDEN MARKET	4266 ARDEN DR EL MONTE, CA 91731-1953 Census Tract: 4323.00	1918
49	<u>540254</u>	ACTIVE	20	01/22/2014	12/31/2019	KING OF CRAFT BEER, INC.	PLAZA MARKET	2400 PECK RD EL MONTE, CA 91733-2812 Census Tract: 4334.03	1918
50	<u>543019</u>	SUREND	20	06/18/2015	05/31/2019	BESTCO FOOD WHOLESALE, INC		10775 LOWER AZUSA RD EL MONTE, CA 91731-1351 Census Tract: 4315.01	1918



# California Department of Alcoholic Beverage Control

[Save As CSV](#)

## Active Off-Sale Retail Licenses

For the Cities of EL MONTE

Report as of: 03/21/2019

Rows Per Page: 25

[Reload](#)

Total Licenses: 75

Page 3 of 3

Click on column header to sort

	License Number	Status	License Type	Orig. Iss. Date	Expir. Date	Primary Owner	Business Name	Premises Addr.	Geo Code
51	<a href="#">544060</a>	ACTIVE	21	05/22/2014	04/30/2019	FANG, HAI YONG	DICK'S LIQUOR	2530 TYLER AVE EL MONTE, CA 91733-2716 Census Tract: 4334.02	1918
52	<a href="#">545271</a>	ACTIVE	21	08/14/2014	07/31/2019	KAUR, HERMINDER	STAR LIQUOR	10801 GARVEY AVE EL MONTE, CA 91733-2301 Census Tract: 4332.00	1918
53	<a href="#">546663</a>	ACTIVE	20	11/17/2014	10/31/2019	APRO LLC	<a href="#">UNITED OIL #147</a>	10243 VALLEY BLVD EL MONTE, CA 91731-4513 Census Tract: 4328.01	1918
54	<a href="#">547306</a>	ACTIVE	20	12/02/2014	11/30/2019	SORIA, CRISTINA	DOS FRANK	10960 RANCHITO ST EL MONTE, CA 91731-1330 Census Tract: 4324.02	1918
55	<a href="#">548247</a>	ACTIVE	21	10/24/2014	09/30/2019	SINGH, AMARJIT	EL CARIBE MARKET	10201 VALLEY BLVD EL MONTE, CA 91731-2331 Census Tract: 4328.01	1918
56	<a href="#">551036</a>	ACTIVE	21	12/17/2014	11/30/2019	JOYT, INC.	DON RAMIREZ LIQUOR	2401 DUFFEE AVE EL MONTE, CA 91732-3707 Census Tract: 4339.02	1918
57	<a href="#">552722</a>	ACTIVE	20	04/20/2016	06/30/2019	99 CENTS ONLY STORES LLC	99¢ ONLY STORE #52	11114 RAMONA BLVD EL MONTE, CA 91731-3139 Census Tract: 4332.00	1918
58	<a href="#">557033</a>	ACTIVE	21	10/20/2015	11/30/2019	SUPER CENTER CONCEPTS INC	SUPERIOR GROCERS	10683 VALLEY BLVD EL MONTE, CA 91731-2404 Census Tract: 4327.00	1918
59	<a href="#">562034</a>	ACTIVE	21	08/12/2016	05/31/2019	P & L LIQUOR, INC.	P & L LIQUOR	4301 PECK RD EL MONTE, CA 91732-1905 Census Tract: 4324.02	1918
60	<a href="#">564276</a>	ACTIVE	20	12/15/2015	06/30/2019	7 ELEVEN INC	7-ELEVEN STORE 16417A	4041 PECK RD EL MONTE, CA 91732-2246 Census Tract: 4327.00	1918
61	<a href="#">568056</a>	ACTIVE	21	06/17/2016	05/31/2019	SHIN, OK JA	LITTLE FIVE POINT LIQUOR	2602 MOUNTAIN VIEW RD EL MONTE, CA 91732-3426 Census Tract: 4339.01	1918
62	<a href="#">569039</a>	SUREND	20	06/20/2016	05/31/2019	BARRERA, SILVIA JASMIN	COLIMA TORTILLERIA MEAT MARKET	4711 & 4713 PECK RD EL MONTE, CA 91732-1309 Census Tract: 4324.01	1918
63	<a href="#">577465</a>	ACTIVE	21	02/16/2017	01/31/2020	A&B LIQUOR STORE INC.	A&B LIQUOR STORE	2406 MOUNTAIN VIEW RD EL MONTE, CA 91733-2808 Census Tract: 4339.02	1918
64	<a href="#">579584</a>	ACTIVE	20	06/02/2017	05/31/2019	HARRY'S MARKET	HARRY'S MARKET	11243 ELLIOTT AVE EL MONTE, CA 91733-2421 Census Tract: 4334.02	1918
65	<a href="#">580347</a>	ACTIVE	20	06/28/2017	05/31/2019	SAMVAH GROUP INC.		9824 FLAIR DR EL MONTE, CA 91731-2238 Census Tract: 4331.01	1918
66	<a href="#">580708</a>	ACTIVE	21	06/22/2017	05/31/2019	KAUR, PARAMJIT	EL MONTE LIQUOR & DELI	10616 VALLEY MALL EL MONTE, CA 91731-2417 Census Tract: 4327.00	1918
67	<a href="#">582650</a>	ACTIVE	20	08/23/2017	07/31/2019	DADHANIA, MANSUKH BAVANJI	JOY'S MARKET PLACE	12256 RAMONA BLVD EL MONTE, CA 91732-2538 Census Tract: 4333.06	1918
68	<a href="#">587112</a>	ACTIVE	20	12/04/2017	11/30/2019	JS TRADING ENTERPRISE, INC.	HONG'S MARKET	2319 MOUNTAIN VIEW RD EL MONTE, CA 91733-3531 Census Tract: 4338.01	1918
69	<a href="#">589094</a>	ACTIVE	20	12/15/2017	01/31/2020	SLIM, IMAD TOUFIC		5102 PECK RD EL MONTE, CA 91732-1426	1918

								Census Tract: 4325.00	
70	<u>590400</u>	ACTIVE	20	03/06/2018	02/29/2020	COGSRAM INC.	RAMONA STORE	12004 RAMONA BLVD EL MONTE, CA 91732-2422	1918
								Census Tract: 4333.05	
71	<u>590840</u>	ACTIVE	21	05/30/2018	04/30/2019	NEW YORK MART EL MONTE, INC.	IFRESH MARKET	11850 VALLEY BLVD EL MONTE, CA 91732-3055	1918
								Census Tract: 4334.03	
72	<u>595529</u>	ACTIVE	20	12/31/2018	11/30/2019	ASKAR, NEZAR NAIEM	BALDWIN MARKET	3846 BALDWIN AVE EL MONTE, CA 91731-1718	1918
								Census Tract: 4328.02	
73	<u>596617</u>	ACTIVE	20	12/20/2018	11/30/2019	TOM TYLER MARKET INC.	TOM TYLER MARKET INC.	4022 TYLER AVE, UNIT C EL MONTE, CA 91731-2040	1918
								Census Tract: 4327.00	
74	<u>597374</u>	ACTIVE	20	10/16/2018	09/30/2019	CHI, GEORGE J W	FAVORITO MARKET	2432 TYLER AVE EL MONTE, CA 91733-2714	1918
								Census Tract: 4334.02	
75	<u>597535</u>	ACTIVE	21	12/20/2018	11/30/2019	ASHKAR, AZZA	ACE LIQUOR	3333 TYLER AVE EL MONTE, CA 91731-3101	1918
								Census Tract: 4332.00	





## California Department of Alcoholic Beverage Control

Save As CSV

## Active Off-Sale Retail Licenses

For the Cities of GLENDORA

Report as of: 03/14/2019

Rows Per Page: 25

Reload

Total Licenses: 27

Page 1 of 2

Click on column header to sort

	License Number	Status	License Type	Orig. Iss. Date	Expir. Date	Primary Owner	Business Name	Premises Addr.	Geo Code
1	<u>90567</u>	ACTIVE	21	05/22/1980	06/30/2019	VONS COMPANIES INC THE	VONS 2169	435 W FOOTHILL BLVD GLENDORA, CA 91741 Census Tract: 4010.02	1922
2	<u>112907</u>	ACTIVE	21	01/18/1984	07/31/2019	STATER BROS MARKETS	STATER BROS MARKETS 06	1830 E ROUTE 66 GLENDORA, CA 91740 Census Tract: 4012.01	1922
3	<u>118903</u>	SUREND	21	03/15/1982	06/30/2019	VONS COMPANIES INC THE	VONS 2007	431 E ARROW HWY GLENDORA, CA 91740 Census Tract: 4038.01	1922
4	<u>229726</u>	ACTIVE	21	03/06/1989	06/30/2019	SAFAR, ZOUHAIR GEORGE	LONE HILL LIQUOR	1828 E ROUTE 66 GLENDORA, CA 91740-3815 Census Tract: 4012.01	1922
5	<u>292470</u>	ACTIVE	21	02/18/1994	01/31/2020	HUSRY, ABDUL KARIM	WINE RACK LIQUOR THE	1063 E ROUTE 66 GLENDORA, CA 91740 Census Tract: 4011.01	1922
6	<u>317924</u>	ACTIVE	20	04/16/1996	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 2175 13995	861 W ROUTE 66 GLENDORA, CA 91740-4136 Census Tract: 4009.00	1922
7	<u>329175</u>	ACTIVE	20	04/15/1997	12/31/2019	PLAZA PRODUCE AND GOURMET FOODS INC	PLAZA PRODUCE AND GOURMET FOODS INC	303 W FOOTHILL BLVD GLENDORA, CA 91741 Census Tract: 4010.02	1922
8	<u>343155</u>	ACTIVE	20	07/10/1998	06/30/2019	A & A DRIVE IN DAIRY INC	ALTA DENA DAIRY	437 E ROUTE 66 GLENDORA, CA 91740-3502 Census Tract: 4011.01	1922
9	<u>365703</u>	ACTIVE	20	07/20/2000	06/30/2019	SONG, GWANG HYUN	ALTA DENA DRIVE IN DAIRY	408 W FOOTHILL BLVD GLENDORA, CA 91741-3361 Census Tract: 4011.02	1922
10	<u>370094</u>	ACTIVE	21	07/23/2001	06/30/2019	SAMS WEST INC	SAMS CLUB 6240	1301 S LONE HILL AVE GLENDORA, CA 91740-5348 Census Tract: 4012.02	1922
11	<u>371756</u>	ACTIVE	21	11/16/2000	02/29/2020	HUSRY, HASSAN	GLENDORA LIQUOR	223 W FOOTHILL BLVD GLENDORA, CA 91741 Census Tract: 4010.02	1922
12	<u>406866</u>	ACTIVE	20	12/08/2003	08/31/2019	SONDH ENTERPRISES INC	ARCO AM PM GLENDORA	465 W FOOTHILL BLVD GLENDORA, CA 91741 Census Tract: 4010.02	1922
13	<u>407141</u>	SUREND	21	01/08/2004	06/30/2019	RALPHS GROCERY COMPANY	RALPHS 171	655 S GRAND AVE GLENDORA, CA 91740-4107 Census Tract: 4009.00	1922
14	<u>443368</u>	ACTIVE	21	05/25/2007	04/30/2019	BEVERAGES & MORE INC	BEVERAGES & MORE	1397 E GLADSTONE ST GLENDORA, CA 91740 Census Tract: 4012.02	1922
15	<u>477380</u>	ACTIVE	21	06/22/2009	05/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY STORE 9851	130 N GRAND AVE GLENDORA, CA 91741-2434 Census Tract: 4010.02	1922
16	<u>479336</u>	ACTIVE	21	09/01/2009	08/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY 9733	435 E ARROW HWY GLENDORA, CA 91740-5607 Census Tract: 4038.01	1922
17	<u>488679</u>	ACTIVE	21	06/10/2010	05/31/2019	DEEB, DANY SALIM	TOP HAT BEVERAGE SHOPPE	950 S GRAND AVE GLENDORA, CA 91740-4808 Census Tract: 4039.01	1922
18	<u>501883</u>	ACTIVE	20	09/29/2010	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE #2175-34521	1410 S GRAND AVE GLENDORA, CA 91740-5405 Census Tract: 4039.02	1922
19	<u>507780</u>	ACTIVE	21	03/23/2011	06/30/2019	WALMART INC.	WAL MART STORE 1941	1950 AUTO CENTRE DR GLENDORA, CA 91740-6700	1922

								Census Tract: 4012.02	
20	<u>509399</u>	ACTIVE	21	05/25/2011	04/30/2019	SAFAR, ZOUHAIR GEORGE	H & H LIQUOR	360 E ROUTE 66 GLENORA, CA 91740-6243 Census Tract: 4011.01	1922
21	<u>513245</u>	ACTIVE	21	11/04/2011	10/31/2019	PATEL, RAMESHKUMAR GOVINDBHAI	LA TIENDA LIQUOR	608 W ROUTE 66 GLENORA, CA 91740-4121 Census Tract: 4009.00	1922
22	<u>531628</u>	SUREND	21	11/02/2013	06/30/2019	ALBERTSONS LLC	ALBERTSONS 601	133 W ROUTE 66 GLENORA, CA 91740-6208 Census Tract: 4011.02	1922
23	<u>559165</u>	ACTIVE	20	03/21/2017	01/31/2020	DABBOUS, HELLAL	DABBOUS BROTHER	857 E ARROW HWY GLENORA, CA 91740-6038 Census Tract: 4038.02	1922
24	<u>577392</u>	ACTIVE	20	05/03/2017	04/30/2019	SF MARKETS LLC	SPROUTS FARMERS MARKETS #410	655 S GRAND AVE GLENORA, CA 91740-4107 Census Tract: 4009.00	1922
25	<u>578706</u>	ACTIVE	20	12/06/2017	11/30/2019	AI CALIFORNIA LLC	ALDI	1251 S LONE HILL AVE GLENORA, CA 91740-4507 Census Tract: 4012.02	1922



## California Department of Alcoholic Beverage Control

Save As CSV

8.6 SP ME

**Active Off-Sale Retail Licenses**

For the Cities of LA VERNE

Report as of: 03/14/2019

Rows Per Page: 25

Reload

Total Licenses: 21

Page 1 of 1

Click on column header to sort

	License Number	Status	License Type	Orig. Iss. Date	Expir. Date	Primary Owner	Business Name	Premises Addr.	Geo Code
1	<u>12494</u>	ACTIVE	20	08/01/1976	04/30/2019	PATEL, BABUBHAI K	INLAND DAIRY	2055 N WHITE AVE LA VERNE, CA 91750 Census Tract: 4015.00	1931
2	<u>112908</u>	ACTIVE	21	11/10/1981	08/31/2019	STATER BROS MARKETS	STATER BROS MARKETS 48	2090 FOOTHILL BLVD LA VERNE, CA 91750 Census Tract: 4016.02	1931
3	<u>284693</u>	ACTIVE	20	06/23/1993	06/30/2019	CIRCLE K STORES INC	CIRCLE K 3106	2210 D ST LA VERNE, CA 91750-5403 Census Tract: 4015.00	1931
4	<u>349709</u>	ACTIVE	21	05/26/1999	06/30/2019	THRIFTY PAYLESS, INC.	RITE AID 5595	1480 FOOTHILL BLVD LA VERNE, CA 91750 Census Tract: 4016.03	1931
5	<u>367547</u>	SUREND	21	09/11/2000	06/30/2019	VONS COMPANIES INC THE	VONS 1916	2340 FOOTHILL BLVD LA VERNE, CA 91750 Census Tract: 4016.02	1931
6	<u>407812</u>	ACTIVE	21	01/09/2004	12/31/2019	CHUI, GEORGE	A & C LIQUOR	3836 EMERALD AVE, UNIT A & B LA VERNE, CA 91750 Census Tract: 4016.01	1931
7	<u>439115</u>	ACTIVE	21	06/02/2006	05/31/2019	BUTTAR, BHARPUR SINGH	ARROW LIQUOR MART	700 ARROW HWY LA VERNE, CA 91750 Census Tract: 4015.00	1931
8	<u>439910</u>	ACTIVE	21	07/06/2006	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 2175 13942	3720 TOWNE CENTER DR LA VERNE, CA 91750 Census Tract: 4016.02	1931
9	<u>441234</u>	ACTIVE	21	04/01/2008	06/30/2019	VONS COMPANIES INC THE	VONS STORE 2832	1600 FOOTHILL BLVD LA VERNE, CA 91750 Census Tract: 4016.03	1931
10	<u>450811</u>	ACTIVE	21	08/06/2007	06/30/2019	TARGET CORPORATION	TARGET T0226	2462 FOOTHILL BLVD LA VERNE, CA 91750-3056 Census Tract: 4016.02	1931
11	<u>477026</u>	ACTIVE	20	06/23/2009	05/31/2019	KOVER INC	<u>LA VERNE SHELL</u>	2510 FOOTHILL BLVD LA VERNE, CA 91750-3702 Census Tract: 4016.02	1931
12	<u>479344</u>	ACTIVE	21	09/01/2009	08/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY 9709	1479 FOOTHILL BLVD LA VERNE, CA 91750-3451 Census Tract: 4016.01	1931
13	<u>489359</u>	ACTIVE	21	06/22/2010	07/31/2019	CHONOS, RONALD	FAIRPLEX LIQUOR	1922 FAIRPLEX DR LA VERNE, CA 91750-5501 Census Tract: 4015.00	1931
14	<u>509033</u>	ACTIVE	20	12/15/2011	11/30/2019	LA VERNE CAR WASH L-PSHIP	LA VERNE CAR WASH	914 FOOTHILL BLVD LA VERNE, CA 91750-3234 Census Tract: 4003.02	1931
15	<u>509958</u>	ACTIVE	20	05/05/2011	05/31/2019	RIZK, GEORGE ELIAS	<u>J R SHELL</u>	1808 N WHITE AVE LA VERNE, CA 91750-5660 Census Tract: 4015.00	1931
16	<u>526730</u>	ACTIVE	20	11/30/2012	10/31/2019	JAY MAHAKALI INC	KIMS DAIRY & GENERAL STORE	1300 BONITA AVE LA VERNE, CA 91750-5221 Census Tract: 4015.00	1931
17	<u>546569</u>	ACTIVE	21	10/27/2014	09/30/2019	RADC ENTERPRISES INC	<u>SHELL GAS</u>	1947 D ST LA VERNE, CA 91750-5411 Census Tract: 4015.00	1931
18	<u>563518</u>	ACTIVE	20	04/01/2016	03/31/2019	AI CALIFORNIA LLC	ALDI	2268 FOOTHILL BLVD LA VERNE, CA 91750-2944 Census Tract: 4016.02	1931
19	<u>575165</u>	ACTIVE	20	01/26/2017	12/31/2019	SF MARKETS LLC	SPROUTS MARKET	1375 FOOTHILL BLVD LA VERNE, CA 91750-3333	1931



								Census Tract: 4016.01	
20	<u>595442</u>	ACTIVE	20	09/22/2018	08/31/2019	CRAFT-E-FLIGHTS, INC.	CRAFT-E-FLIGHTS	2497 FOOTHILL BLVD STE B1 LA VERNE, CA 91750-3066 Census Tract: 4016.01	1931
21	<u>595976</u>	ACTIVE	20	10/08/2018	09/30/2019	FALTAS, EMAD REFAAT	VILLAS MARKET	1912 ARROW HWY LA VERNE, CA 91750-5412 Census Tract: 4015.00	1931



## California Department of Alcoholic Beverage Control

Save As CSV

## Active Off-Sale Retail Licenses

For the Cities of WALNUT

Report as of: 03/14/2019

9 SP NIE

Rows Per Page: 25

Reload

Total Licenses: 13

Page 1 of 1

Click on column header to sort

	License Number	Status	License Type	Orig. Iss. Date	Expir. Date	Primary Owner	Business Name	Premises Addr.	Geo Code
1	<a href="#">72524</a>	ACTIVE	21	08/02/1983	04/30/2019	LEE, HAE WANG	MILLERS MARKET	19763 VALLEY BLVD WALNUT, CA 91789 Census Tract: 4034.01	1963
2	<a href="#">141779</a>	ACTIVE	21	01/09/1984	06/30/2019	VONS COMPANIES INC THE	VONS 2167	350 N LEMON AVE WALNUT, CA 91789 Census Tract: 4034.02	1963
3	<a href="#">226601</a>	ACTIVE	20	12/19/1988	01/31/2020	KOURY, JEANIE	PAVILION FLORIST	20199 VALLEY BLVD, STE A WALNUT, CA 91789 Census Tract: 4034.01	1963
4	<a href="#">251969</a>	ACTIVE	20	12/26/1990	09/30/2019	GERSTNER, SILVIA	ALAMO FOOD MART	762 NOGALES AVE WALNUT, CA 91789 Census Tract: 4080.06	1963
5	<a href="#">295498</a>	ACTIVE	21	05/12/1994	04/30/2019	SAFAR, ZOUHAIR GEORGE	WALNUT LIQUORETTE	154 PIERRE RD WALNUT, CA 91789 Census Tract: 4034.02	1963
6	<a href="#">345302</a>	ACTIVE	20	09/04/1998	08/31/2019	SIMONIAN, SAMUEL	<u>SAMS MOBIL</u>	1024 BREA CANYON RD WALNUT, CA 91789 Census Tract: 4033.22	1963
7	<a href="#">355328</a>	ACTIVE	21	10/14/1999	09/30/2019	STATER BROS MARKETS	STATER BROS MARKETS 168	20677 AMAR RD WALNUT, CA 91789-5037 Census Tract: 4034.06	1963
8	<a href="#">551309</a>	ACTIVE	20	12/19/2014	11/30/2019	12 ZODIACS, INC.	12 ZODIACS	20120 PASEO DEL PRADO, STE B WALNUT, CA 91789-2669 Census Tract: 4034.01	1963
9	<a href="#">552403</a>	ACTIVE	20	04/03/2015	03/31/2019	BASSI & BASSI, INC.	CIRCLE K	20839 VALLEY BLVD WALNUT, CA 91789-2540 Census Tract: 4034.02	1963
10	<a href="#">558365</a>	ACTIVE	20	05/19/2016	06/30/2019	7 ELEVEN INC	7-ELEVEN STORE 27324	1325 N GRAND AVE WALNUT, CA 91789-1319 Census Tract: 4034.06	1963
11	<a href="#">567369</a>	ACTIVE	21	04/28/2016	03/31/2019	OC 168 MARTS, LLC	VALLEY MARKET & LIQUOR	20311 VALLEY BLVD, STE D WALNUT, CA 91789-2658 Census Tract: 4034.01	1963
12	<a href="#">590506</a>	ACTIVE	21	09/19/2018	08/31/2019	MOZUMDER, FARHAD	LIQUOR STATION	800 NOGALES AVE WALNUT, CA 91789-4170 Census Tract: 4034.08	1963
13	<a href="#">601123</a>	ACTIVE	20	02/15/2019	01/31/2020	CHEVRON STATIONS INC	<u>CHEVRON</u>	1203 N GRAND AVE WALNUT, CA 91789-1375 Census Tract: 4034.06	1963





## California Department of Alcoholic Beverage Control

Save As CSV

**Active Off-Sale Retail Licenses**

For the Cities of WEST COVINA

Report as of: 03/14/2019

Rows Per Page: 25

Reload

Total Licenses: 55

Page 1 of 3

Click on column header to sort

	License Number	Status	License Type	Orig. Iss. Date	Expir. Date	Primary Owner	Business Name	Premises Addr.	Geo Code
1	<a href="#">24028</a>	ACTIVE	21	04/09/1973	06/30/2019	VONS COMPANIES INC THE	VONS 2123	777 S GLENDORA AVE WEST COVINA, CA 91790 Census Tract: 4067.02	1960
2	<a href="#">60501</a>	ACTIVE	21	01/01/1994	06/30/2019	THRIFTY PAYLESS, INC.	RITE AID STORE 5610	1528 E AMAR RD WEST COVINA, CA 91792 Census Tract: 4081.33	1960
3	<a href="#">112915</a>	ACTIVE	21	11/10/1981	05/31/2019	STATER BROS MARKETS	STATER BROS MARKETS 54	1025 E AMAR RD WEST COVINA, CA 91792 Census Tract: 4079.00	1960
4	<a href="#">193861</a>	ACTIVE	21	12/05/1986	01/31/2020	STATER BROS MARKETS	STATER BROS MARKETS 106	375 N AZUSA AVE WEST COVINA, CA 91791-1346 Census Tract:	1960
5	<a href="#">299407</a>	ACTIVE	21	10/03/1994	06/30/2019	FOOD 4 LESS OF CALIFORNIA INC	FOOD 4 LESS 337	615 N AZUSA AVE WEST COVINA, CA 91791 Census Tract: 4056.00	1960
6	<a href="#">304958</a>	ACTIVE	21	03/14/1995	02/29/2020	KASSAB, ZIAD	PACIFIC LIQUOR	2017 W PACIFIC AVE WEST COVINA, CA 91790 Census Tract: 4053.02	1960
7	<a href="#">311983</a>	ACTIVE	21	12/26/1995	11/30/2019	A & B AZUSA INC	SEAFOOD CITY SUPERMARKET	1525 E AMAR RD WEST COVINA, CA 91792-1619 Census Tract: 4080.06	1960
8	<a href="#">328531</a>	ACTIVE	20	04/07/1997	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 2175 14003	2887 E VALLEY BLVD WEST COVINA, CA 91792 Census Tract: 4081.37	1960
9	<a href="#">330590</a>	ACTIVE	20	08/14/1997	07/31/2019	KMART CORPORATION	KMART 3235	730 S ORANGE AVE WEST COVINA, CA 91790 Census Tract: 4067.02	1960
10	<a href="#">361039</a>	ACTIVE	21	01/03/2000	12/31/2019	BRAR, AJAIB SINGH	LEPRECHAUN LIQUOR	334 N AZUSA AVE WEST COVINA, CA 91791-1345 Census Tract: 4062.00	1960
11	<a href="#">371626</a>	ACTIVE	21	12/12/2000	11/30/2019	SINGH, NARINDER	JERRYS HOUSE OF SPIRITS	944 W WEST COVINA PKWY WEST COVINA, CA 91790 Census Tract: 4067.02	1960
12	<a href="#">396298</a>	ACTIVE	21	02/24/2003	01/31/2020	DIAB, TAMER	CANYON LIQUOR	19058 LA PUENTE RD WEST COVINA, CA 91792-2832 Census Tract: 4081.37	1900
13	<a href="#">405118</a>	ACTIVE	21	12/01/2003	11/30/2019	AZUSA SUPERMARKET INC	ISLAND PACIFIC SUPERMARKET	1512 E AMAR RD WEST COVINA, CA 91792-1618 Census Tract: 4081.33	1960
14	<a href="#">407976</a>	ACTIVE	20	03/01/2004	02/29/2020	TARGET CORPORATION	TARGET T1028	2831 E EASTLAND CTR DR WEST COVINA, CA 91791-1624 Census Tract: 4062.00	1960
15	<a href="#">427318</a>	ACTIVE	21	08/10/2005	07/31/2019	SAFAR, ZOUHAIR GEORGE	KEG LIQUOR	1915 W SAN BERNARDINO RD WEST COVINA, CA 91790 Census Tract: 4053.01	1960
16	<a href="#">433001</a>	ACTIVE	21	11/29/2005	10/31/2019	ALJOUNI, AIDA ARACELI	CIRCLE A LIQUOR	172 S GLENDORA AVE WEST COVINA, CA 91790-3038 Census Tract: 4065.00	1960
17	<a href="#">433960</a>	ACTIVE	21	05/08/2006	04/30/2019	SK MINI MART INC	SK MINI MART INC	605 E FRANCISQUITO AVE WEST COVINA, CA 91790 Census Tract: 4066.02	1960
18	<a href="#">436387</a>	ACTIVE	21	03/21/2006	02/29/2020	KAUR, SATINDER	BIG BOB'S LIQUOR & MARKET	1413 W PUENTE AVE WEST COVINA, CA 91790 Census Tract: 4053.01	1960
19	<a href="#">451564</a>	ACTIVE	21	08/02/2007	07/31/2019	NORTHGATE GONZALEZ LLC	NORTHGATE MARKET 22	1320 W FRANCISQUITO AVE WEST COVINA, CA 91790	1960

								Census Tract: 4074.00	
20	<u>463658</u>	ACTIVE	21	03/17/2008	02/29/2020	TARGET CORPORATION	TARGET T2147	2370 S AZUSA AVE WEST COVINA, CA 91792-1511 Census Tract: 4080.06	1960
21	<u>465202</u>	SUREND	21	05/06/2009	04/30/2019	CHONOS, DIANE DENISE	JUG N JIGGER 2	2518 E WORKMAN AVE WEST COVINA, CA 91791-1534 Census Tract: 4062.00	1960
22	<u>474293</u>	ACTIVE	20	08/26/2009	04/30/2019	FILMAGIC INC	NATURES DREAM	120 N FAIRWAY LN WEST COVINA, CA 91791-1729 Census Tract: 4036.00	1960
23	<u>477382</u>	ACTIVE	21	06/22/2009	05/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY STORE 9735	727 S GLENDORA AVE WEST COVINA, CA 91790-3707 Census Tract: 4067.02	1960
24	<u>478476</u>	ACTIVE	21	01/14/2010	12/31/2019	HK2 OF WEST COVINA LLC		987 S GLENDORA AVE WEST COVINA, CA 91790-4205 Census Tract: 4067.02	1960
25	<u>479321</u>	ACTIVE	21	09/01/2009	08/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY 9748	3670 S NOGALES ST WEST COVINA, CA 91792-2714 Census Tract: 4081.37	1960



# California Department of Alcoholic Beverage Control

[Save As CSV](#)

## Active Off-Sale Retail Licenses

For the Cities of WEST COVINA

Report as of: 03/21/2019

Rows Per Page: 25

[Reload](#)

Total Licenses: 55

Page 2 of 3

Click on column header to sort

	License Number	Status	License Type	Orig. Iss. Date	Expir. Date	Primary Owner	Business Name	Premises Addr.	Geo Code
26	<a href="#">479340</a>	ACTIVE	21	09/01/2009	08/31/2019	GARFIELD BEACH CVS LLC	CVS PHARMACY 9687	702 N AZUSA AVE WEST COVINA, CA 91791-1010  Census Tract: 4062.00	1960
27	<a href="#">485347</a>	ACTIVE	20	07/08/2010	06/30/2019	WALGREEN CO	WALGREENS 09560	2453 S AZUSA AVE WEST COVINA, CA 91792-1536  Census Tract: 4080.04	1960
28	<a href="#">485359</a>	ACTIVE	20	01/19/2011	06/30/2019	WALGREEN CO	WALGREENS 09656	1131 S GLENDORA AVE WEST COVINA, CA 91790-4955  Census Tract: 4067.02	1960
29	<a href="#">487557</a>	ACTIVE	20	06/02/2010	06/30/2019	7 ELEVEN INC	7 ELEVEN	235 N AZUSA AVE, STE D & E WEST COVINA, CA 91791-1356  Census Tract: 4056.00	1960
30	<a href="#">516663</a>	ACTIVE	21	03/06/2012	02/29/2020	MARUKAI CORPORATION	TOKYO CENTRAL	1420 S AZUSA AVE WEST COVINA, CA 91791-4121  Census Tract: 4080.05	1960
31	<a href="#">522698</a>	ACTIVE	20	07/27/2012	06/30/2019	HEREDIA, JUAN	EL PILON MEAT MARKET & RESTAURANT	322 S GLENDORA AVE WEST COVINA, CA 91790-3043  Census Tract: 4065.00	1960
32	<a href="#">526322</a>	ACTIVE	21	03/25/2013	02/29/2020	PATEL, INDIRA RAMESH	FRANCISQUITO DRIVE IN DAIRY	2125 W FRANCISQUITO AVE WEST COVINA, CA 91790-3205  Census Tract: 4069.02	1960
33	<a href="#">526549</a>	ACTIVE	21	02/14/2013	06/30/2019	WALMART INC.	WALMART 5954	2753 E EASTLAND CENTER DR WEST COVINA, CA 91791-6612  Census Tract: 4062.00	1960
34	<a href="#">530748</a>	ACTIVE	20	04/22/2013	03/31/2019	PATEL, DHARINI RAJESH	ROYAL CREST DAIRY	1818 E ROWLAND AVE WEST COVINA, CA 91791-1136  Census Tract: 4062.00	1960
35	<a href="#">531230</a>	ACTIVE	21	05/08/2013	05/31/2019	CHONOS, DIANE DENISE	JUG & JIGGER LIQUOR STORE	2612 E GARVEY AVE S WEST COVINA, CA 91791-2113  Census Tract: 4063.00	1960
36	<a href="#">531611</a>	SUREND	21	11/02/2013	06/30/2019	ALBERTSONS LLC	ALBERTSONS 4557	2630 E WORKMAN AVE WEST COVINA, CA 91791-1627  Census Tract: 4062.00	1960
37	<a href="#">533522</a>	ACTIVE	20	08/26/2013	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 14004B	1319 W MERCED AVE WEST COVINA, CA 91790-3904  Census Tract: 4067.02	1960
38	<a href="#">533965</a>	ACTIVE	21	10/18/2013	09/30/2019	BEVERAGES & MORE INC	BEVMOI	2970 E WORKMAN AVE WEST COVINA, CA 91791-1610  Census Tract: 4061.02	1960
39	<a href="#">534400</a>	ACTIVE	21	12/11/2013	11/30/2019	LA AMAPOLA INC	LA AMAPOLA	130 PLAZA DR WEST COVINA, CA 91790-2870  Census Tract: 4067.02	1960
40	<a href="#">536807</a>	ACTIVE	21	11/15/2013	10/31/2019	AWAN, NUSRAT SHAHEEN	RANCH TOWN MARKET	522 E VINE AVE WEST COVINA, CA 91790-5101  Census Tract: 4066.02	1960
41	<a href="#">537731</a>	ACTIVE	20	01/29/2014	12/31/2019	WHOLE LIVING LLC	ELEMENTS NATURAL FOODS	2522-2526 E WORKMAN AVE WEST COVINA, CA 91791-1534  Census Tract: 4062.00	1960
42	<a href="#">539769</a>	ACTIVE	21	07/17/2014	07/31/2019	FRESH & EASY LLC	FRESH & EASY #1354	2340 S AZUSA AVE WEST COVINA, CA 91792-1511  Census Tract: 4080.06	1960
43	<a href="#">549344</a>	ACTIVE	21	10/14/2014	11/30/2019	G S BRAR CORP.	HAIGS LIQUOR	1230 W FRANCISQUITO AVE WEST COVINA, CA 91790-4722  Census Tract: 4074.00	1960
44	<a href="#">554763</a>	ACTIVE	21	06/25/2015	05/31/2019	WEST COVINA LIQUOR	WEST COVINA LIQUOR	1341 S AZUSA AVE WEST COVINA, CA 91790-3902	1960

								Census Tract: 4066.01	
45	<u>555411</u>	ACTIVE	20	04/29/2015	03/31/2019	TOUHEY, DEBBIE JOYCE	ROCKVIEW DAIRY #29	551 E VINE AVE WEST COVINA, CA 91790-5102	1960
								Census Tract: 4066.02	
46	<u>559540</u>	ACTIVE	21	09/28/2015	08/31/2019	BUY-LOW MARKET, INC.	BUY LOW MARKET	19050 LA PUENTE RD WEST COVINA, CA 91792-2832	1900
								Census Tract: 4081.37	
47	<u>561395</u>	ACTIVE	21	11/23/2015	10/31/2019	S&T ENTERPRISE INC.	7 ELEVEN STORE 39860A	100 N GRAND AVE, BLDG A WEST COVINA, CA 91791-1746	1960
								Census Tract: 4036.00	
48	<u>569260</u>	ACTIVE	20	06/30/2016	06/30/2019	99 CENTS ONLY STORES LLC	99 CENTS ONLY STORE #428	1516 E AMAR RD WEST COVINA, CA 91792-1618	1960
								Census Tract: 4018.33	
49	<u>572888</u>	ACTIVE	21	11/09/2016	10/31/2019	TR & V CORP	CHANTRY'S PANTRY LIQUOR	1005 E AMAR RD WEST COVINA, CA 91792-1300	1960
								Census Tract: 4079.00	
50	<u>580975</u>	SUREND	21	08/16/2017	06/30/2019	ALBERTSONS LLC	ALBERTSONS #6557	2630 E WORKMAN AVE WEST COVINA, CA 91791-1627	1960
								Census Tract: 4062.00	



# California Department of Alcoholic Beverage Control

[Save As CSV](#)

## Active Off-Sale Retail Licenses

For the Cities of WEST COVINA

Report as of: 03/21/2019

Rows Per Page: 25

[Reload](#)

Total Licenses: 55

Page 3 of 3

Click on column header to sort

	License Number	Status	License Type	Orig. Iss. Date	Expir. Date	Primary Owner	Business Name	Premises Addr.	Geo Code
51	<a href="#">591107</a>	ACTIVE	20	03/29/2018	06/30/2019	7 ELEVEN INC	7 ELEVEN STORE 29939D	1347 S AZUSA AVE, STE A WEST COVINA, CA 91791-3965  Census Tract: 4066.01	1960
52	<a href="#">591418</a>	ACTIVE	21	04/30/2018	03/31/2019	GOODLIFE SOLUTIONS, LLC	BOLAVARD	1925 W BADILLO ST WEST COVINA, CA 91790-1133  Census Tract: 4053.01	1960
53	<a href="#">592127</a>	ACTIVE	21	05/31/2018	04/30/2019	JABBAR, WASILEH GHANEM	QUICK STOP LIQUOR & MARKET	430 N AZUSA AVE WEST COVINA, CA 91791-1347  Census Tract: 4062.00	1960
54	<a href="#">599728</a>	ACTIVE	21	10/09/2018	07/31/2019	YOUNAN, WAFA	FREEWAY LIQUOR	130 N VINCENT AVE WEST COVINA, CA 91790-2205  Census Tract: 4055.00	1960
55	<a href="#">600204</a>	ACTIVE	21	12/07/2018	11/30/2019	KASSIS, MARIO	STONE LIQUOR	1211 S GLENDORA AVE WEST COVINA, CA 91790-4925  Census Tract: 4067.01	1960







# Memorandum

## FIRE DEPARTMENT

**DATE:** April 1, 2019

**TO:** Jo-Anne Burns, Planning Manager  
Jeff Anderson, Community Development Director

**FROM:** Larry Whithorn, Fire Chief 

**SUBJECT:** RESPONSE TO POTENTIAL ALCOHOL SALES AT GAS STATIONS

---

These comments are written in consideration of the current City discussion regarding the possible amendment to the West Covina Municipal Code to allow alcohol sales in gas station convenience stores within City jurisdiction.

After researching the 2016 California Fire Code, as well as adopted, applicable NFPA Standards relative to this type of occupancy, we find no allowance, nor any prohibition, related to this type of sale. The 2016 California Fire Codes do not address this issue, nor mandate any enforcement of such by the fire department.

While there are certainly aspects of gas station convenience stores that are of concern to the fire department – i.e.; exit access, Co2 dispensers, certain required fire protection features, etc. - the sale of alcoholic beverages is not among the routinely-addressed items during an initial or annual inspection by fire personnel.

The fire department will continue to ensure gas station and convenience store safety to the extent possible by way of inspecting new dispenser/tank installations, and requiring proper signage, exiting, fire extinguishers and other applicable safety features. We do not, however, find any authority or Code allowing us to address the issue of alcohol sales within this type of occupancy.

CC: Planning  
C Mgr  
ACR

Mohsen Karimi  
246 N. Citrus Ave  
West Covina, CA 91791

RECEIVED

18 JUN 20 P3:23

WEST COVINA CITY MANAGER

June 06, 2018

RECEIVED

JUN 28 2018

PLANNING DEPT.

Honorable Mayor & Planning Commission Members  
City of West Covina  
1444 West Garvey Ave.  
West Covina, CA 91790

RE: Request for the City to initiate an amendment to the City of West Covina Zoning Code to allow the sales of alcohol in conjunction with a service station/convenience store.

Dear Sir,

The purpose of this letter is to formally request that the City of West Covina initiate the process for a Municipal Code, Zoning Text amendment to allow for the sale of beer and wine in conjunction with a service station/convenience store in the City of West Covina.

Presently the City of West Covina allows for the establishment of service stations on Commercial zoned properties and Industrial zoned properties subject to a conditional use permit and subject to the applicable development standards under each zoning classification.

However, the Code prohibits the sale of beer and wine in conjunction with service stations (Section 26-664©).

Service station/convenient stores located in West Covina must compete on a regional basis with service station/convenience stores located in neighboring cities who can provide the convenience of "one stop shopping" for their customers.

It has been shown that service station/convenience store customers prefer "one stop shopping" when fueling their automobiles. Providing this convenience eliminates the need for a second shopping stop, which can add in excess of 20 minutes to the average commuters' day. A public convenience or necessity would be served if this amendment was initiated along with increased economic and social advantages for the City of West Covina which would be gained from new tax revenues. The West Covina Zoning Code currently has a provision (Section 26-685.106) requiring additional findings to be made when considering beer and wine uses and proximity to

residences, parks, schools, preschools, day care facilities, and churches to ensure that the use will not create any undue adverse impacts or otherwise be detrimental to the public health, safety, and welfare of the community.

As part of our study, a number of other cities zoning codes were analyzed to determine what standards have been established for the sale of beer and wine in conjunction with a service station/convenience store which include the cities of Covina, Glendora, Azusa, Diamond Bar, Whittier and the County of Los Angeles.

Now would these cities be causing an undue adverse impact on the public's health, safety, and general welfare? No, because the policies of the general plan are still implemented and all of the cities identified in the study permit the sale of beer and wine in conjunction with a service station/convenience store subject to a conditional use permit. Some cities, for example, such as the City of Diamond Bar, have adopted specific standards which stipulate that any alcohol sales must be a minimum distance of 150 feet away from any school.

The proposed amendment if initiated by the City would allow an incidental use, the sale of beer and wine in conjunction with a service station/convenience store, by amending Division 4, Section 26-663. Permitted incidental uses of West Covina Code and by adding a new sub paragraph (n) to read as follows:

“(n) Sale of alcoholic beverages subject to a conditional use permit.”

And to delete Division 4, Section 26-664, Prohibitions sub paragraph (c) which reads as follows:

“(c) Sale of alcoholic beverages.”

The City may also consider the following regulation, which are examples of alcohol standards imposed upon businesses by Conditional Use Permit.

1. The advertisement of beer and wine shall not be permitted at motor fuel islands.
2. Single container sales of multiple-pack alcoholic beverages are prohibited.
3. Identification card reader is required to determine the authenticity of the identification and displays the age of the individual.
4. Installation of a comprehensive imaging system which views and records the entirety of the premise and property.
5. No pay phones shall be permitted on the exterior of the premises.
6. No beer and wine shall be displayed within 5 feet of the cash register or front door.
7. No beer and wine shall be sold from or displayed in an ice tub.

8. A sign(s) in both English and Spanish shall be posted in the parking lot and on the exterior of the building notifying person that alcohol shall not be consumed on the premises.
9. No coin operated video games or video entertainment machines shall be permitted on the premises.
10. Signs shall be prominently posted in English and Spanish, stating that California State Law prohibits the sale of beer and wine to persons under the age of 21 years.
11. Require that current development standards be met prior to the issuance of a new beer and wine Conditional Use Permit.
12. Limit the area permitted for the display and sale of alcohol.

In conclusion, we found that a majority of cities have established a process in their code to allow the sale of beer and wine in conjunction with a service station/convenience store through a conditional use permit application process with specific distance standards to schools. The list of regulations contained above can be applied by cities/counties under a Conditional Use Permit to ensure that the use will not create any adverse impacts or otherwise be detrimental to the public's health, safety, and welfare of the community but, instead can increase economic and social advantages, will provide a great convenience/need for the public, and will continue to uphold the orderly planned use of land resources.

We are not a service station (mechanic shop) gas station as they used to call us. We are now a gas station convenient store.

Thank you for your consideration on this matter, please do not hesitate to contact me at (626) 665-3013, if you should have any questions.

Sincerely,

Mohsen Karimi

Eastland Chevron Extra Mile ( Business Owner )





**PLANNING DEPARTMENT STAFF REPORT**

**SUBJECT**

**PRECISE PLAN NO. 18-02 AND CONDITIONAL USE PERMIT NO. 18-02  
CATEGORICAL EXEMPTION**

**APPLICANT:** 1415 Garvey, LLC

**LOCATION:** 1415 W. Garvey Avenue North

**REQUEST:** The applicant is requesting approval of a precise plan to construct an 80,086 square-foot 5-story assisted living/memory care facility. The applicant is also requesting the approval of a Conditional Use Permit (CUP) for the operation of an assisted living/memory care facility.

**BACKGROUND**

The project site is a 48,020 square foot lot located on the north side of W. Garvey Avenue North, west of N. Sunset Avenue. The site consists of the 34,834 square feet parcel and 13,186 square feet of City-owned land that will be vacated as a part of this project. The site is currently developed with a one-story, 8,029 square-foot office building that was constructed in 1956. The building was previously occupied by a dental office. Currently, one suite is occupied by a massage business, and all others are vacant. The existing structure and parking lot will be demolished. The site is designated for commercial land uses by the General Plan and is zoned "Neighborhood Commercial" (N-C).

ITEM	DESCRIPTION
<b>ZONING AND GENERAL PLAN</b>	"Neighborhood Commercial" (N-C) and "Commercial"
<b>SURROUNDING LAND USES AND ZONING</b>	<b>North:</b> Multifamily Residential Apartment Complex; MF-45 <b>South:</b> Interstate 10 Freeway; Across I-10 FWY - West Covina Civic Center and Porto's Bakery; "Civic Zone" and T-4 General Urban Zone <b>East:</b> Hustler Hollywood (retail store); "Service-Commercial" (SC) <b>West:</b> Wayside Motel; "Service Commercial" (SC)
<b>CURRENT DEVELOPMENT</b>	8,029 square-foot office building
<b>LEGAL NOTICE</b>	Notices of Public Hearing have been mailed to 301 owners and occupants of properties located within 300 feet of the subject site.

## DISCUSSION

### Precise Plan:

The project involves the demolition of the existing 8,029 square foot office building and paved parking lot, and the construction of an 80,086 square foot 5-story assisted living/memory care facility with a basement and subterranean parking.

The facility will provide a total of 92 units with a total of 107 beds including 15 memory care units with a total of 20 beds. A total of 77 assisted living units will be provided. Each memory care unit features a bathroom, closet, and bedroom, while each assisted living unit features a bathroom, living room, bedroom, closet, and kitchenette. The unit types and capacity are shown below.

UNIT TYPE	QUANTITY	NUMBER OF BEDS
Memory Care - Private Suite (390 sf)	10	10
Memory Care - Semi Private (435 sf)	5	10
Assisted Living Studio (410 sf)	33	33
Assisted Living One Bedroom (565 sf)	34	34
Assisted Living Two Bedrooms (790 sf)	10	20
<b>TOTAL</b>	92 suites	107 beds

The building is accessible from the first floor entry along the front of the building, and through the subterranean parking. The basement level consists of a parking garage accommodating 55 parking spaces, a maintenance room, service elevator, trash chute, laundry room, restrooms, stairs, a theater, and two elevators. The first floor features the reception area, lounge, a bistro, a dining room, administrative offices, kitchen, stairs, elevators, trash chutes, 10 memory care private suites, 5 memory care semi private suites, and memory care courtyard. The second floor includes a gym, the activity director's office, a common area, elevators, trash chute, stairs, 7 assisted living studios, 8 assisted living one bedroom units, and 1 assisted living two bedroom unit. The third floor consists of the physical therapy office, the assisted living director's office, medicine/charting room, elevator, trash chute stairs, 8 assisted living studios, 9 assisted living one bedroom suites, and 4 assisted living two bedroom suites. The fourth floor features a multipurpose common area, storage room, stairs, elevator, trash chute, 8 assisted living studios, 9 assisted living one bedroom suites, and 4 assisted living two bedroom suites. The fifth floor contains a multipurpose room, storage room, janitor closet, elevators, stairs, trash chute, a common area, 7 assisted living studios, 8 assisted living one bedroom suites, and 4 assisted living two bedroom suites. The roof top features a dining area, barbeque grills, a bar, a community garden, dog park, trash chute, elevators, stairs, and mechanical equipment enclosures.

### *Siting and Landscaping*

The project site would have 113'-0" of street frontage along W. Garvey Avenue North and 327'-0" of street frontage along Sunset Avenue (includes City-owned land to be vacated). The site is primarily accessible from the W. Garvey Avenue North driveway, and is accessible by emergency vehicles only from the Sunset Avenue driveway located on the northeasterly corner of the lot. The required front setback for the N-C zone for structures adjacent to residential is 15'-0". The project far exceeds the minimum front setback requirement and provides a 37'-0" front setback as measured from the property line to the arbor (closest structure) and 91'-0" as measured to the primary building. The project also exceeds the required 10'-0" east side setback, providing a 23'-0" setback as measured from the property



line to the arbor (closest structure) and 32'-0" as measured to the primary building. The project meets the required 15'-0" rear setback and 10'-0" west side setback.

Landscaping would be installed along the perimeter of the property (except driveway and walkway areas) and within the common open space recreation areas throughout the lot. The proposed landscaping incorporates ground cover, shrubs, trees, and architectural features such as wooden arbors and water fountains. In addition, the project will include a rooftop deck with a dog park and community farm. The rooftop deck will be landscaped with trees and low growing shrubs. The WCMC requires a minimum of eight percent (8%) of the area to be landscaped, which equals to a 3,842 square foot minimum landscape area requirement for the site. The applicant is proposing to landscape 20.8% of the site (a total of 9,999 square feet of landscaping). This figure does not include landscaping on the rooftop deck, the strip of landscaping along Sunset Avenue between the fence and the sidewalk, and any landscaped area less than 3'-0" wide or less than 24 square feet in area within the lot.

An arborist report was prepared by an International Society of Arboriculture (ISA) certified arborist for the project. The arborist report identifies all on site and off site trees, and discusses the impact (if any) the project would have on the trees. The arborist report identified 14 City trees (13 Peruvian Pepper: 39.5", 19.5", 32", 15", 34.5", 25", 31.5", 24", 36", 40.5", 18.5" DBH; 1 Knife acacia: 21" DBH; and 2 Palo verde: 52", 21" DBH) that are impacted by the project and would have to be removed. These trees are located along the publicly owned greenway on the east side of the lot. The greenway will be vacated by the City and will be incorporated into the lot in the future. Since the 14 trees required to be removed to accommodate the project are currently located on the public right-of-way, a tree removal permit is required to be approved by the Community Development Director and the City's Maintenance Division per Section 26-293 (c)(1) of the WCMC. A condition of approval has been included in the Precise Plan Resolution requiring the applicant to apply for a tree removal permit and obtain approval from both the Community Development Director and the City's Maintenance Division. The installation of replacement trees will be required at a 2:1 ratio (two replacement trees for every one tree removed). All other trees not identified to be removed located on the public greenway will be preserved and supplemented with additional landscaping.

The table below summarizes how the project compares with WCMC standards:

	<b>PROPOSED</b>	<b>REQUIRED/ ALLOWED</b>
<b>Lot Area</b>	48,020 sf	---
<b>Building Area</b>		
<b>Total</b>	80,086 sf	
Basement	3,200 sf	
1st Floor	16,922 sf	
2nd Floor	13,908 sf	
3rd Floor	15,352 sf	
4th Floor	15,352 sf	
5th Floor	15,352 sf	
<b>Height</b>	60'-0" (from grade to top of parapet) 75'-0" (from grade to top of elevator shaft)	No height limit
<b>Lot Coverage</b>	0.385 = 38.5% 18,500 sf	0.50 = 50% 24,010 sf

<b>Landscaping</b>	9,999 sf	3,842 sf
<b>Setbacks</b>		
Front (south)	37'-0" (arbor) / 91'-0" (primary building)	15'-0"
Rear (north)	15'-0"	15'-0"
West Side	10'-0"	10'-0"
East Side	23'-0" (arbor) / 32'-0" (primary building)	10'-0"

### *Architecture*

The architectural style of the building is modern. The proposed modernist architectural style is well represented in the detailing and building materials utilized, which include: a two-story glass entry focal point, light wood details, metal window mullion/muntins, stone, and beige/creme colored stucco walls. The exterior of the building will include a mixture of light brown and beige/creme colors. The five-story building is v-shaped, emulating the shape of the lot with the narrow portion facing the street and a centralized open courtyard area at the rear. The building design is supplemented with both organic and inorganic landscaping consisting of wood arbors, water fountains, sculptures, concrete pavers, ground cover, shrubs, and trees that create sitting and recreation areas surrounding the building.

The project also includes the construction of concrete block perimeter walls along the west and north property lines, and at the top of the slope along the east side of the lot. The proposed walls will be finished with stucco and are required to match the color of the building. In addition, a retaining wall with a decorative fence on top will be installed at the bottom of the slope proximate to the Sunset Avenue sidewalk. A condition of approval has been included in the precise plan resolution requiring a detailed wall/fence plan be approved by the Community Development Director prior to building permit issuance.

Staff has a minor concern that the proposed building will be the only five-story building in the area and is approximately 35-50 percent taller than the surrounding buildings. However, given its generous front and street side setback, combined with existing and proposed trees that provides buffering from Garvey Avenue North and Sunset Avenue, the project would provide improvements to the overall appearance of the streetscape. The Municipal Code does not have a height limit for buildings more than 100 feet from single-family residential zones, except in the Downtown Area.

A Shade/Shadow Study was completed to determine if the proposed building would cast shadows on any adjacent shade-sensitive uses. Shade-sensitive uses are considered to include routinely useable outdoor spaces associated with residential, recreational, or institutional uses, pedestrian-oriented outdoor space, restaurant outdoor seating areas, nurseries, and solar collectors. These uses are considered shade-sensitive because sunlight is essential to their function. Staff's main concern in regard to the project is its impact on the neighboring multifamily residential apartment complex to the north of the site. According to the Shade/Shadow Study, the proposed building would not cast any shadows on the apartment complex's outdoor pool and recreation area. Shadows cast on this outdoor pool and recreation area are from the existing apartment building itself. Although shadows will be cast on the south side of apartment complex by the proposed five-story building, blocking sunlight during the spring equinox, fall equinox, and winter solstice between 8 am to 4 pm, shadows are only casted for 2-3 hours at a time in each area during the 8 hour time frame (with the exception of the winter solstice in which the proposed building is responsible for casting shadows during the entire morning and early afternoon hours).

## Parking

The parking requirements for convalescent facilities was used to determine the number of spaces needed (WCMC Section 26-582). The parking requirement is one space for every two beds. There will be a total of 107 beds in this facility. Therefore, 54 parking spaces are required; the project provides 55 parking spaces (3 of which are designated as handicap parking).

## *Development Impact Fees*

The City adopted Development Impact Fees in December 2015. The current fee is \$1.51 per net square foot of new building area (his fee may change in the future and the applicant would be required to pay the new fee):

Total square footage of the proposed project	80,086
Total square footage of existing buildings on the site	<u>-8,029</u>
Total net new square footage	72,057

The estimated cost for the development impact fee is \$108,806.07

## *Community Outreach*

Although Community Outreach is not required by the West Covina Municipal Code, Community Outreach is recommended because it allows applicants to discover overlooked or unknown issues, and opportunities to address these issues prior to the public hearing through open dialogue with neighborhood stakeholders. The applicant held a community meeting on February 28, 2018.

## **Conditional Use Permit:**

Approval of a CUP is required for a skilled nursing and assisted living facilities. As part of the CUP application, the applicant submitted a Summary Business Plan. According to the business plan, the target market for the assisted living facility are seniors approximately 80 years old (average age) that need assistance from caregivers for one or more activities of daily living (eating, dressing, bathing, taking medications), and the target market for the memory care facility are typically approximately 70 years old and need 24 hour supervised care for diagnosed memory impairment. Assisted living services include: three meals per day plus snacks and beverages, weekly housekeeping, personal laundry service, 24-hour health monitoring, home maintenance assistance, scheduled transportation services, assistance with daily activities, and dining/recreation facilities. Memory care services include: three meals per day plus snacks, weekly housekeeping, daily tidying/bed making, personal laundry service, 24-hour health monitoring, assistance with daily living activities, secured unit, secured courtyards, and specialized activities and dining services.

The facility will have a total of 50 full time employees, with varying staff shifts where approximately 8 employees will be arriving and departing during business hours. The facility will have approximately 25 employees present at its peak during normal business hours.

## REQUIRED FINDINGS

Findings are required to allow the Planning Commission to approve the precise plan and conditional use permit. Findings are required to be made for each of these individual entitlements. The findings for entitlements are included in each individual resolution (Attachment Nos. 1 and 2) and are also presented below.

Findings necessary for the approval of a **Precise Plan** are as follows:

*a. The proposed development plans and the uses proposed are consistent with the General Plan and any applicable specific plan.*

The project is a request for a Precise Plan to allow for the construction of an 80,086 square-foot five-story assisted living/memory care facility. The site will be improved with a subterranean parking structure accommodating 55 parking spaces. The applicant is also requesting approval of a Conditional Use Permit for the operation of an assisted living/memory care facility. The project site is designated as “Commercial” in the City’s General Plan and is zoned “Neighborhood Commercial” (N-C). The proposed project is consistent with the following General Plan policies:

Our Prosperous Community P2.1. Maintain and enhance the City’s current tax base.

Our Prosperous Community P2.6 Create a diversity of housing options.

Our Well Planned Community P3.4 Direct new growth to downtown area and the corridors. Adapt economically underused and blighted buildings, consistent with the character of surrounding districts and neighborhoods, to support new uses that can be more successful. Provide opportunities for healthy living, commerce, employment, recreation, education, culture, entertainment, civic engagement, and socializing.

*b. The proposed development is consistent with adopted development standards for the zone and complies with all other applicable provisions of the Municipal Code.*

The project consists of a proposal to construct a 80,086 square-foot five-story story assisted living/memory care facility. The applicant is also requesting approval of a Conditional Use Permit for the operation of an assisted living/memory care facility. The proposed project includes subterranean parking and landscaping improvements. The proposal complies with the requirements of the “Neighborhood Commercial” (N-C) Zone. The project complies with all applicable development standards for the N-C zone. Applicable development standards in the Zoning Code include but are not limited to screening requirements; building colors, materials, finishes and exterior design; landscape criteria; building coverage; setbacks and off-street parking requirements.

*c. Granting the permit would not be detrimental to the public interest, health, safety, and welfare and would not unreasonably interfere with the use or enjoyment of property in the vicinity of the subject property.*

The project site is adjacent to a three-story multifamily residential apartment complex to the north and commercial uses to the east, west, and south. The project will include landscaping throughout the site, as well as gardens and seating areas for residents, including a rooftop recreation area with a dog park, community garden, and dining tables. The project is designed to be compatible with the structures and uses within the vicinity and would not be detrimental to the public interest, health, safety, and general

welfare and would not unreasonably interfere with the use and enjoyment of property.

*d. The site is physically suitable for the type, density and intensity of the development being proposed, including vehicle access and circulation, utilities, and the absence of physical constraints.*

The Neighborhood Commercial zoning designation allows for a wide array of uses including assisted living/memory care facilities. The proposed development will be primarily accessible from W. Garvey Avenue North with emergency vehicle only access from a driveway on Sunset Avenue. The site is 48,020 square feet and, as conditioned, is physically suitable for the proposed project and adequate to accommodate the size and shape of the building, parking and all required development standards set forth in the West Covina Municipal Code. The project is an infill development and is located within an urbanized area where utility connections are readily available.

*e. The architecture, site layout, location, shape, bulk and physical characteristics of the proposed development are compatible with the existing and future land uses, and do not interfere with orderly development in the vicinity.*

All aspects of the site development are compatible with the existing and future land uses and do not interfere with orderly development in the vicinity. The architectural style of the building is modern. The proposed modernist architectural style is well represented in the detailing and building materials utilized, which include: a two-story glass entry focal point, light wood details, metal window mullion/muntins, stone, and beige/creme colored stucco walls. The exterior of the building will include a mixture of light brown and beige/creme colors. The five-story building is v-shaped, emulating the shape of the lot with the narrow portion facing the street and a centralized open courtyard area at the rear. The building design is supplemented with both organic and inorganic landscaping consisting of wood arbors, water fountains, sculptures, concrete pavers, ground cover, shrubs, and trees that create sitting and recreation areas surrounding the building. Given its generous front and street side setback, combined with existing and proposed trees that provides buffering from Garvey Avenue North and Sunset Avenue, the project would provide improvements to the overall appearance of the streetscape.

Findings necessary for the approval of a **conditional use permit** are as follows:

*a. That the proposed use at the particular location is necessary or desirable to provide a service or facility that will contribute to the general well being of the neighborhood or community.*

The proposed facility is both necessary and desirable at the subject location in order to offer a needed service to West Covina senior citizens. The subject property is adjacent to a three-story multifamily residential apartment complex to the north, and commercial uses to the south, east, and west. The development will provide a needed service to the community, and will be aesthetically and functionally compatible with nearby developments.

*b. That such use will not, under the circumstances of the particular case, be detrimental to the health, safety, peace or general welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity.*

The proposed use is compatible with surrounding commercial and residential uses. The site plan is designed to accommodate efficient vehicular circulation on-site without creating impacts on adjacent properties. Conditions have been placed to ensure the proposed use does not result in impacts to adjacent properties.

*c. That the site for the proposed use is adequate in size and is so shaped as to accommodate said use, as well as all yards, spaces, walls, fences, parking, loading, landscaping, and any other features necessary to adjust said use with the land and uses in the neighborhood and make it compatible thereto.*

The existing site is adequate in size to accommodate the proposed project. The proposed site plan provides sufficient landscaping around the perimeter of the building. Sufficient parking is proposed on the site to accommodate the use. The proposed use can be accommodated on the subject property in such a way that it will be compatible with surrounding uses.

*d. That the site abuts streets and highways adequate in width and improvements to carry traffic generations typical of the proposed use and the street patterns of such a nature exist as to guarantee that such generations will not be channeled through residential areas on local residential streets.*

The project will not generate a substantial amount of vehicular traffic nor alter present circulation patterns. The subject site's abutting streets are adequate in width and improvements to accommodate the proposed use. The existing street patterns will not necessitate channeling traffic generated by the proposed use through residential areas.

KOA prepared a traffic analysis for the project to assess traffic impacts. The traffic analysis evaluated potential project-related traffic impacts at seven (7) key intersections in the vicinity of the project site (Sunset Avenue/Workman Avenue E. Leg; Sunset Avenue/W. Garvey Avenue North; Sunset Avenue/Plaza Drive; Sunset Avenue/West Covina Parkway; West Covina Parkway/W. Garvey Avenue South/I-10; Pacific Avenue/West Garvey Avenue North/I-10; Sunset Avenue/Workman Avenue W. Leg). The traffic impact analysis determined that the addition of project-related trips to existing traffic levels would not create any significant impacts during the weekday a.m. or p.m. peak hours. Therefore, the traffic impact study did not recommend any mitigation measures for future conditions.

*e. That the granting of such conditional use permit will not adversely affect the General Plan of the City, or any other adopted plan of the City.*

The granting of the Conditional Use Permit to allow the operation of an assisted living/memory care facility will not adversely affect the West Covina General Plan, since the proposed use does not conflict with the site's "Commercial" land use designation. The project is consistent with the following General Plan policies:

Our Prosperous Community P2.1. Maintain and enhance the City's current tax base.

Our Prosperous Community P2.6 Create a diversity of housing options.

Our Well Planned Community P3.4 Direct new growth to downtown area and the corridors. Adapt economically underused and blighted buildings, consistent with the character of surrounding districts and neighborhoods, to support new uses that can be more successful. Provide opportunities for healthy living, commerce, employment, recreation, education, culture, entertainment, civic engagement, and socializing.

## GENERAL PLAN CONSISTENCY

The City's General Plan Land Use Element designates the subject property for Commercial Uses. The project is consistent with the following General Plan policies:

Our Prosperous Community P2.1. Maintain and enhance the City's current tax base.

Our Prosperous Community P2.6 Create a diversity of housing options.

Our Well Planned Community P3.4 Direct new growth to downtown area and the corridors. Adapt economically underused and blighted buildings, consistent with the character of surrounding districts and neighborhoods, to support new uses that can be more successful. Provide opportunities for healthy living, commerce, employment, recreation, education, culture, entertainment, civic engagement, and socializing.

## ENVIRONMENTAL DETERMINATION

Terry A. Hayes Associates, Inc. (TAHA) completed the initial study and environmental analysis for the project, and determined that the proposed project qualifies for a Class 32 Categorical Exemption pursuant to Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act ("CEQA") Guidelines, Title 14, Chapter 3 of the California Code of Regulation and is thereby exempt from CEQA, Public Resources Code Sections 21000 et seq.

The following analysis describes how the proposed project meets the requirements for a Class 32 "In-Fill Development" exemption. The statutory language of each requirement is printed in bold italics below, followed by the project-related analysis for each requirement:

*(a) The project is consistent with the applicable general plan designation and all applicable general plan policies, as well as with applicable zoning designation and regulations.*

The proposed project meets this requirement. The project site is designated as "Commercial".

- The purpose of the General Plan Commercial land use designation is to encourage wide range of building types depending on neighborhood characteristics that house a mix of functions.
- Policies 2.3, 2.5 and 5.4 of City's General Plan's Housing Element encourage senior and alternative housing models to address the City's growing senior population, including assisted living facilities such as the proposed project. The project site is zoned as "Neighborhood-Commercial" (N-C) per the West Covina Municipal Code (WCMC).
- According to the WCMC, the purpose of the N-C zone is to set standards for retail and service commercial uses. With approval of the CUP to allow residential care facilities to be constructed within a commercial zone, the proposed project would be consistent with the City's General Plan and Zoning Code. Therefore, the proposed project would be consistent with requirement "a".

*(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban areas.*

The proposed project meets this requirement. The 48,020-square-foot (1.10-acre) project site is located at 1415 West Garvey Avenue North in an urbanized area of the City. The project site is currently developed with a one-story, dental office building and is predominately surrounded by commercial and residential uses. As shown in Figure 2 above, the project site is located immediately adjacent to a two-story motel to the west and a two-story multi-family apartment building to the north. A commercial retail building is

located to the east across Sunset Avenue, and I-10 freeway is located to the south of the project. Therefore, due to the size and urban setting of the project site within City limits, the proposed project would be consistent with requirement “b”.

*(c) The project site has no value as habitat for endangered, rare, or threatened species.*

The proposed project meets this requirement. As discussed above, the project site is located in an urbanized area of the City predominantly surrounded by commercial and residential uses. The project site is currently developed with an 8,029-square-foot dental office building with surface parking. Plant life is limited to non-native and ornamental species used for landscaping. Animal life is comprised of common bird, insect, reptile, and small mammal species. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Similarly, the project site is not located within or adjacent to the boundaries of any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Therefore, the proposed project has no value as habitat for endangered, rare, or threatened species, and the proposed project would be consistent with requirement “c”.

*(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, water quality, or historic resources.*

The proposed project meets this requirement. To determine if the proposed project would have a significant effect on the environment, a comprehensive Initial Study addressing all 21 environmental topic areas as defined by the CEQA Guidelines was prepared for the proposed project. The Initial Study is included in Appendix A of this document. In addition, the Air Quality, Greenhouse Gas Emissions, Traffic, Noise and Shade/Shadow studies were prepared for the proposed project and are also included as appendices to this Categorical Exemption.

The following discussion summarizes how the proposed project would not result in any significant effects related to traffic, noise, air quality, water quality, and historic resources. Additional impact analysis details are provided in the Initial Study and technical studies.

#### Traffic

A Traffic Impact Study was prepared for the proposed project and the study is summarized in the Initial Study. The traffic analysis concluded that the proposed Project would not create any significant traffic impacts at the study intersections in the future with Project conditions, during either the weekday a.m. or p.m. peak hour. In addition, the proposed project would not create significant vehicle queuing to the site parking lot or adjacent public roadways. Access and circulation associated with the proposed project would be designed and constructed in conformance with all applicable City requirements, including applicable emergency and fire emergency access requirements. The proposed project would not include construction of any roads or the modification of an existing road, that would result in an increase in hazards. While the proposed project would introduce a small increase in vehicle trips to the project area, it is anticipated that vehicle trips associated with the proposed project would be of shorter distance than similar uses in the area due to the nature of an assisted living facility and the limited mobility of residents. Therefore, the proposed project would not result in any significant effects related to traffic and would be consistent with requirement “d”.

#### Noise

A Noise and Vibration Impact Study was prepared for the proposed project, and the analysis is summarized in the Initial Study. Construction and operational activities would generate noise from



a variety of temporary and permanent noise and vibration sources common to in-fill development. Construction would comply with the allowable construction hours of 7:00 a.m. to 8:00 p.m. as listed in the WCMC, which is designed to control noise exposure. Construction would not require pile driving or other unusual activities that would generate high levels of noise or vibration. It is not anticipated that temporary and intermittent daytime noise generated by equipment, trucks, and other construction sources would significantly impact adjacent land uses. Operational sources of noise include on-site mechanical equipment, outdoor gathering areas, and on-road vehicles. These are not unusual sources of noise associated land use development in the City. Therefore, the proposed project would be consistent with the surrounding land uses and would not create a significance source of permanent noise. Therefore, the proposed project would not result in any significant effects related to noise and would be consistent with requirement “d”.

#### Air Quality & Greenhouse Gas

Air Quality and Greenhouse Gas (GHG) Emissions Impact Studies were prepared for the proposed project and the analysis is summarized in the Initial Study. Implementation of the proposed project would result in temporary air pollutant emissions and GHG emissions during construction activities. There would be permanent air pollutant and GHG emissions during future operations. Construction emissions would primarily be generated by equipment exhaust and fugitive dust and operational emissions would primarily be generated by on-road vehicles and energy use. Air Quality and Greenhouse Gas Emissions impact analyses were completed in accordance with methodologies and significance thresholds established by the South Coast Air Quality Management District (SCAQMD). The proposed project would not result in significant regional or localized emissions during construction activities or future operations. Also, combined annual construction and operational GHG emissions would not exceed the SCAQMD significance threshold. The proposed project would not expose sensitive receptors to significant toxic air contaminant emissions; and would not generate significant adverse odors. Furthermore, the proposed project would be consistent with the SCAQMD Air Quality Management Plan, the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); Climate Change Scoping Plan required by Assembly Bill 32, and the City's Energy Action Plan. Therefore, the proposed project would not result in any significant effects related to air quality and GHG and would be consistent with requirement “d”.

#### Water Quality

Construction of the proposed project includes the demolition of an existing office building, and the construction of a five-story, 80,086-square-foot residential care facility with 92 suites and one level of subterranean parking. Demolition and grading activities would result in exposed soils and debris, as well as equipment and materials that may contribute pollutants in stormwater runoff. However, the proposed project would be required to comply with all federal, State, and local regulations related to water quality standards and wastewater discharge. Construction contractors would be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Activity Permit and comply with City Municipal code Section 9-36 relating to stormwater and urban run-off pollution control. In accordance with the requirements of the NPDES permit and Section 9-36 of the City's Municipal Code, the applicant would prepare a standard urban stormwater mitigation plan (SUSMP) and implement best management practices (BMPs) related to erosion and sediment controls to limit the potential for construction activities to result in water quality impacts related to stormwater and site runoff. Compliance with these regulations and policies would reduce the risk of water degradation within the City from soil erosion and other pollutants related to construction activities and potential violations of water quality standards would be minimized through required BMPs. Therefore, the proposed project would not result in significant effects to water quality from construction activities associated. As a result, the proposed project would not degrade water quality and would be consistent with

requirement “d”.

#### Historic Resources

The project site is currently developed with an 8,029-square-foot office building with surface parking. The existing building, which would be demolished as part of the proposed project, is not historically significant and does not contain elements that are associated with significant events. Therefore, no impact related to historical resources would occur and would be consistent with requirement “d”.

*(e) The site can be adequately served by all required utilities and public services.*

The proposed project meets this requirement. The following discussion analyzes how the proposed project can be adequately served by all required utilities and public services.

#### Utilities Wastewater

Wastewater generated from the project site is collected by sewer pipelines that are maintained by the City. Wastewater collected by the City is then conveyed to the Sanitation Districts of Los Angeles County (LACSD) trunk sewer pipelines where wastewater is conveyed to the LACSD San Jose Creek Water Reclamation Plant (SJCWRP) and/or the Whittier Narrows Water Reclamation Plant (WNRP). The wastewater treatment operations of these two reclamation plants are subject to the water treatment requirements of the LARWQCB. As discussed in the Initial Study, the proposed project would utilize less than 0.1 mgd of SJCWRP’s maximum permitted capacity of 100 mgd and WNRP’s maximum permitted capacity of 15 mgd. In addition, the proposed project would be subject to Section 406 of the LACSD Wastewater Ordinance and LACSD’s Connection Fee Program. Therefore, the proposed project would be consistent with requirement “e”.

#### Water Supply

Water supply that would serve the proposed project would be provided by the City of Azusa Light & Water. As discussed in the Initial Study, the estimated water demand of the proposed project would represent less than one percent of the amount that Azusa Light & Water pumps and distributes. The estimated water demand of the proposed project is not expected to exceed available supplies or the available capacity within the distribution infrastructure that would serve the project site. Prior to the issuance of the building permit, the applicant would be required to verify that the City’s water system can accommodate the proposed project’s fire flows and all potable water demand. Therefore, the proposed project would be consistent with requirement “e”.

#### Stormwater Drainage

Existing stormwater runoff infrastructure on the project site conveys stormwater from the project site to City storm drains, where stormwater is then conveyed to the San Gabriel River and/or the Rio Hondo River. Much of the project site is covered by impervious surfaces, and upon completion of the proposed project, the project site would continue to be covered with a similar area of impervious surfaces. The stormwater runoff would continue to be conveyed to local storm drains and channels via the curb and gutters. The discharge of stormwater runoff from the project site would not significantly increase compared to existing conditions, and the proposed project would comply with all of the provisions of the NPDES and all applicable requirements issued by the SWRCB and RWQCB. Therefore, the proposed project would be consistent with requirement “e”.

#### Electric Power and Natural Gas

The proposed project would be served by Southern California Edison for electricity, and SoCalGas for natural gas. As discussed in the Initial Study, the proposed project would utilize less-than-one percent of electricity that Southern California Edison provides and less-than-one percent of natural gas that SoCal Gas provides in a typical service year. Therefore, the proposed project would be

adequately served with electricity and natural gas and would be consistent with requirement “e”.

#### Telecommunications

The proposed project would require additions of new on-site telecommunications infrastructure to serve the new building and potential upgrades and/or relocation of existing telecommunications infrastructure. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the public system. Impacts from the installation of any required telecommunications infrastructure, would be short duration and would cease to occur when installation is complete. No upgrades to off-site telecommunications systems are anticipated. Therefore, the proposed project would be adequately served with telecommunications services and would be consistent with requirement “e”.

#### Fire Protection

The West Covina Fire Department (WCFD) provides fire protection and paramedic services to residents and businesses within the City. West Covina Fire Station No. 1 is located at 819 South Sunset Avenue approximately 0.8 mile southwest of the project site, is the closest fire station to the project site. The project site is within 2.5 “road miles” of this fire station, which would ensure a maximum response time of five minutes or less. In addition, the proposed project would be constructed in compliance with the requirements of the City’s Fire Code and include fire prevention measures. The proposed project would not cause the WCFD to expand the existing Fire Station No. 1, or any other fire stations within the City. Project construction may generate traffic associated with the movement of construction equipment, removal of demolition and excavation materials, and construction worker trips. Flammable materials and liquids may also be present during construction. However, construction activities are temporary and emergency access would remain available along all surrounding streets. Therefore, the proposed project would be adequately served with fire protection services and would be consistent with requirement “e”.

#### Police Protection

The West Covina Police Department (WCPD) provides police protection services to residents and businesses within the City. WCPD headquarters is located at 1444 West Garvey Avenue approximately 0.5 miles south of the project site. Potential increase in police protection services is not anticipated to cause WCPD to construct a new police station or expand the existing WCPD police headquarters to maintain its level of service. Any potential increase in police protection services would be met by the deployment of additional officers at WCPD and/or increased patrols within the vicinity of the project site. In addition, the proposed project site plans would be submitted to the WCPD Crime Prevention unit for review and appropriate on-site security features would be required by WCPD. Project construction may generate traffic associated with the movement of construction equipment, removal of demolition and excavation materials, and construction worker trips. However, construction activities are temporary and emergency access would remain available along all surrounding streets. Therefore, the proposed project would be adequately served with police protection services and would be consistent with requirement “e”.

#### Schools

The proposed project is an assisted living facility for the elderly and would not generate any new students or increase the demand on school services. Therefore, the proposed project would be consistent with requirement “e”.

#### Recreational Facilities

The proposed project would not result in substantial population growth and incorporates on-site recreational features and outdoor spaces. The proposed project would not substantially increase the

use of existing neighborhood and regional parks. Therefore, the proposed project would be adequately served by recreational facilities and would be consistent with requirement “e”.

## **CONCLUSION**

The proposed use will provide needed support services for senior citizens. The development is in compliance with the Zoning Code and will replace an underused building/site. The project is compatible with the commercial and residential uses in the vicinity and will result in additional housing opportunities in the City. Staff is recommending approval of the proposed project, as the proposed building layout and use are appropriate for the site.

## **STAFF RECOMMENDATIONS**

Staff recommends that the Planning Commission adopt resolutions approving Precise Plan No. 18-02 and Conditional Use Permit No. 18-02.

## **LARGE ATTACHMENTS**

Plans (Available for review by the public at the West Covina Library, West Covina Police Department, and West Covina Planning Department)

**Submitted by:** Jo-Anne Burns, Planning Manager

---

### **Attachments**

Attachment No. 1 - Precise Plan Resolution of Approval

Attachment No. 2 - Conditional Use Permit Resolution of Approval

Attachment No. 3 - CEQA Categorical Exemption Analysis and Technical Studies

Attachment No. 4 - Business Operation Plan

---

**PLANNING COMMISSION**

**RESOLUTION NO.**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING PRECISE PLAN NO. 18-02**

---

**PRECISE PLAN NO. 18-02**

**CATEGORICAL EXEMPTION**

**APPLICANT:** 1415 Garvey, LLC

**LOCATION:** 1400 West Covina Parkway

---

WHEREAS, there was filed with the City, a verified application on the forms prescribed in Chapter 26, Article VI of the West Covina Municipal Code, requesting approval of a precise plan to:

Construct an 80,086 square-foot assisted living and memory care facility on that certain property described as:

Assessor's Parcel No. 8458-023-020, in the records of the Los Angeles County Assessor; and

WHEREAS, a Conditional Use Permit for the operation of an assisted living/memory care facility (skilled nursing and assisted living facilities) has been submitted for the development of the project; and

WHEREAS, the Planning Commission upon giving the required notice did on the 13<sup>th</sup> day of August 2019, conduct a duly advertised public hearing as prescribed by law to consider said application.

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

1. The applicant is requesting approval of a precise plan to approve the design and allow the construction of an 80,086 square-foot assisted living and memory care facility with 92 suites and 107 beds.
2. Appropriate findings for approval of a precise plan of design are as follows:
  - a. The proposed development plans and the uses proposed are consistent with the General Plan and any applicable specific plan.

- b. The proposed development is consistent with adopted development standards for the zone and complies with all other applicable provision of the Municipal Code.
    - c. Granting the permit would not be detrimental to the public interest, health, safety, and welfare and would not unreasonably interfere with the use or enjoyment of property in the vicinity of the subject property.
    - d. The site is physically suitable for the type, density and intensity of the development being proposed, including vehicle access and circulation, utilities, and the absence of physical constraints.
    - e. The architecture, site layout, location, shape, bulk and physical characteristics of the proposed development are compatible with the existing and future land uses, and do not interfere with orderly development in the vicinity.
3. Pursuant to the requirements of the California Environmental Quality Act (CEQA) of 1970, determined that the proposed project qualifies for a Class 32 Categorical Exemption pursuant to Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act ("CEQA") Guidelines, Title 14, Chapter 3 of the California Code of Regulation and is thereby exempt from CEQA, Public Resources Code Sections 21000 et seq. The existing site is developed with an 8,029 square foot office building. The project includes the demolition of the existing building and the construction of an 80,086 square foot five-story assisted living/memory care facility. The project is consistent with the City's General Plan and would not result in any significant effects relating to traffic, noise, air quality/greenhouse gas, water quality, or historic resources. The site can be adequately served by all utilities and public services. In addition, the project is surrounded by urban uses and has no value as habitat for endangered, rare, or threatened species.

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

1. On the basis of the evidence presented, both oral and documentary, the Planning Commission makes the following findings:
  - a. The project is a request for a Precise Plan to allow for the construction of an 80,086 square-foot five-story assisted living/memory care facility. The site will be improved with a subterranean parking structure accommodating 55 parking spaces. The applicant is also requesting approval of a Conditional Use Permit for the operation of an assisted living/memory care facility. The project site is designated as "Commercial" in the City's General Plan and is zoned "Neighborhood Commercial" (N-C). The proposed project is consistent with the following General Plan policies:

Our Prosperous Community P2.1. Maintain and enhance the City's current tax

base.

Our Prosperous Community P2.6 Create a diversity of housing options.

Our Well Planned Community P3.4 Direct new growth to downtown area and the corridors. Adapt economically underused and blighted buildings, consistent with the character of surrounding districts and neighborhoods, to support new uses that can be more successful. Provide opportunities for healthy living, commerce, employment, recreation, education, culture, entertainment, civic engagement, and socializing.

- b. The project consists of a proposal to construct an 80,086 square-foot five-story assisted living/memory care facility. The applicant is also requesting approval of a Conditional Use Permit for the operation of an assisted living/memory care facility. The proposed project includes subterranean parking and landscaping improvements. The proposal complies with the requirements of the "Neighborhood Commercial" (N-C) Zone. The project complies with all applicable development standards for the N-C zone. Applicable development standards in the Zoning Code include but are not limited to screening requirements; building colors, materials, finishes and exterior design; landscape criteria; building coverage; setbacks and off-street parking requirements.
- c. The project site is adjacent to a three-story multifamily residential apartment complex to the north and commercial uses to the east, west, and south. The project will include landscaping throughout the site, as well as gardens and seating areas for residents, including a rooftop recreation area with a dog park, community garden, and dining tables. The project is designed to be compatible with the structures and uses within the vicinity and would not be detrimental to the public interest, health, safety, and general welfare and would not unreasonably interfere with the use and enjoyment of property.

The project will include landscaping throughout the site, as well as gardens and seating areas for residents, including a rooftop garden. Granting the permit would not be detrimental to the public interest, health, safety, and welfare and would not unreasonably interfere with the use or enjoyment of property in the vicinity of the subject property.

- d. The Neighborhood Commercial zoning designation allows for a wide array of uses including assisted living/memory care facilities. The proposed development will be primarily accessible from W. Garvey Avenue North with emergency vehicle only access from a driveway on Sunset Avenue. The site is 48,020 square feet and, as conditioned, is physically suitable for the proposed project and adequate to accommodate the size and shape of the building, parking and all required development standards set forth in the West Covina Municipal Code.

The project is an infill development and is located within an urbanized area where utility connections are

- e. All aspects of the site development are compatible with the existing and future land uses and do not interfere with orderly development in the vicinity. The architectural style of the building is modern. The proposed modernist architectural style is well represented in the detailing and building materials utilized, which include: a two-story glass entry focal point, light wood details, metal window mullion/muntins, stone, and beige/creme colored stucco walls. The exterior of the building will include a mixture of light brown and beige/creme colors. The five-story building is v-shaped, emulating the shape of the lot with the narrow portion facing the street and a centralized open courtyard area at the rear. The building design is supplemented with both organic and inorganic landscaping consisting of wood arbors, water fountains, sculptures, concrete pavers, ground cover, shrubs, and trees that create sitting and recreation areas surrounding the building. Given its generous front and street side setback, combined with existing and proposed trees that provides buffering from Garvey Avenue North and Sunset Avenue, the project would provide improvements to the overall appearance of the streetscape.
2. That pursuant to all of the evidence presented, both oral and documentary, and further based on the findings above, Precise Plan No. 18-02 is approved subject to the provisions of the West Covina Municipal Code, provided that the physical development of the herein described property shall conform to said plan and the conditions set forth herein which, except as otherwise expressly indicated, shall be fully performed and completed or shall be secured by bank or cash deposit satisfactory to the Community Development Director, before the use or occupancy of the property is commenced and before the Certificate of Occupancy is issued.
3. That the precise plan shall not be effective for any purpose until the applicant (or a duly authorized representative) has filed at the office of the Community Development Director, his affidavit stating he is aware of, and accepts, all conditions of this precise plan as set forth below. Additionally, no permits shall be issued until the applicant (or a duly authorized representative) pays all costs associated with the processing of this application pursuant to City Council Resolution No. 8690.
4. The costs and expenses of any enforcement activities, including, but not limited to attorneys' fees, caused by the applicant's violation of any condition imposed by this approval or any provision of the West Covina Municipal Code shall be paid by the applicant.
5. That the approval of the precise plan is subject to the following conditions:

#### PLANNING DIVISION

- a) Comply with plans reviewed by the Planning Commission on August 13, 2019.



- b) Approval of this precise plan is contingent upon, and shall not become effective unless and until approval of Conditional Use Permit No. 18-02 and the vacation of the 13,186 square-foot publicly owned greenway located on the east side of the subject lot.
- c) These conditions of approval shall be printed on or attached to the working drawings submitted to the Building Division for approval.
- d) That the project complies with all requirements of the "Neighborhood Commercial" Zone and all other applicable standards of the West Covina Municipal Code.
- e) The approved use shall not create a public nuisance as defined under Section 15-200 of the West Covina Municipal Code.
- f) The approved use shall be in compliance with the Noise Ordinance (Chapter 15).
- g) This approval shall become null and void if the building permit is not obtained within two (2) years of the date of this approval.
- h) The applicant shall sign an affidavit accepting all conditions of this approval.
- i) That any proposed change to the approved site plan, floor plan or elevations be reviewed by the Planning Division, Building Division, and Fire and Police Departments and that the written authorization of the Community Development Director shall be obtained prior to implementation.
- j) Graffiti-resistant coatings shall be used on all walls, fences, sign structures or similar structures to assist in deterring graffiti.
- k) Any graffiti that appears on the property during construction shall be cleaned or removed on the same business day.
- l) All outstanding fees and Development Impact Fees will be due at the time of building permit issuance.
- m) All new gutters and downspouts shall not project from the vertical surface of the building pursuant to Section 26-568(a) (3).
- n) This approval does not include approval of signs; a separate sign permit shall be obtained. All signs shall be required to comply with the City of West Covina Sign Code.
- o) All approved materials and colors shall be clearly indicated on the plans.

- p) All new ground-mounted, wall-mounted and/or roof-mounted equipment shall be screened from all views, in a manner that is architecturally compatible with the main building. Plans and elevations indicating the type of equipment and method of concealment shall be submitted to the Community Development Director for review and approval prior to the issuance of building permits.
- q) The location of new electrical transformers, vaults, antennas, mechanical and all other equipment not indicated on the approved plans must be approved by the Community Development Director prior to the issuance of building permit. Provide construction details prior to issuance of a building permit.
- r) A outdoor lighting plan showing electrolier types and locations, average illumination levels, points of minimum illumination and photometric data in conformance with Planning Commission Resolution No. 2513 and as requested shall be submitted to and approved by the Planning Division and the City Engineer.
- s) Building lighting is required to be architecturally integrated with the building design. Standard security wall packs are not acceptable unless they are provided with hooding that is architecturally compatible with the building.
- t) If archaeological resources are discovered during excavation or grading activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines, including those set forth in the Public Resources Code Section 21083.2.
- u) The proposed project is required to comply with Section 7050.5 of the California Health and Safety Code in the unlikely event that human remains are encountered during construction. If human remains of Native American origin are discovered during construction activities, the proposed project would be required to comply with state laws, under the jurisdiction of the Native American Heritage Commission (Public Resources Code Section 5097), relating to handling of Native American burials.
- v) The parking lot shall comply with requirements of the Parking Lot Design and Lighting standards.
- w) Prior to the issuance of building permits the applicant shall demonstrate, to the satisfaction of the Community Development Director, that all roof mounted mechanical equipment is placed behind a permanent parapet wall and is completely restricted from all ground level views, pursuant to Section 26-568 of the Municipal Code.
- x) The paved areas at the site shall be maintained clean and free of oil stains. All paved areas shall be pressure washed as needed to maintain the site in a clean and orderly manner.

- y) That prior to final building permit approval, a detailed landscape and irrigation plan in compliance with AB 1881 and executive order 13-29-15 shall be submitted for all planted areas to be affected by project. Plans shall include type, size and quantity of landscape materials and irrigation equipment. All vegetation areas shall be automatically irrigated and a detailed watering program and water budget shall be provided. All damaged vegetation shall be replaced and the site shall be kept free of diseased or dead plant materials and litter at all times.
- z) The landscaping plan shall include the planting of replacement trees pursuant to the removal of 14 City trees. The City trees removed shall be replaced at a 2:1 ratio. Fifty percent (50%) of the replacement trees shall be a minimum 24" box sized, and the other fifty percent (50%) shall be a minimum 36" box sized.
- aa) All trees shall be indicated on the grading plan, including trees on, or near the property line on adjacent properties. The trees shall be marked as to whether they will be preserved or removed. Trees that are preserved should not be topped but should be pruned to preserve their natural form.
- bb) Prior to the issuance of building permits, the applicant shall submit a detailed wall and fencing plan to the Community Development Director for review and approval. Fences and/or walls shall be constructed around all properties, as determined by the Community Development Director. Said plan shall indicate the locations for all fences and walls, and shall further indicate the height, materials, and colors for all fences and walls. Perimeter block walls (retaining walls) shall be constructed of a decorative material, such as slumpstone or split-face block. The wall and fencing plan shall include the location, design and materials. Wood fences shall include steel posts for maintenance purposes.
- cc) Any sidewalk, hardscape or parking facility, with potholes, broken, raised or depressed sections, large cracks, mud and/or dust, accumulation of loose material, faded or illegible pavement striping or other deterioration shall be repaired.
- dd) Prior to requesting a final inspection, the Planning Division shall inspect the development.
- ee) All new utilities shall be placed underground prior to issuance of Certificate of Occupancy per WCMC 23-273.
- ff) The applicant shall execute an indemnity agreement, in a form provided by the City and approved by the City Attorney, indemnifying the City against any and all actions brought against the City in connection with the approvals set forth herein.
- gg) All parking facilities shall comply with the "Parking Lot Design and Lighting Standards."

- hh) All approved materials and colors shall be clearly indicated on the plans.
- ii) The Zoning Code gives provisions for up to two one-year extensions to keep entitlements active. Therefore, prior to final approval, (if building permits have not been obtained) you are urged to file a letter with the department requesting a one-year extension of time. The required submittal is a letter stating the reasons why an extension is needed, as well as an applicable processing fee. Please be advised that the applicant will not be notified by the Planning Division about the pending expiration of the subject entitlement.
- jj) The new development shall comply with the Development Impact Fees (Ordinance No. 2286 and Resolution No. 2015-81). Development Impact Fees for non-residential development are calculated at \$1.51 per square foot. The code allows for a credit for existing structures to be demolished. There is an existing 8,029-square foot structure on the lot, to be demolished. The proposed building would total 80,086 square feet in size. The developer will pay fees estimated at \$108,706.07 (72,057 sq. ft. x 1.51 = \$108,806.07. The impact fees will be due at the time of building permit issuance. Please note that the calculated impact fees may change and the applicant will be required to pay the updated fees.
- kk) During construction, the delivery of materials and equipment, outdoor operations of equipment, and construction activity shall be limited to the hours between 7:00 a.m. and 8:00 p.m.

ll) BUILDING DIVISION

1. All Conditions of Approval as approved by the Planning Commission shall appear as notes on the plans submitted for building plan check and permits.
2. Building design shall comply with the Current Edition of the California Building Code (CBC).
3. Submit complete construction plans to Building Division for formal plans review.
4. Separate application(s), plan check(s), and permit(s) is/are required for:
  - a. Grading (*see Engineering Division for requirements*)
  - b. Demolition work
  - c. Retaining walls (*see Engineering Division for requirements*)
  - d. Block walls exceeding 6 feet in height
  - e. Signs
  - f. Fire sprinkler/Alarm systems (*see Fire Department Prevention Bureau for requirements*)
  - g. Plumbing
  - h. Mechanical

i. Electrical

5. Complete architectural plans prepared a by State licensed architect will be required. Submit design for review at formal plans review.
6. Complete structural plans with calculations by State licensed engineer or architect will be required. Submit design for review at formal plans review.
7. Compliance to California T-24 Energy regulations will be required. Submit design for review at formal plans review.
8. Compliance to California Green Building Standards Code will be required. Submit design for review at formal plans review.
9. Separate plumbing, mechanical and electrical plan check will be required. Submit design for review at formal plans review.
10. A soils and geology report is required to address the potential for and the mitigation measures of any seismic induced landslide/liquefaction. Soils report shall address foundation design and site preparation requirements.
11. Los Angeles County Health Department approval is required for restaurant/kitchen/other food services. - Phone (626) 430-5560.
12. Sanitation District Industrial Waste approval is required. Please contact (562) 699-7411, Ext 2900 for additional information.
13. All new on-site utility service lines shall be placed underground. All relocated on-site utility service lines shall be underground when the cost or square footage of an addition or alteration exceeds 50% of the existing value or area. WCMC 23-273.
14. A complete code analysis is required. Address type of construction, occupancy, exiting, allowable areas, allowable heights, etc. Provide a summary on the drawing.
15. Compliance with the State of California Accessibility regulations is required, including:
  - a. Building entrances shall be provided with an accessible path of travel connecting the building entrances from the public sidewalk, accessible parking, and other buildings or essential facilities located on the site.
  - b. Accessible parking:

- i. Shall be located at each main entrance. Where multiple major entrances occur, accessible parking shall be equally distributed among the entrances.
    - ii. Shall be 9 feet wide by 18 feet deep and be provided with a loading and unloading passenger access aisle of 8 feet wide for Van space and 5 feet wide for regular accessible spaces.
  - c. Parking garages containing accessible parking stalls shall be provided with a vertical clearance of 8'-2" or more.
  - d. Residential Units shall comply with CBC Chapter 11A for accessibility.
  - e. Common Use areas shall comply with CBC Chapter 11B for accessibility.
16. West Covina Municipal Code requires fire sprinklers for the projects listed below except for open garages as defined by the California Building Code. WCMC § 7-18.13.
- a. In all new hotels, condominium, and apartments of R1 and R2 occupancy. CBC§ 903.
17. Total plumbing fixtures required shall be determined by California Plumbing Code (CPC).
18. Grease interceptor is required. Design and installation shall comply with California Plumbing Code.
19. Type I grease duct is required. Provide complete design per California Mechanical Code.

mm) ENGINEERING DIVISION

1. Comply with all conditions contained in Planning Commission Resolution No. 567. Which outlined the requirements of grading, street improvement, exterior lighting, water supply, all bonds, trees, landscaping, drainage, and building related improvements, etc.
2. Sanitary sewers shall be provided to each "lot" in compliance with Municipal Code Chapter 23, Article 2, and to the satisfaction of the City Engineer.
3. The required street improvements shall include that portion of Garvey Avenue North contiguous to subject property.
4. The required street improvements shall include that portion of Garvey Avenue North contiguous to subject property to include:

- a. Remove and reconstruct existing driveway approaches shall be removed and reconstructed to meet current ADA requirements.
  - b. Repair all damaged curbs, gutters and sidewalks.
5. Adequate provision shall be made for acceptance and disposal of surface drainage entering the property from adjacent areas.
6. Parking lot and driveway improvements on private property for this use shall comply with Planning Commission Resolution No. 2513 and be constructed to the City of West Covina Standards.
7. Prior to issuance of Building Permit, all of the following requirements shall be satisfied:
  - a. A final grading and drainage plan showing existing and proposed elevations and drainage structures (and showing existing and proposed on-site and off-site improvements) shall be submitted to and approved by the Planning Department and Engineering Division.
  - b. A parking lot lighting plan showing electrolier types and locations, average illumination levels, points of minimum illumination and photometric data in conformance with Planning Commission Resolution No. 2513 and as requested shall be submitted to and approved by the City Engineer.
  - c. An itemized cost estimate for all on-site and off-site improvements to be constructed (except buildings) shall be submitted to the Engineering Division for approval. Based upon the approved cost estimates, required fees shall be paid and improvement securities for all on-site and off-site improvements (except buildings) and 100% labor/material securities for all off-site improvements, shall be posted prior to final approval of the plans.
  - d. A soil erosion and sediment control plan shall be submitted to and approved by the Planning Department and Engineering Division
  - e. Provide Will Serve letter from Azusa Water (water purveyor).
8. Comply with all regulations of the Los Angeles Regional Water Quality Control Board and Article II of Chapter 9 of the West Covina Municipal Code concerning Storm water/Urban Run-off Pollution control.
9. Submit technical memorandum of traffic impact due to the increase in vehicle trips.
10. All trash enclosure needs to be covered.
11. Conduct sewer capacity study of existing sewer facilities to serve proposed development prepared by engineer (signed and stamped).

12. Indicate where deliveries will be received.
13. Show safe path of travel from Garvey Avenue North.

nn) POLICE DEPARTMENT

1. CCTV System Requirements:

- i) 960H (960 x 480) recording resolution.
- ii) H264 video compression.
- iii) Real-time recording 30 fbs per channel @ 960 resolution
- iv) 2048 bit rate
- v) 1 TB hard disk drive at a minimum and larger if the number of cameras require more storage to meet the 30 day storage minimum.
- vi) Fixed cameras with complete coverage of areas that do not infringe on the privacy of patrons, PTZ (pan, tilt, zoom) optional
- vii) Recordings preserved for a minimum of 30 days (30 day loop minimum)
- viii) DVR must contain a USB port for police department personnel to easily access system and download video

oo) FIRE DEPARTMENT

1. Provide NFPA 13D/13R/13 Fire Sprinkler System.
2. NFPA 14 – Standpipe System/Yard Standpipes required.
3. Install NFPA 72 – Fire Alarm/Fire Sprinkler Monitoring System.
4. Install NFPA 17/17A Wet/Dry chemical fire extinguishing system.
5. Install NFPA 10 – Portable Fire Extinguishers.
6. New Fire Flow Test is required.
7. Required Fire Flow of 2,250 GPM @ 20 PSI for two (2) hours.
8. Provide two (2) fire hydrants within 225 feet of the property line.
9. Provide smoke detection system required for delayed egress devices installed in memory care areas.
10. Special Fire Department Requirement
  - a. Because the required fire lane cannot be provided due to topography and difficulty, additional access shall be required and provided from



the Sunset Avenue side of the property. This access shall consist of a fire apparatus access turnout or red-curbed area, a means (such as a concrete stairway) of ascending to the lot; a new public or on-site fire hydrant in this area and a minimum 8-foot wide access gate for firefighter use.

- b. Emergency Responder Radio Coverage, per Section 510 of the 2016 California Fire Code will be required
- c. Before the existing buildings are demolished, asbestos and other hazmat remediation shall be performed, and the remaining structure shall be made available after remediation for firefighter training and the publishing of firefighting instructional safety media.

I HEREBY CERTIFY, that the foregoing Resolution was adopted by the Planning Commission of the City of West Covina, at a regular meeting held on the 13<sup>th</sup> day of August, 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATE: August 13, 2019

EXPIRATION DATE: August 13, 2020 if not used

---

Herb Redholtz, Chairman  
Planning Commission

---

Jeff Anderson, AICP, Secretary  
Planning Commission

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

**R E S O L U T I O N   N O.**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 18-02**

---

**CONDITIONAL USE PERMIT NO. 18-02**

**CATEGORICAL EXEMPTION**

**APPLICANT:** 1415 Garvey, LLC

**LOCATION:** 1400 West Covina Parkway

---

WHEREAS, there was filed with the City, a verified application on the forms prescribed in Chapter 26, Article VI of the West Covina Municipal Code, requesting approval of a conditional use permit to:

Construct an 80,086 square-foot assisted living and memory care facility on that certain property described as:

Assessor's Parcel No. 8458-023-020, in the records of the Los Angeles County Assessor; and

WHEREAS, a Precise Plan for the site plan and architectural design of an assisted living/memory care facility (adult care center) has been submitted for the development of the project; and

WHEREAS, the Planning Commission upon giving the required notice did on the 13<sup>th</sup> day of August 2019, conduct a duly advertised public hearing as prescribed by law to consider said application.

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

1. The applicant is requesting approval of a Conditional Use Permit to allow the operation of an assisted living/memory care facility within a new 80,086 square-foot building.
2. Findings necessary for approval of a conditional use permit are as follows:

- a. That the proposed use at the particular location is necessary or desirable to provide a service or facility that will contribute to the general well being of the neighborhood or community.
  - b. That such use will not, under the circumstances of the particular case, be detrimental to the health, safety, peace or general welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity.
  - c. That the site for the proposed use is adequate in size and is so shaped as to accommodate said use, as well as, all yards, spaces, walls, fences, parking, loading, landscaping, and any other features necessary to adjust said use with the land and uses in the neighborhood and make it compatible thereto.
  - d. That the site abuts streets and highways adequate in width and improvements to carry traffic generations typical of the proposed use and the street patterns of such a nature exist as to guarantee that such generation will not be channeled through residential areas on local residential streets.
  - e. That the granting of such conditional use permit will not adversely affect the General Plan of the City, or any other adopted plan of the City.
3. Pursuant to the requirements of the California Environmental Quality Act (CEQA) of 1970, determined that the proposed project qualifies for a Class 32 Categorical Exemption pursuant to Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act ("CEQA") Guidelines, Title 14, Chapter 3 of the California Code of Regulation and is thereby exempt from CEQA, Public Resources Code Sections 21000 et seq. The existing site is developed with an 8,029 square foot office building. The project includes the demolition of the existing building and the construction of an 80,086 square foot five-story assisted living/memory care facility. The project is consistent with the City's General Plan and would not result in any significant effects relating to traffic, noise, air quality/greenhouse gas, water quality, or historic resources. The site can be adequately served by all utilities and public services. In addition, the project is surrounded by urban uses and has no value as habitat for endangered, rare, or threatened species.

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

1. On the basis of evidence presented, both oral and documentary, the Planning Commission makes the following findings for approval of a conditional use permit:
  - a. The proposed facility is both necessary and desirable at the subject location in order to offer a needed service to West Covina senior citizens. The subject property is adjacent to a three-story multifamily residential apartment complex to the north, and commercial uses to

the south, east, and west. The development will provide a needed service to the community, and will be aesthetically and functionally compatible with nearby developments.

- b. The proposed use is compatible with surrounding commercial and residential uses. The site plan is designed to accommodate efficient vehicular circulation on-site without creating impacts on adjacent properties. Conditions have been placed to ensure the proposed use does not result in impacts to adjacent properties.
- c. The existing site is adequate in size to accommodate the proposed project. The proposed site plan provides sufficient landscaping around the perimeter of the building. Sufficient parking is proposed on the site to accommodate the use. The proposed use can be accommodated on the subject property in such a way that it will be compatible with surrounding uses.
- d. The project will not generate a substantial amount of vehicular traffic nor alter present circulation patterns. The subject site's abutting streets are adequate in width and improvements to accommodate the proposed use. The existing street patterns will not necessitate channeling traffic generated by the proposed use through residential areas.

KOA prepared a traffic analysis for the project to assess traffic impacts. The traffic analysis evaluated potential project-related traffic impacts at seven (7) key intersections in the vicinity of the project site (Sunset Avenue/Workman Avenue E. Leg; Sunset Avenue/W. Garvey Avenue North; Sunset Avenue/Plaza Drive; Sunset Avenue/West Covina Parkway; West Covina Parkway/W. Garvey Avenue South/I-10; Pacific Avenue/West Garvey Avenue North/I-10; Sunset Avenue/Workman Avenue W. Leg). The traffic impact analysis determined that the addition of project-related trips to existing traffic levels would not create any significant impacts during the weekday a.m. or p.m. peak hours. Therefore, the traffic impact study did not recommend any mitigation measures for future conditions.

- e. The granting of the Conditional Use Permit to allow the operation of an assisted living/memory care facility will not adversely affect the West Covina General Plan, since the proposed use does not conflict with the site's "Commercial" land use designation. The project is consistent with the following General Plan policies:

Our Prosperous Community P2.1. Maintain and enhance the City's current tax base.

Our Prosperous Community P2.6 Create a diversity of housing options.

Our Well Planned Community P3.4 Direct new growth to downtown area and the corridors. Adapt economically underused and blighted buildings, consistent with the character of surrounding districts and neighborhoods, to support new uses that can be more successful. Provide opportunities for healthy living, commerce, employment, recreation, education, culture, entertainment, civic engagement, and socializing.

2. That pursuant to all of the evidence presented, both oral and documentary, and further based on the findings above, Conditional Use Permit No. 18-02 is approved subject to the provisions of the West Covina Municipal Code provided that the physical development of the herein described property shall conform to said Conditional Use Permit and the conditions set forth herein which, except as otherwise expressly indicated, shall be fully performed and completed or shall be secured by bank or cash deposit satisfactory to the Community Development Director before the use or occupancy of the property is commenced and before a certificate of occupancy is issued, and the violation of any of which shall be grounds for revocation of said conditional use permit by the Planning Commission or City Council.
3. The conditional use permit shall not be effective for any purpose until the owner of the property involved (or his duly authorized representative) has filed at the office of the Community Development Director his affidavit stating he is aware of, and accepts, all conditions of this conditional use permit as set forth below. Additionally, no permits shall be issued until the owner of the property involved (or a duly authorized representative) pays all costs associated with the processing of this application pursuant to City Council Resolution No. 8690.
4. The costs and expenses of any enforcement activities, including, but not limited to attorney's fees, caused by the applicant's violation of any condition imposed by this approval or any provision of the West Covina Municipal Code shall be paid by the applicant.
5. That the approval of the conditional use permit is subject to the following conditions:

#### PLANNING DEPARTMENT

- 1) Comply with plans reviewed by the Planning Commission on August 13, 2019.
- 2) Approval of this conditional use permit is contingent upon, and shall not become effective unless and until approval of Precise Plan No. 18-02 and the vacation of the 13,186 square-foot publicly owned greenway located on the east side of the subject lot.
- 3) These conditions of approval shall be printed on or attached to the working drawings submitted to the Building Division for approval.
- 4) That the project complies with all requirements of the "Neighborhood Commercial" Zone and all other applicable standards of the West Covina Municipal Code.
- 5) The conditional use permit may be revoked, amended or suspended by the Planning Commission under the provisions of Section 26-253 of the West Covina Municipal Code for appropriate cause.
- 6) In the event that the availability of parking is negatively impacted, the Planning Commission shall review the conditional use permit for the use and may, at its

discretion, modify or impose new conditions or suspend or revoke the conditional use permit pursuant to Section 26-253 of West Covina Municipal Code.

- 7) This approval is for a Residential Care Facility for the Elderly including related ancillary services. At least one occupant of each unit shall be at least sixty (60) years of age. No other forms of residential use are allowed under this approval.
- 8) The Applicant shall obtain and maintain any required State or Federal licenses for the assisted living and memory care facility. If any state or federal licenses are not obtained and maintained then this conditional use permit shall become null and void
- 9) Outdoor storage is prohibited.
- 10) Licenses and permits as required in Chapter 14 of the West Covina Municipal Code shall be obtained prior to the start of the operation of the use.
- 11) The approved use shall not create a public nuisance as defined under Section 15-200 of the West Covina Municipal Code.
- 12) The applicant shall comply with all applicable health and safety codes.
- 13) Any proposed change to the approved site plan and floor plans shall be first considered by the Planning Department, Engineering Department, Building Division, and Fire Department, and shall require the written authorization of the Community Development Director prior to implementation.
- 14) The use shall not create any loud and unnecessary noise as defined in Section 15-85 of the West Covina Municipal Code.
- 15) This Conditional Use Permit approval shall become null and void if the building permit is not obtained within two (2) year of the date of this approval.
- 16) The Zoning Code gives provisions for up to two one-year extensions to keep entitlements active. Therefore, prior to final approval, (if building permits have not been obtained) you are urged to file a letter with the department requesting a one-year extension of time. The required submittal is a letter stating the reasons why an extension is needed, as well as an applicable processing fee. Please be advised that the applicant will not be notified by the Planning Department about the pending expiration of the subject entitlement.
- 17) The building cannot be converted to a form of housing that is not exclusively for senior citizens without the review of the Planning Commission at a noticed public hearing.

- 18) All required State of California and Los Angeles County licenses and certifications for an assisted living and memory care facility shall be continuously maintained.

I HEREBY CERTIFY, that the foregoing Resolution was adopted by the Planning Commission of the City of West Covina, at a special meeting held on the 13<sup>th</sup> day of August, 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

DATE: August 13, 2019

EXPIRATION: August 13, 2020 if not used

---

Herb Redholtz, Chairperson  
Planning Commission

---

Jeff Anderson, AICP, Secretary  
Planning Commission

# **ASSISTED LIVING FACILITY 1415 WEST GARVEY AVENUE NORTH**

## **CATEGORICAL EXEMPTION**

---

Prepared for

**CITY OF WEST COVINA**  
Planning Department  
1444 West Garvey Avenue South  
West Covina, CA 91790

Prepared by

**TERRY A. HAYES ASSOCIATES INC.**  
3535 Hayden Avenue, Suite 350  
Culver City, CA 90232

August 2019



## TABLE OF CONTENTS

<b>INTRODUCTION.....</b>	<b>1</b>
<b>PROJECT LOCATION.....</b>	<b>1</b>
<b>PROPOSED PROJECT .....</b>	<b>1</b>
<b>CATEGORICAL EXEMPTION ANALYSIS .....</b>	<b>5</b>
<b>EXCEPTIONS TO CATEGORICAL EXEMPTION ANALYSIS.....</b>	<b>15</b>
<b>SUMMARY AND CONCLUSION .....</b>	<b>16</b>

## APPENDICES

Appendix A: Initial Study Checklist  
Appendix B: Traffic Impact Study  
Appendix C: Noise & Vibration Impact Study  
Appendix D: Air Quality Impact Study  
Appendix E: Greenhouse Gas Impact Study  
Appendix F: Shade/Shadow Study  
Appendix G: Protected Tree Report

## LIST OF FIGURES

Figure 1	Project Location .....	2
Figure 2	Surrounding Land Use .....	3
Figure 3	Site Plan .....	4
Figure 4	Ground Floor Plan.....	6
Figure 5	Roof Deck Garden .....	7
Figure 6	Garvey Avenue and Sunset Avenue Elevations .....	8
Figure 7	North and East Elevations.....	9

## INTRODUCTION

This document describes the proposed Assisted Living Facility project (proposed project) and details the analysis and findings leading to the determination that the proposed project qualifies for a Class 32 “In-Fill Development Project” Categorical Exemption and is exempt from further environmental documentation under the provisions of California Environmental Quality Act (CEQA).

This environmental document has been prepared under the requirements of CEQA Public Resources Code Section 21000 *et seq.*, including CEQA Section 21166 and Title 14 Code of Regulation (CCR) Section 15000 *et seq.* (CEQA Guidelines).

## PROJECT LOCATION

The project site is located on an approximately 1.10-acre (48,020-square-foot) lot at 1415 West Garvey Avenue North in the City of West Covina (Assessor's Parcel Numbers [APN] 8458-023-020). The project site is currently developed with a one-story, 8,029-square-foot dental office building with surface parking. The project site is designated for commercial land uses by the City of West Covina General Plan and is zoned “Neighborhood Commercial” (N-C). The location of the project site is shown in **Figure 1**.

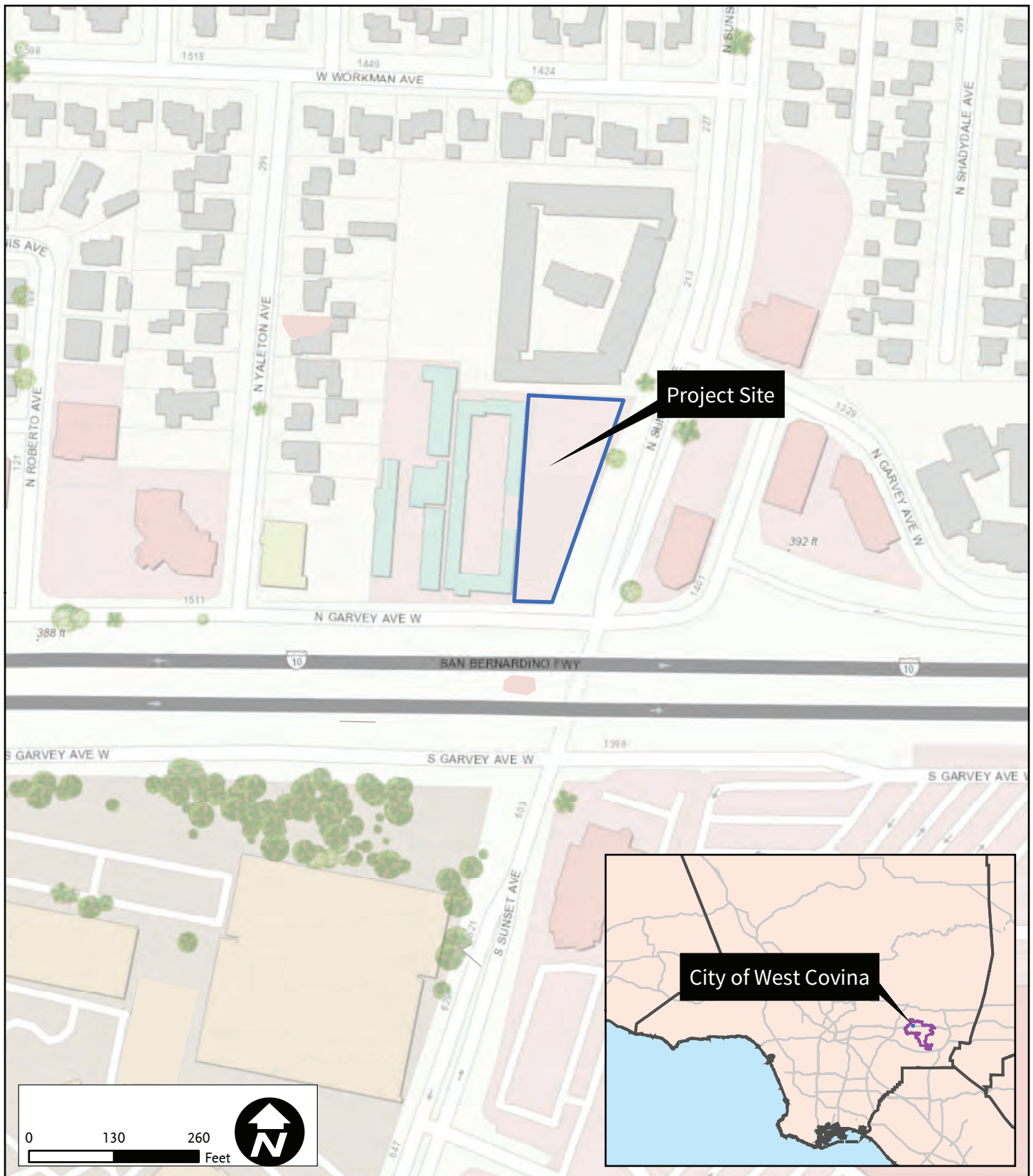
The majority of the land uses in the project vicinity are residential and commercial. Generally, the properties west of the project site, along West Garvey Avenue North, consist of commercial and institutional uses. The parcel immediately west of the project site is zoned “Service Commercial” (S-C). The properties to the north predominately consist of residential uses. Immediately north of the project site is a two-story, multi-family residential building. The parcel is zoned Multiple-Family Residential with a “maximum of 45 units per/acre”. Land uses to the east generally consist of commercial and residential uses along Sunset Avenue. Directly east of the project site, there is a retail store, and the parcel is zoned as S-C. Interstate 10 (I-10) freeway is located to the south. The project site surrounding land uses are shown in **Figure 2**.

## PROPOSED PROJECT

The proposed project includes the demolition of an existing one-story building and surface parking lot on the project site, and the construction of a five-story, 80,086-square-foot licensed elderly residential care facility with 92 suites, 107 beds, and one level of subterranean parking. The proposed project requires a Conditional Use Permit (CUP) to allow a residential care facility to be constructed within a commercial zone.

As shown in **Figure 3**, vehicles would access the subterranean parking level from the garage ramp entrance from West Garvey Avenue North. Emergency vehicle access would also be provided from North Sunset Avenue. The subterranean parking level would provide 55 parking spaces and two elevators would provide access from the subterranean parking level up to the roof deck. The proposed residential care facility would also be accessible to pedestrians from the sidewalk on West Garvey Avenue North.

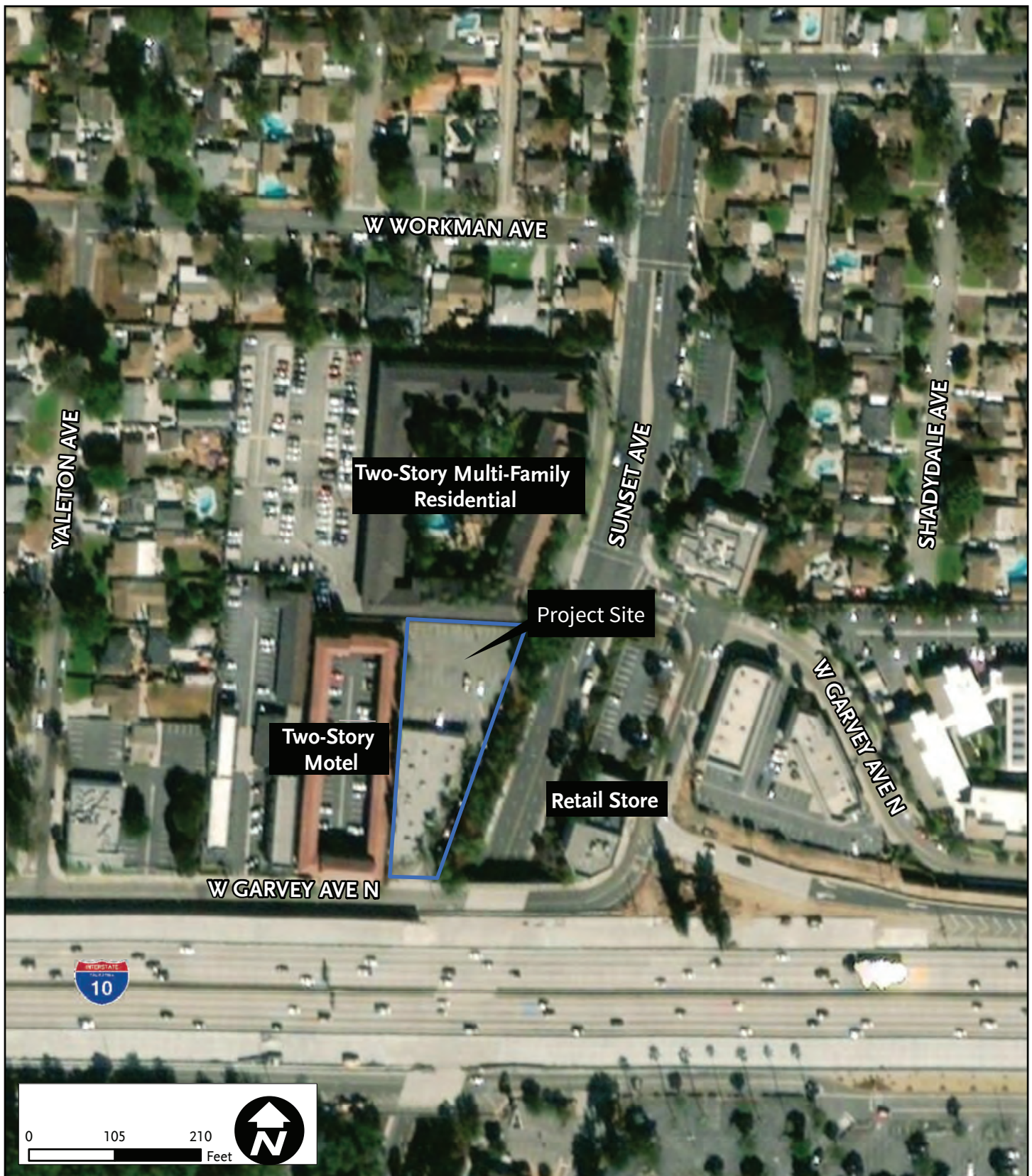
The proposed residential care facility would feature an outdoor patio, memory care courtyard, fire pit amphitheater with a movie wall, and recreational areas, including a bocce ball court and shuffleboard court. Decorative exterior lighting would be installed to illuminate areas for walkways, paths and general congregation. The project site would also be landscaped with ornamental trees of various species, including Dwarf Citrus Trees, Western Red Buds, Fruitless Olives, Coast Redwood, Princeton Sentry Maidenhair, Pink Crape Myrtle, Bamboo, Canary Island Pine, Brisbane Box Street Tree, Silk floss, White Crape, and Swan Hill Olive trees. Wall vines and flowering shrubs would be planted along the perimeter of the project site.



Source: TAHA, 2019.

FIGURE 1  
PROJECT LOCATION

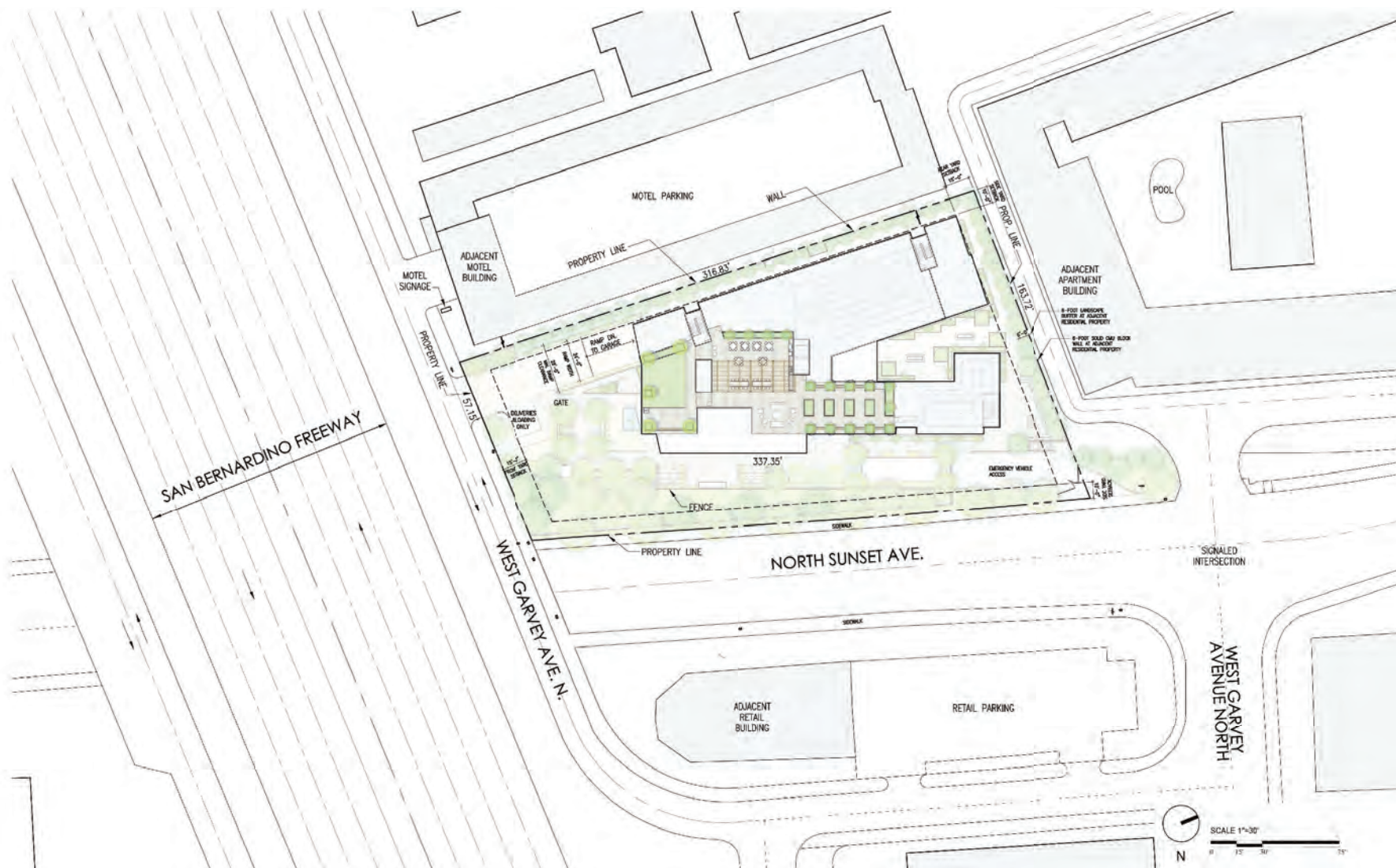




Source: TAHA, 2019.

FIGURE 2  
SURROUNDING LAND USE





Source: GMPA Architects, 2019; TAHA, 2019.

As shown in **Figure 4**, the ground floor of the proposed residential care facility would include a reception area, memory care, assisted living dining room, lounge, kitchen and other associated spaces. A gymnasium, common area and residential units would be located on the second floor. The third floor would include a physical therapy room and residential units. The fourth and fifth floors would include multi-purpose rooms, common areas and additional residential units. As shown in **Figure 5**, there would be a recreational roof deck for residents with a garden, a dog park and dining area.

The height of the building would be 60-feet, and two elevator shafts would extend an additional 17-feet from the rooftop. **Figure 6** shows the building elevation from West Garvey Avenue North and Sunset Avenue, and **Figure 7** shows the elevation from the north and the east.

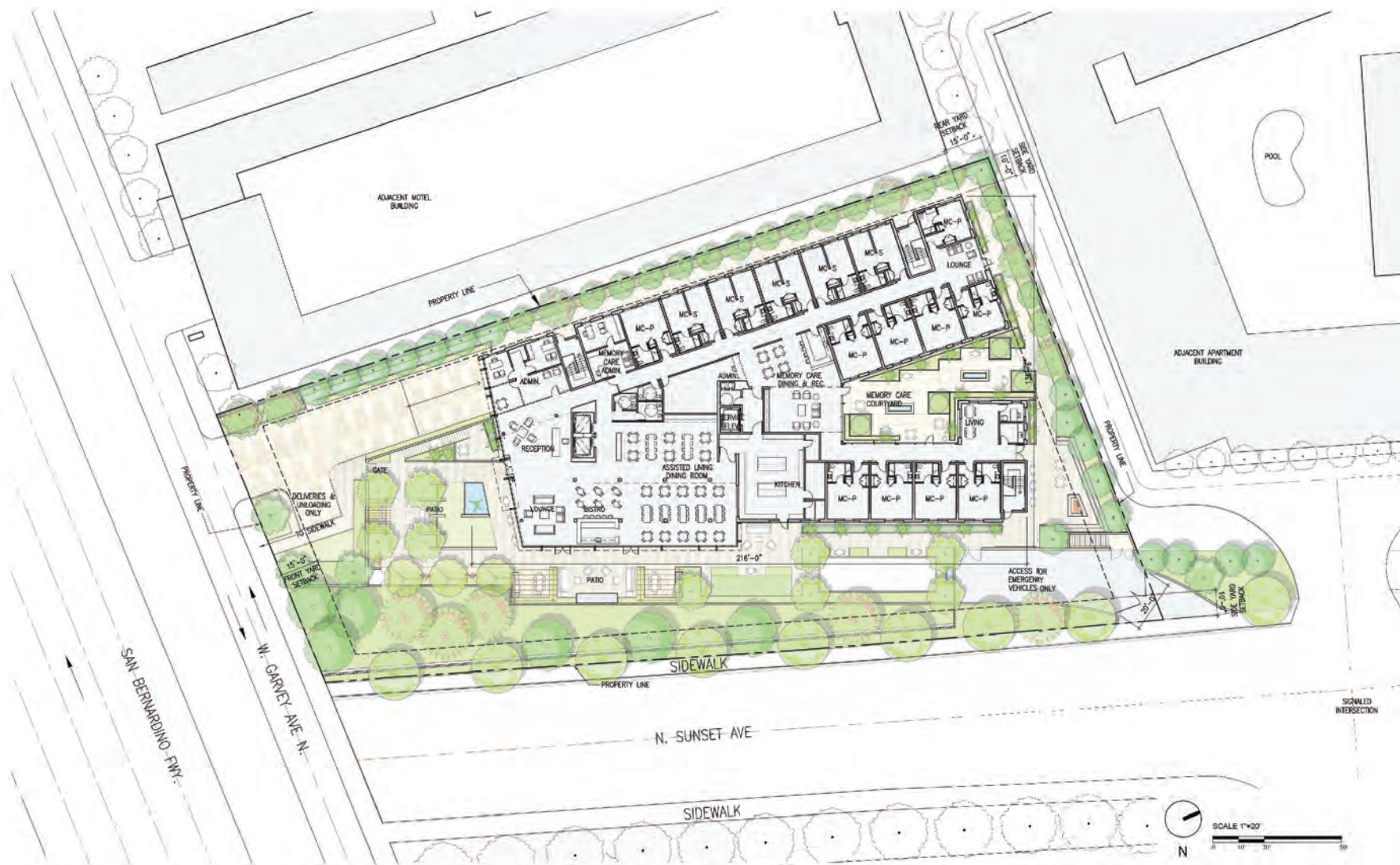
Construction of the proposed project would begin in January 2020 and is anticipated to last approximately 22 months. Prior to construction of the proposed residential care facility, demolition activities would involve the removal of the existing 8,029-square-foot building and approximately 39,000 square feet of surface parking. Excavation for the subterranean parking level would produce approximately 17,000 cubic yards of export material. The proposed project's occupancy/operations are expected to commence in January 2022.

### **CATEGORICAL EXEMPTION ANALYSIS**

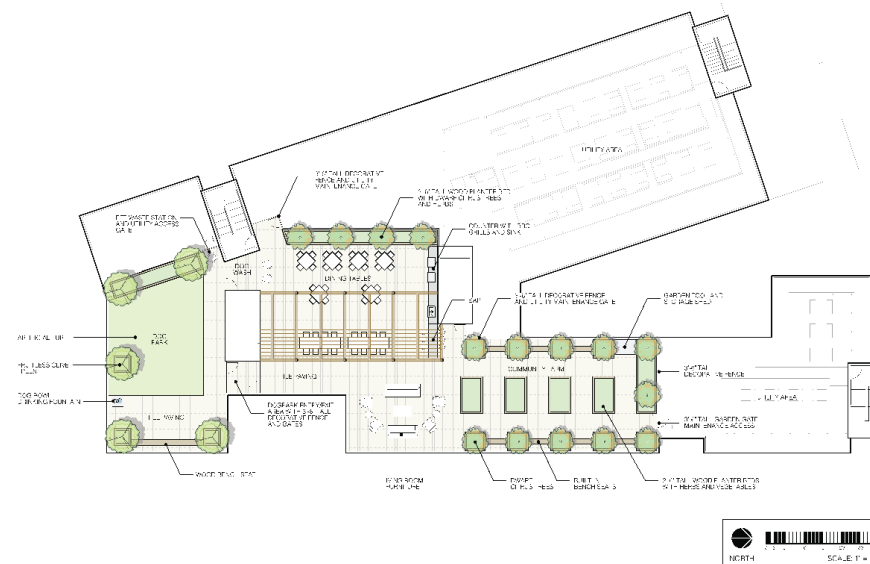
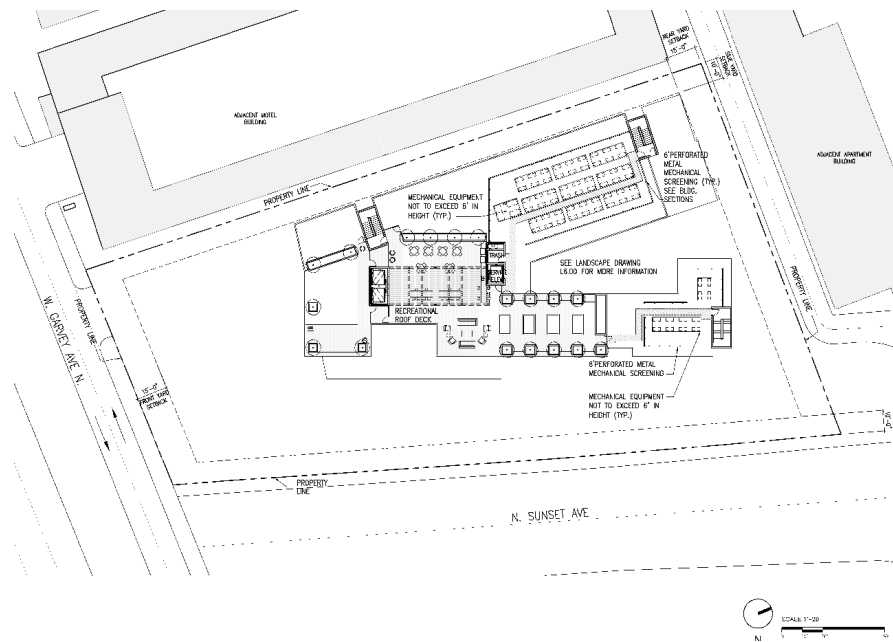
Article 19 (Categorical Exemptions) of the CEQA Guidelines lists classes of projects that are exempt from the requirements of CEQA. To qualify for a Categorical Exemption under CEQA Guidelines Section 15332, In-Fill Development Project (Class 32), a project must demonstrate the following:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies, as well as with applicable zoning designation and regulations;
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
- (c) The project site has no value as habitat for endangered, rare or threatened species;
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
- (e) The site can be adequately served by all required utilities and public services.

The following analysis describes how the proposed project meets the requirements for a Class 32 "In-Fill Development" exemption. The statutory language of each requirement is printed in bold italics below, followed by the project-related analysis for each requirement.



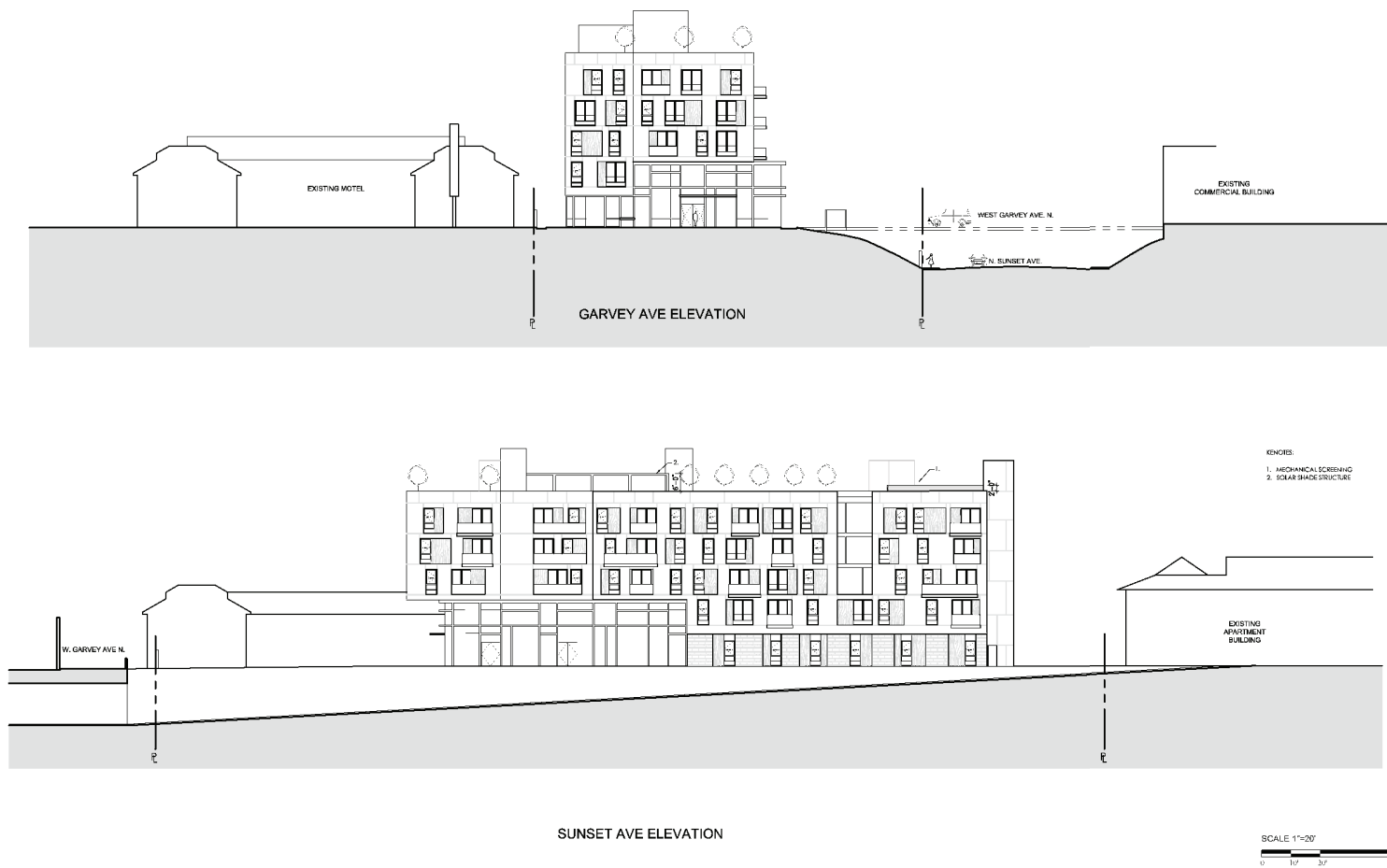




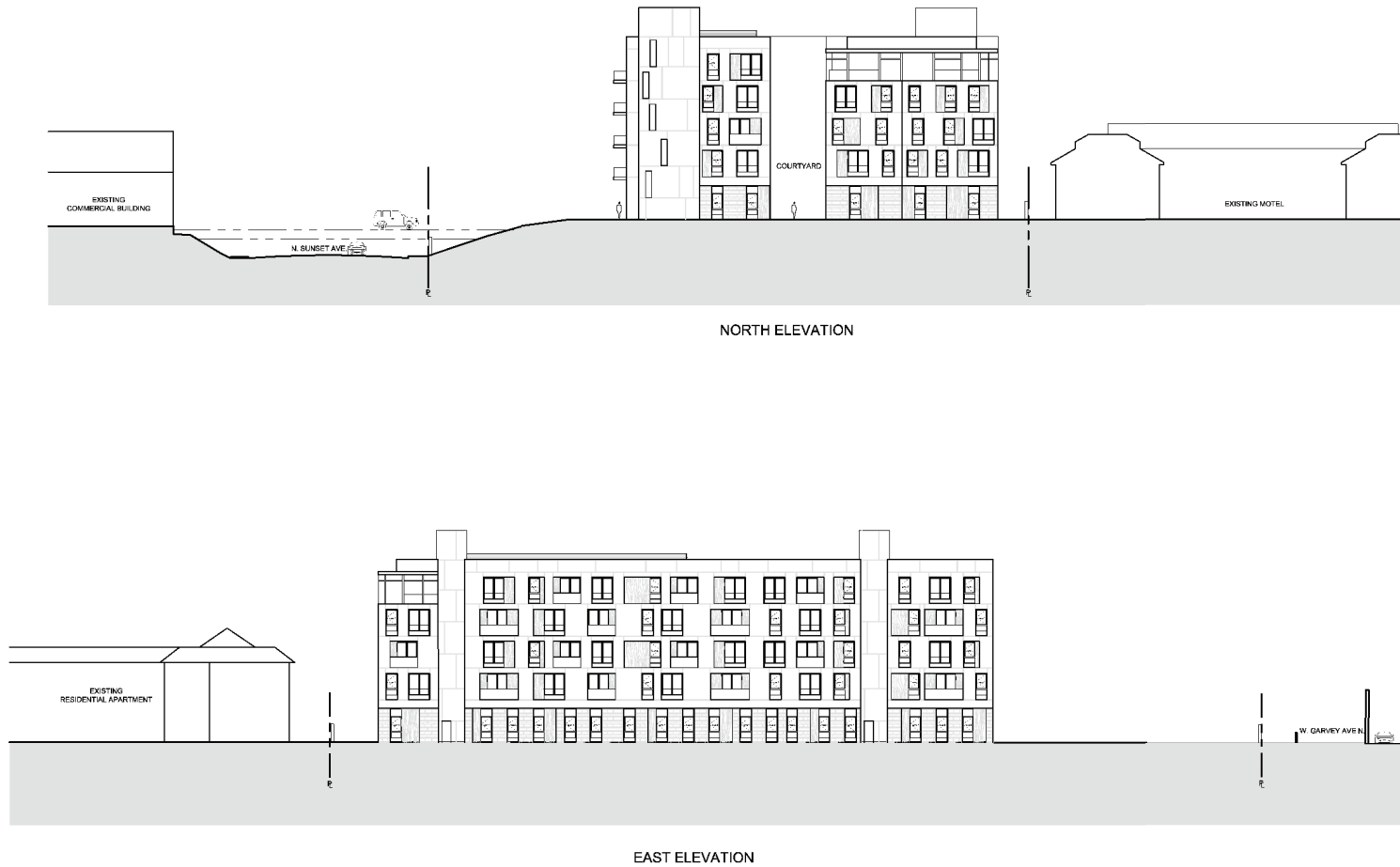
Source: GMPA Architects, 2019; Sodder Studio, 2019; TAHA, 2019.

**FIGURE 5**  
**ROOF PLAN AND ROOF DECK GARDEN**





Source: GMPA Architects, 2019; TAHA, 2019.



Source: GMPA Architects, 2019; TAHA, 2019.



Assisted Living Facility  
Categorical Exemption  
CITY OF WEST COVINA

**FIGURE 7**  
**NORTH AND EAST**  
**BUILDING ELEVATIONS**

**(a) The project is consistent with the applicable general plan designation and all applicable general plan policies, as well as with applicable zoning designation and regulations.**

**The proposed project meets this requirement.** The project site is designated as “Commercial”.<sup>1</sup> The purpose of the General Plan Commercial land use designation is to encourage wide range of building types depending on neighborhood characteristics that house a mix of functions.<sup>2</sup> Policies 2.3, 2.5 and 5.4 of City’s General Plan’s Housing Element encourage senior and alternative housing models to address the City’s growing senior population, including assisted living facilities such as the proposed project. The project site is zoned as “Neighborhood-Commercial” (N-C) per the West Covina Municipal Code (WCMC).<sup>3</sup> According to the WCMC, the purpose of the N-C zone is to set standards for retail and service commercial uses. With approval of the CUP to allow residential care facilities to be constructed within a commercial zone, the proposed project would be consistent with the City’s General Plan and Zoning Code. Therefore, the proposed project would be consistent with requirement “a”.

**(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban areas.**

**The proposed project meets this requirement.** The 48,020-square-foot (1.10-acre) project site is located at 1415 West Garvey Avenue North in an urbanized area of the City. The project site is currently developed with a one-story, dental office building and is predominately surrounded by commercial and residential uses. As shown in **Figure 2** above, the project site is located immediately adjacent to a two-story motel to the west and a two-story multi-family apartment building to the north. A commercial retail building is located to the east across Sunset Avenue, and I-10 freeway is located to the south of the projects. Therefore, due to the size and urban setting of the project site within City limits, the proposed project would be consistent with requirement “b”.

**(c) The project site has no value as habitat for endangered, rare, or threatened species.**

**The proposed project meets this requirement.** As discussed above, the project site is located in an urbanized area of the City predominantly surrounded by commercial and residential uses. The project site is currently developed with an 8,029-square-foot dental office building with surface parking. Plant life is limited to non-native and ornamental species used for landscaping. Animal life is comprised of common bird, insect, reptile, and small mammal species. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Similarly, the project site is not located within or adjacent to the boundaries of any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Therefore, the proposed project has no value as habitat for endangered, rare, or threatened species, and the proposed project would be consistent with requirement “c”.

---

<sup>1</sup>City of West Covina, *General Plan*, December 2016.

<sup>2</sup>*Ibid.*

<sup>3</sup>City of West Covina, *Zoning Code*, <https://westcovina.maps.arcgis.com/apps/webappviewer/index.html?id=eab40ffbe9b944dfa9195f75342d4986>, accessed June 4, 2019.

**(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, water quality, or historic resources.**

**The proposed project meets this requirement.** To determine if the proposed project would have a significant effect on the environment, a comprehensive Initial Study addressing all 21 environmental topic areas as defined by the CEQA Guidelines was prepared for the proposed project. The Initial Study is included in Appendix A of this document. In addition, the Air Quality, Greenhouse Gas Emissions, Traffic, Noise and Shade/Shadow studies were prepared for the proposed project and are also included as appendices to this Categorical Exemption.

The following discussion summarizes how the proposed project would not result in any significant effects related to traffic, noise, air quality, water quality, and historic resources. Additional impact analysis details are provided in the Initial Study and accompanying technical studies.

### **Traffic**

The Traffic Impact Study was prepared for the proposed project is included in Appendix B, and the study is summarized in the Initial Study.

The traffic analysis concluded that the proposed Project would not create any significant traffic impacts at the study intersections in the future with Project conditions, during either the weekday a.m. or p.m. peak hour. In addition, the proposed project would not create significant vehicle queuing to the site parking lot or adjacent public roadways. Access and circulation associated with the proposed project would be designed and constructed in conformance with all applicable City requirements, including applicable emergency and fire emergency access requirements. The proposed project would not include construction of any roads or the modification of existing road, that would result in an increase in hazards. While the proposed project would introduce a small increase in vehicle trips to the project area, it is anticipated that vehicle trips associated with the proposed project would be of shorter distance than similar uses in the area due to the nature of an assisted living facility and the limited mobility of residents. Therefore, the proposed project would not result in any significant effects related to traffic and would be consistent with requirement “d”.

### **Noise**

The Noise and Vibration Impact Study prepared for the proposed project is included in Appendix C, and the analysis is summarized in the Initial Study.

Construction and operational activities would generate noise from a variety of temporary and permanent noise and vibration sources common to in-fill development. Construction would comply with the allowable construction hours of 7:00 a.m. to 8:00 p.m. as listed in the WCMC, which is designed to control noise exposure. Construction would not require pile driving or other unusual activities that would generate high levels of noise or vibration. It is not anticipated that temporary and intermittent daytime noise generated by equipment, trucks, and other construction sources would significantly impact adjacent land uses. Operational sources of noise include on-site mechanical equipment, outdoor gathering areas, and on-road vehicles. These are not unusual sources of noise associated land use development in the City. Therefore, the proposed project would be consistent with the surrounding land uses and would not create a significance source of permanent noise. Therefore, the proposed project would not result in any significant effects related to noise and would be consistent with requirement “d”.

## **Air Quality & Greenhouse Gas**

The Air Quality and Greenhouse Gas (GHG) Emissions Impact Studies prepared for the proposed project are included in Appendices D and E, respectively, and the analysis is summarized in the Initial Study.

Implementation of the proposed project would result in temporary air pollutant emissions and GHG emissions during construction activities. There would be permanent air pollutant and GHG emissions during future operations. Construction emissions would primarily be generated by equipment exhaust and fugitive dust and operational emissions would primarily be generated by on-road vehicles and energy use. Air Quality and Greenhouse Gas Emissions impact analyses were completed in accordance with methodologies and significance thresholds established by the South Coast Air Quality Management District (SCAQMD). The proposed project would not result in significant regional or localized emissions during construction activities or future operations. Also, combined annual construction and operational GHG emissions would not exceed the SCAQMD significance threshold. The proposed project would not expose sensitive receptors to significant toxic air contaminant emissions; and would not generate significant adverse odors. Furthermore, the proposed project would be consistent with the SCAQMD Air Quality Management Plan, the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); Climate Change Scoping Plan required by Assembly Bill 32, and the City's Energy Action Plan. Therefore, the proposed project would not result in any significant effects related to air quality and GHG and would be consistent with requirement "d".

## **Water Quality**

Construction of the proposed project includes the demolition of an existing dental office building, and the construction of a five-story, 80,086-square-foot residential care facility with 92 suites and one level of subterranean parking. Demolition and grading activities would result in exposed soils and debris, as well as equipment and materials that may contribute pollutants in stormwater runoff. However, the proposed project would be required to comply with all federal, State, and local regulations related to water quality standards and wastewater discharge. Construction contractors would be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Activity Permit and comply with City Municipal code Section 9-36 relating to stormwater and urban run-off pollution control. In accordance with the requirements of the NPDES permit and Section 9-36 of the City's Municipal Code, the applicant would prepare a standard urban stormwater mitigation plan (SUSMP) and implement best management practices (BMPs) related to erosion and sediment controls to limit the potential for construction activities to result in water quality impacts related to stormwater and site runoff. Compliance with these regulations and policies would reduce the risk of water degradation within the City from soil erosion and other pollutants related to construction activities and potential violations of water quality standards would be minimized through required BMPs. Therefore, the proposed project would not result in significant effects to water quality from construction activities associated. As a result, the proposed project would not degrade water quality and would be consistent with requirement "d".

## **Historic Resources**

The project site is currently developed with an 8,029-square-foot dental office building with surface parking. The existing building, which would be demolished as part of the proposed project, is not historically significant and does not contain elements that are associated with significant events. Therefore, no impact related to historical resources would occur and would be consistent with requirement "d".

## Summary

As discussed above, the proposed project would not result in any significant impacts related to traffic, noise, air quality, water quality, or historic resources. Therefore, the proposed project would be consistent with requirement “d”.

### **(e) The site can be adequately served by all required utilities and public services.**

**The proposed project meets this requirement.** The following discussion analyzes how the proposed project can be adequately served by all required utilities and public services.

## Utilities

**Wastewater.** Wastewater generated from the project site is collected by sewer pipelines that are maintained by the City. Wastewater collected by the City is then conveyed to the Sanitation Districts of Los Angeles County (LACSD) trunk sewer pipelines where wastewater is conveyed to the LACSD San Jose Creek Water Reclamation Plant (SJCWRP) and/or the Whittier Narrows Water Reclamation Plant (WNRP). The wastewater treatment operations of these two reclamation plants are subject to the water treatment requirements of the LARWQCB. As discussed in the Initial Study, the proposed project would utilize less than 0.1 mgd of SJCWRP’s maximum permitted capacity of 100 mgd and WNRP’s maximum permitted capacity of 15 mgd. In addition, the proposed project would be subject to Section 406 of the LACSD Wastewater Ordinance and LACSD’s Connection Fee Program. Therefore, the proposed project would be consistent with requirement “e”.

**Water Supply.** Water supply that would serve the proposed project would be provided by the City of Azusa Light & Water. As discussed in the Initial Study, the estimated water demand of the proposed project would represent less than one percent of the amount that Azusa Light & Water pumps and distributes. The estimated water demand of the proposed project is not expected to exceed available supplies or the available capacity within the distribution infrastructure that would serve the project site. Prior to the issuance of the building permit, the applicant would be required to verify that the City’s water system can accommodate the proposed project’s fire flows and all potable water demand. Therefore, the proposed project would be consistent with requirement “e”.

**Stormwater Drainage.** Existing stormwater runoff infrastructure on the project site conveys stormwater from the project site to City storm drains, where stormwater is then conveyed to the San Gabriel River and/or the Rio Hondo River. Much of the project site is covered by impervious surfaces, and upon completion of the proposed project, the project site would continue to be covered with a similar area of impervious surfaces. The stormwater runoff would continue to be conveyed to local storm drains and channels via the curb and gutters. The discharge of stormwater runoff from the project site would not significantly increase compared to existing conditions, and the proposed project would comply with all of the provisions of the NPDES and all applicable requirements issued by the SWRCB and RWQCB. Therefore, the proposed project would be consistent with requirement “e”.

**Electric Power and Natural Gas.** The proposed project would be served by Southern California Edison for electricity, and SoCalGas for natural gas. As discussed in the Initial Study, the proposed project would utilize less-than-one percent of electricity that Southern California Edison provides and less-than-one percent of natural gas that SoCal Gas provides in a typical service year. Therefore, the proposed project would be adequately served with electricity and natural gas and would be consistent with requirement “e”.

**Telecommunications.** The proposed project would require additions of new on-site telecommunications infrastructure to serve the new building and potential upgrades and/or relocation of existing telecommunications infrastructure. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the public system. Impacts from the installation of any required telecommunications infrastructure, would be short duration and would cease to occur when installation is complete. No upgrades to off-site telecommunications systems are anticipated. Therefore, the proposed project would be adequately served with telecommunications services and would be consistent with requirement “e”.

## **Public Services**

**Fire Protection.** The West Covina Fire Department (WCFD) provides fire protection and paramedic services to residents and businesses within the City. West Covina Fire Station No. 1 is located at 819 South Sunset Avenue approximately 0.8 mile southwest of the project site, is the closest fire station to the project site. The project site is within 2.5 “road miles” of this fire station, which would ensure a maximum response time of five minutes or less. In addition, the proposed project would be constructed in compliance with the requirements of the City’s Fire Code and include fire prevention measures. The proposed project would not cause the WCFD to expand the existing Fire Station No. 1, or any other fire stations within the City. Project construction may generate traffic associated with the movement of construction equipment, removal of demolition and excavation materials, and construction worker trips. Flammable materials and liquids may also be present during construction. However, construction activities are temporary and emergency access would remain available along all surrounding streets. Therefore, the proposed project would be adequately served with fire protection services and would be consistent with requirement “e”.

**Police Protection.** The West Covina Police Department (WCPD) provides police protection services to residents and businesses within the City. WCPD headquarters is located at 1444 West Garvey Avenue approximately 0.5 miles south of the project site. Potential increase in police protection services is not anticipated to cause WCPD to construct a new police station or expand the existing WCPD police headquarters to maintain its level of service. Any potential increase in police protection services would be met by the deployment of additional officers at WCPD and/or increased patrols within the vicinity of the project site. In addition, the proposed project site plans would be submitted to the WCPD Crime Prevention unit for review and appropriate on-site security features would be required by WCPD. Project construction may generate traffic associated with the movement of construction equipment, removal of demolition and excavation materials, and construction worker trips. However, construction activities are temporary and emergency access would remain available along all surrounding streets. Therefore, the proposed project would be adequately served with police protection services and would be consistent with requirement “e”.

**Schools.** The proposed project is an assisted living facility for the elderly and would not generate any new students or increase the demand on school services. Therefore, the proposed project would be consistent with requirement “e”.

**Recreational Facilities.** The proposed project would not result in substantial population growth and incorporates on-site recreational features and outdoor spaces. The proposed project would not substantially increase the use of existing neighborhood and regional parks. Therefore, the proposed project would be adequately served by recreational facilities and would be consistent with requirement “e”.

## Summary

As discussed above, the proposed project would be adequately served by all required utilities and public services. Therefore, the proposed project is consistent with requirement “e”.

## EXCEPTIONS TO CATEGORICAL EXEMPTION ANALYSIS

CEQA Guidelines Section 15300.2 identifies exceptions in which a project would not qualify for a categorical exemption under Article 19 of the CEQA Guidelines. This section explains why none of the possible exceptions apply to the proposed project. The statutory language of each exception is printed in bold italics below, followed by the project-related analysis for each exception.

***(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located—a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.***

**This exception does not apply to the proposed project.** This exception only applies to Class 3, 4, 5, 6 and 11 exemptions only. The proposed project qualifies for Class 32 Exemption. For In-Fill Development.

***(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.***

**This exception does not apply to the proposed project.** Seven cumulative or related projects in the City were identified for inclusion in the traffic impact analysis. The trip generation estimates, and location of these related project are shown in Table 6 and Figure 8 respectively, in the Traffic Impact Study included in Appendix B. The proposed project would not result in any significant impacts and would not contribute to any cumulative impacts. Successive projects of the same type in the same place are not anticipated, and land uses in the vicinity of the proposed project are not anticipated to change their functions as a result of the proposed project. In addition, any successive projects in the vicinity of the proposed project would be required to undergo further environmental reviews. Therefore, this exception would not apply to the proposed project.

***(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.***

**This exception does not apply to the proposed project.** The proposed project includes the demolition of the existing dental office building and the construction of a five-story, 80,086-square-foot elderly residential care facility with 92 suites and one level of subterranean parking. The proposed project is located in an urbanized area of the City and is predominantly surrounded by commercial and residential uses. The proposed project would be compatible with the existing urban setting. As discussed in the Initial Study, the proposed project, would not result in any significant effects on the environment. With approval of a Conditional Use Permit (CUP) to allow residential care facilities to be constructed within a commercial zone, the proposed project would be permitted within the N-C zone. The proposed project does not have any unusual circumstances or planned project operations that would create a reasonable possibility of significant effects to the environment. Therefore, this exception would not apply to the proposed project.



**(d) Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

**This exception does not apply to the proposed project.** The project site is not located within a designated scenic highway. No designated scenic highways are located within the vicinity of the project site, and the project site is not within the viewshed of this scenic highway. The proposed project would not damage any scenic resources within an officially designated state scenic highway. Therefore, this exception would not apply to the proposed project.

**(e) Hazardous Waste Sites.** *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

**This exception does not apply to the proposed project.** The California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) each maintain a database that provides access to detailed information on hazardous waste sites and their cleanup status (EnviroStor and GeoTracker). EnviroStor is the Department of Toxic Substances Control's data management system for tracking cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further. EnviroStor focuses on hazardous waste facilities and sites with known contamination or sites with possible reason for further investigation. GeoTracker contains records for sites that require cleanup, such as Leaking Underground Storage Tank Sites, Department of Defense Sites, and Cleanup Program Sites. GeoTracker also contains records for various unregulated projects, as well as permitted facilities including Irrigated Lands, Oil and Gas production, operating Permitted USTs, and Land Disposal Sites. A search of the GeoTracker and EnviroStor environmental databases determined that the project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code.<sup>4,5</sup> Therefore, this exception would not apply to the proposed project.

**(f) Historical Resources.** *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

**This exception does not apply to the proposed project.** As discussed above, the project site is currently developed with an 8,029-square-foot dental office building with surface parking. The existing building, which would be demolished as part of the proposed project, is not historically significant and does not contain elements that are associated with significant events. Therefore, this exception would not apply to the proposed project.

## SUMMARY AND CONCLUSION

As demonstrated in the above discussions, the proposed project qualifies for the Section 15332 Class 32 In-fill Development Project exemption. None of the exceptions to the exemption in Section 15300.2 of the CEQA Guidelines apply, and no further environmental review under CEQA is necessary.

---

<sup>4</sup>Department of Toxic Substances Control, *EnviroStor*, <https://www.envirostor.dtsc.ca.gov/public/>, accessed May 28, 2019.

<sup>5</sup>Department of Toxic Substances Control, *GeoTracker*, <https://geotracker.waterboards.ca.gov/>, accessed May 28, 2019.

# Appendix A

## Initial Study Checklist

# **ASSISTED LIVING FACILITY 1415 WEST GARVEY AVENUE NORTH**

## **INITIAL STUDY**

---

Prepared for

**CITY OF WEST COVINA**  
1444 West Garvey Avenue South  
West Covina, CA 91790

Prepared by

**TERRY A. HAYES ASSOCIATES INC.**  
3535 Hayden Avenue, Suite 350  
Culver City, CA 90232

August 2019

## INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<b>1. AESTHETICS</b> - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **No Impact.** No scenic vistas are available on the project site or within the surrounding area. The nearest scenic vista is located at the San Jose Hills, approximately 3.2 miles southeast from the project site.<sup>1</sup> The Angeles National Forest and San Gabriel Mountains are located approximately five miles north of the project site. Views of the Angeles National Forest and San Gabriel Mountains are not available on the project site due to visual obstructions, such as the existing two-story multi-family residential building to the north and trees along the easterly perimeter of the project site. Limited views of the mountains are available along Sunset Avenue, which is adjacent to the project site; however, views are limited due to intervening buildings and structures. Nonetheless, the proposed five-story structure would not obstruct any scenic vistas. Therefore, no impact would occur.
- b) **No Impact.** The project site is not located on or within the vicinity of a scenic highway. The nearest state-designated scenic highway is Angeles Crest Highway (State Route 2), which is approximately 36 miles northwest of the project site.<sup>2</sup> The project site is not within the viewshed of this scenic highway. Therefore, no impacts would occur.
- c) **No Impact.** The project site is located within an urbanized area as defined by Section 21071 of the CEQA Guidelines. The project site is designated for commercial land uses by the City's General Plan and is zoned "Neighborhood Commercial" (N-C). The majority of the land uses in the project vicinity are residential and commercial. Generally, the properties west of the project site, along West Garvey Avenue North, consist of commercial and institutional uses. The properties to the north predominately consist of residential uses. Immediately north of the project site is a two-story, multi-family residential building. Land uses to the east generally consist of commercial and residential uses along Sunset Avenue.

<sup>1</sup>City of West Covina, *General Plan*, December 2016.

<sup>2</sup>California Department of Transportation, *California Scenic Highway Mapping System*, Los Angeles County, [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways), accessed May 16, 2019.

There is a retail store directly east of the project site, and Interstate 10 (I-10) is located to the south of the site.

The proposed project includes the demolition of an existing one-story building and the construction of a five-story, 80,086-square-foot residential care facility with 92 suites and subterranean parking. The proposed project would not conflict with the existing visual character of the area and would provide features that would enhance the visual character of the surrounding area. Visually enhancing features include landscaping with ornamental trees of various species, wall vines, and flowering shrubs along the perimeter of the project site boundaries. The roof deck would include a garden, ornamental trees amenities for pets.

The proposed project would be designed in accordance with the West Covina Municipal Code (WCMC) and would comply with the applicable zoning regulations that govern scenic quality. With approval of a Conditional Use Permit (CUP) to allow residential care facilities to be constructed within an S-C zone, the proposed project would be consistent with the City's zoning regulations. Therefore, no impact would occur.

- d) **Less-Than-Significant Impact.** Due to the urban setting of the project site, a moderate level of ambient nighttime light already exists on the project site. Existing nighttime lighting sources include surface parking lot lights, streetlights, vehicle headlights, and interior and exterior building illumination. The proposed project would alter lighting patterns as compared with the existing structures as the proposed project would introduce a five-story building with windows on each floor. The proposed project would also provide decorative exterior lighting to illuminate areas for walkways, paths, general congregation and safety. However, the proposed project would comply with lighting standards outlined within the WCMC, and lights would be hooded and reflected away from adjoining properties.<sup>3</sup>

The proposed project does not include features that would be a major source of glare. Headlights from vehicles entering and exiting the subterranean parking garage would also not directly shine on nearby light sensitive land uses, and vehicles exiting the from the driveway on West Garvey Avenue North would not create glare that would affect motorists along the freeway as the existing freeway sound wall would block any oncoming vehicle headlights.

The project site is located immediately adjacent to a motel to the west and a multi-family apartment building to the north. A commercial retail building is located to the east across Sunset Avenue, and the I-10 freeway is located to the south. The Shade/Shadow Study prepared for the proposed project (Appendix F) found that the pool/lounge and children's play area associated with the multi-family residential development to north of the project site are the only potential shadow sensitive uses in the immediate vicinity of the project site. As shown in the shadow diagrams, the proposed project would not cast shadows at any time of the day during the year, and these shadow sensitive uses would not be significantly impacted by proposed project. Therefore, less-than-significant impacts would occur.

---

<sup>3</sup>City of West Covina, *Municipal Code: Section 26-5709(a). – Lighting*. [https://library.municode.com/ca/west\\_covina/codes/code\\_of\\_ordinances?nodeId=MUCO\\_CH26ZO\\_ARTXNOZO\\_DIV3DEST\\_S26-570LI](https://library.municode.com/ca/west_covina/codes/code_of_ordinances?nodeId=MUCO_CH26ZO_ARTXNOZO_DIV3DEST_S26-570LI), accessed May 16, 2019.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>2. AGRICULTURE AND FORESTRY RESOURCES</b> – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a-e)** According to the West Covina General Plan, no areas in the city are currently zoned, designated, or used for agricultural or forestry activities. The City contains no Prime Farmland, Unique Farmland, or Farmland of Statewide Significance. Due to its urban setting, the project site and its surroundings are not included in the Farmland Mapping and Monitoring Program of the California Department of Conservation.<sup>4</sup> The project site is not zoned for agricultural use and is not under a Williamson Act Contract.<sup>5</sup> In addition, there are no areas of forestland as defined in Public Resources Code Section 12220(g) or timberland as defined in Public Resources Code Section 4526 within the City. The proposed project is located in a fully developed, urbanized area, and surrounded by commercial and residential uses. The project site is currently developed with one-story dental office building, and the proposed project would not change the existing environment in a manner that would result in the conversion of farmland or forestland to other kinds of land uses. Therefore, no impact would occur.

<sup>4</sup>California Department of Conservation, *Farmland Mapping & Monitoring Program*, <https://www.conservation.ca.gov/dlrp/fmmp>, accessed May 16, 2019.

<sup>5</sup>California Department of Conservation, *Williamson Act Program*, <https://www.conservation.ca.gov/dlrp/wa>, accessed May 16, 2019.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<b>3. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

An Air Quality Impact Study was prepared for the proposed project in June 2019 (see Appendix D). Air pollutant emissions that would result from construction and operation of the proposed project are addressed for each impact criterion. The air quality impact assessment was conducted in accordance with guidance and methodologies propagated by the South Coast Air Quality Management District (SCAQMD), which is charged with regional air quality jurisdiction for the South Coast Air Basin (SCAB). The primary guidance is contained in the SCAQMD *CEQA Air Quality Handbook*, which was published in 1993.<sup>6</sup>

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

- a) Less-Than-Significant Impact.** The applicable air quality plan is the SCAQMD 2016 Air Quality Management Plan (AQMP), which is based on regional growth population and employment projections provided in the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2016 AQMP provides policies and control measures that will reduce emissions to attain both state and federal ambient air quality standards by their applicable deadlines. Environmental review of individual projects within the SCAB must demonstrate that daily construction and operational emissions thresholds, as established by SCAQMD, would not be exceeded. The environmental review must also demonstrate that individual projects would not increase the number or severity of existing air quality violations.

The SCAQMD CEQA Air Quality Handbook identifies two key indicators of consistency with the AQMP: 1) whether the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air

<sup>6</sup>SCAQMD, *Air Quality Analysis Guidance Handbook*, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>, accessed June 6, 2019.

quality plan; and 2) whether the project would exceed the forecasted growth incorporated into the AQMP via the RTP/SCS. The SCAQMD has developed regionally specific air quality significance thresholds to assess potential impacts that may result from construction and operation of projects. Daily emissions of volatile organic compounds (VOC), nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), sulfur oxides (SO<sub>x</sub>), and respirable particulate matter less than 10 microns in diameter (PM<sub>10</sub>) and fine particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>) should be quantified and assessed on both regional and localized scales, in accordance with SCAQMD methodology.

### **Construction**

Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers and haul trucks traveling to and from the project site. Fugitive dust emissions would primarily result from site preparation (e.g., demolition and grading) activities. NO<sub>x</sub> emissions would predominantly result from the use of construction equipment and haul truck trips. The assessment of construction air quality impacts considers all of these emissions sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

It is mandatory for all construction projects in the SCAB to comply with SCAQMD Rule 403 for Fugitive Dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM<sub>2.5</sub> and PM<sub>10</sub> emissions associated with construction activities by approximately 61 percent.

The air quality analysis conducted for the proposed project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2016.3.2) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required. Details pertaining to the schedule and equipment can be found in Appendix D.

Construction is expected to begin in 2020 and take between 20 and 22 months, with occupancy expected in 2022. Demolition would require the removal of approximately 9,000 square feet of existing building floor area and approximately 39,000 square feet of surface parking. Excavation would produce approximately 17,000 cubic yards of export material. Maximum daily emissions for each activity were estimated based on heavy duty equipment use and fugitive dust (on-site) and vehicular travel to and from the project site (off-site). **Table 1** shows the maximum unmitigated daily regional emissions for activity. Maximum daily emissions of all air pollutants would remain below all applicable regional SCAQMD thresholds. In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity.



<b>TABLE 1: ESTIMATED REGIONAL CONSTRUCTION EMISSIONS – UNMITIGATED</b>						
<b>Construction Activity</b>	<b>Maximum Daily Emissions (Pounds Per Day)</b>					
	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>DEMOLITION</b>						
On-Site Emissions	2.1	20.9	14.7	<0.1	1.5	1.1
Off-Site Emissions	0.1	1.3	0.9	<0.1	0.2	0.1
<b>Total</b>	<b>2.2</b>	<b>22.2</b>	<b>15.5</b>	<b>&lt;0.1</b>	<b>1.7</b>	<b>1.2</b>
<b>SITE PREPARATION</b>						
On-Site Emissions	1.6	18.3	7.7	<0.1	3.1	1.9
Off-Site Emissions	<0.1	<0.1	0.3	<0.1	<0.1	<0.1
<b>Total</b>	<b>1.7</b>	<b>18.4</b>	<b>8.0</b>	<b>&lt;0.1</b>	<b>3.2</b>	<b>1.9</b>
<b>EXCAVATION</b>						
On-Site Emissions	1.3	15.1	6.5	<0.1	2.6	1.6
Off-Site Emissions	0.4	10.3	2.7	<0.1	1.0	0.3
<b>Total</b>	<b>1.7</b>	<b>25.4</b>	<b>9.2</b>	<b>&lt;0.1</b>	<b>3.6</b>	<b>1.9</b>
<b>BUILDING CONSTRUCTION</b>						
On-Site Emissions	1.8	13.6	12.9	<0.1	0.7	0.7
Off-Site Emissions	0.3	1.2	2.7	<0.1	0.8	0.2
<b>Total</b>	<b>2.2</b>	<b>14.8</b>	<b>15.6</b>	<b>&lt;0.1</b>	<b>1.5</b>	<b>0.9</b>
<b>PAVING</b>						
On-Site Emissions	0.7	6.8	8.8	<0.1	0.3	0.03
Off-Site Emissions	0.1	<0.1	0.5	<0.1	0.2	<0.1
<b>Total</b>	<b>0.8</b>	<b>6.8</b>	<b>9.3</b>	<b>&lt;0.1</b>	<b>0.5</b>	<b>0.4</b>
<b>ARCHITECTURAL COATING</b>						
On-Site Emissions	10.8	1.4	1.8	<0.1	0.1	0.1
Off-Site Emissions	0.1	<0.1	0.5	<0.1	0.2	<0.1
<b>Total</b>	<b>10.9</b>	<b>1.4</b>	<b>2.3</b>	<b>&lt;0.1</b>	<b>0.2</b>	<b>0.1</b>
<b>BUILDING CONSTRUCTION + PAVING + ARCHITECTURAL COATING OVERLAP</b>						
On-Site Emissions	13.3	21.8	23.5	<0.1	1.1	1.1
Off-Site Emissions	0.5	1.3	3.7	<0.1	1.1	0.3
<b>Total</b>	<b>13.8</b>	<b>23.1</b>	<b>27.2</b>	<b>&lt;0.1</b>	<b>2.2</b>	<b>1.4</b>
<b>REGIONAL ANALYSIS</b>						
<b>Maximum Daily Emissions</b>	<b>13.8</b>	<b>25.4</b>	<b>27.2</b>	<b>&lt;0.1</b>	<b>3.6</b>	<b>1.9</b>
Regional Significance Threshold	75	100	550	150	150	55
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Emissions modeling files can be found in <b>Appendix D</b> . <b>SOURCE:</b> TAHA, 2019.						

**Table 2** presents the results of emissions modeling from on-site construction sources. The LSTs selected for comparison values are for a 1-acre construction site in Sensitive Receptor Area 11 with a sensitive receptor within 25 meters. Maximum on-site emissions during project construction would not exceed the applicable LST values. The proposed project would result in a less-than-significant impact related to consistency with the AQMP and construction emissions.

**TABLE 2: ESTIMATED LOCALIZED CONSTRUCTION EMISSIONS – UNMITIGATED**

Construction Activity	Maximum Daily On-Site Emissions (Pounds Per Day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>EMISSIONS ANALYSIS</b>				
Demolition	20.9	14.7	1.5	1.1
Site Preparation	18.3	7.7	3.1	1.9
Excavation	15.1	6.5	2.6	1.6
Building Construction + Paving + Architectural Coating	21.8	23.5	1.1	1.1
<b>IMPACT ANALYSIS</b>				
<b>Maximum Daily Localized Emissions</b>	<b>21.8</b>	<b>23.5</b>	<b>3.1</b>	<b>1.9</b>
Localized Significance Threshold	83	673	5	4
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Emissions modeling files can be found in <b>Appendix D</b> . <b>SOURCE:</b> TAHA, 2019.				

### Operation

The proposed project would generate regional operational emissions from vehicle trips and energy use. The proposed land uses would generate 278 daily trips. CalEEMod program generates estimates of emissions from energy use based on the land use type and size of the project. **Table 3** presents the CalEEMod results for operation of the proposed project. Future occupation of the proposed project would not result in daily emissions that exceed any applicable SCAQMD thresholds.

**TABLE 3: ESTIMATED DAILY OPERATIONAL EMISSIONS**

Operational Activity	Maximum Daily Emissions (Pounds Per Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>EMISSIONS ANALYSIS</b>						
Area Sources	1.9	<0.1	7.6	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.3	0.1	<0.1	<0.1	<0.1
Mobile Sources	0.5	2.5	6.5	<0.1	2.0	0.6
<b>IMPACT ANALYSIS</b>						
<b>Daily Operational Emissions</b>	<b>2.5</b>	<b>2.9</b>	<b>14.2</b>	<b>&lt;0.1</b>	<b>2.1</b>	<b>0.6</b>
Regional Threshold	55	55	550	150	150	55
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Emissions modeling files can be found in <b>Appendix D</b> . <b>SOURCE:</b> TAHA, 2019.						

The second consistency criterion requires that the proposed project not exceed the assumptions in the AQMP. Regarding growth forecasts, the residential land use would add 92 assisted living dwelling units. The specific number of employees was not known at the time of this analysis, although it is anticipated that combined senior facility and retail space would create between 25 and 50 jobs. The proposed small-scale infill development of this size has no potential to interfere with regional and City growth projections, which are orders of magnitude greater than the population, housing, and employment numbers associated with the proposed project. Therefore, the proposed project would have no potential to result in growth that would exceed the projections incorporated into the AQMP.

**b) Less-Than-Significant Impact.** The SCAB is designated as nonattainment of the CAAQS and NAAQS for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Therefore, there is an ongoing regional cumulative impact associated with these air pollutants. Considering the existing environmental conditions, the SCAQMD propagated guidance that an individual project can emit allowable quantities of these pollutants on a regional scale without significantly contributing to the cumulative impacts. As discussed above, air pollutant emissions associated with construction of the proposed project would not exceed any applicable SCAQMD air quality thresholds of significance. The SCAQMD does not consider individual project emissions of lesser magnitude than the mass daily thresholds to be cumulatively considerable. Therefore, the proposed project would not result in a cumulatively considerable net increase of nonattainment pollutants.

**c) Less-Than-Significant Impact**

**Construction**

With regards to emissions of air toxics, carcinogenic risks, and non-carcinogenic hazards, the use of heavy-duty construction equipment and haul trucks during construction activities would release diesel PM to the atmosphere through exhaust emissions. Diesel PM is a known carcinogen, and extended exposure to elevated concentrations of diesel PM can increase excess cancer risks in individuals. However, carcinogenic risks are typically assessed over timescales of several years to decades, as the carcinogenic dose response is cumulative in nature. Short term exposures to diesel PM would have to involve extremely high concentrations in order to exceed the SCAQMD air quality significance threshold of 10 excess cancers per million. Over the course of construction activities, average diesel PM emissions from on-site equipment would be approximately 0.65 pounds per day. It is unlikely that diesel PM concentrations would be of any public health concern during the 22-month construction period, and diesel PM emissions would cease upon completion of construction activities. Therefore, the proposed project would result in a less-than-significant impact related to construction TAC emissions.

**Operation**

The proposed assisted living facility does not include an industrial component that would constitute a new substantial stationary source of operational air pollutant emissions, nor does it include a land use that would generate a substantial number of heavy-duty truck trips within the region. There would be no substantial source of air toxic emissions associated with operation of the proposed project.

CO hotspots may occur at congested intersections with high traffic volumes. Level of Service (LOS) describes the quality of traffic flow ranging from excellent conditions at LOS A to failure conditions at LOS F. The SCAQMD recommends a CO hotspot evaluation when a proposed project increases the volume-to-capacity ratio at an impacted intersection by two percent at intersections with a LOS of D or worse. The SCAQMD also recommends a CO hotspot evaluation when an intersection decreases in LOS by one level beginning when LOS changes from C to D. The proposed project would result in 20 AM peak hour trips and 28 PM peak hour trips.<sup>7</sup> The proposed project would not result in any intersections decreasing in LOS by one level beginning when LOS changes from C to D or increase the volume-to-capacity ratio by more than one percent at an intersection. There would be no potential for the proposed project to generate a CO hotspot, therefore operation of the proposed project would not have the potential to expose sensitive receptors to substantial pollutant concentrations.

---

<sup>7</sup>KOA, *Traffic Impact Study: Assisted Living Facility 1415 West Garvey Avenue North*, June 2019.

**d) Less-Than-Significant Impact****Construction**

Odors are the only potential construction emissions other than the sources addressed above. Potential sources that may produce objectionable odors during construction activities include equipment exhaust, application of asphalt and architectural coatings, and other interior and exterior finishes. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site and would be temporary in nature and would not persist beyond the termination of construction activities. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. Therefore, the proposed project would result in a less-than-significant impact related to construction odors.

**Operation**

Odors are the only potential operational emissions other than the sources addressed above. Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding.<sup>8</sup> The bistro would produce some odors and smells associated with the preparation of food. The operations would comply with SCAQMD Rule 402, which would prohibit any air quality discharge that would be a nuisance or pose any harm to individuals of the public. The dog park would be a source of odors, although residents would be required to immediately pick up waste and the area would be maintained by management on a regular basis. On-site trash receptacles would have the potential to create adverse odors. The facility would properly maintain odors associated with trash in compliance with the West Covina Municipal Code. Therefore, the proposed project would result in a less-than-significant impact related to operations odors.

---

<sup>8</sup>SCAMD, *CEQA Air Quality Handbook*, 1993.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>4. BIOLOGICAL RESOURCES</b> - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g. oak trees or California walnut woodlands)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** The project site is located in an urbanized area and is surrounded by commercial and residential uses. The project site is zoned Neighborhood Commercial (N-C) and is developed with a one-story, dental office building. Plant life is limited to non-native and ornamental species used for landscaping. Animal life is comprised of common bird, insect, reptile, and small mammal species. According to the California Natural Diversity Database (CNDDB), the project site does not contain any endangered, rare, or threatened species.<sup>9</sup> Therefore, the proposed project would not have an effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS), and no impact would occur.
- b) **No Impact.** A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. As discussed above, the project site is located within an urbanized area surrounded by commercial and residential uses. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS, and no impact would occur.

<sup>9</sup>California Department of Fish and Wildlife, *California Natural Diversity Database*, <https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data>, accessed May 16, 2019.

- c) **No Impact.** The project site does not contain any state or federally protected wetlands. The project site is located in a highly urbanized area. Therefore, the proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impact would occur.
- d) **No Impact.** The project site and the surrounding area are highly urbanized, and there are no wildlife corridors on or in proximity to the project site. As discussed above, the project site does not contain any state or federally protected wetlands that would contain migratory fish or other wildlife species. If migratory birds were to traverse the project site, the birds would likely utilize mature vegetation on the project site, some of which may potentially provide nesting sites for migratory birds. A Protected Tree Report was prepared for the proposed project (see Appendix G). The report concluded that 12 on-site trees and 31 greenway trees, for a total of 43 trees would be removed as part of the proposed project. Additionally, there are 36 off-property trees overhanging the project site from the adjacent property to the west. According to the Protected Tree Report, no impacts to these adjacent trees from construction of the proposed project are anticipated, and there are no potential conflicts between the proposed structures and the neighboring trees. The removal of and pruning of trees could potentially affect migratory birds, and the proposed project is required to comply with the Migratory Bird Treaty Act (MBTA). Under the MBTA, if such removal activities occur during the nesting season (February 15 through August 15), a biological monitor shall be present during the removal activities to ensure that no active nests would be adversely affected. As the project applicant would be required to comply with the MBTA, the proposed project is not expected to interfere with wildlife movement or impede the use of native wildlife nursery sites. Therefore, no impact would occur.
- e) **No Impact.** As discussed above, 12 on-site trees and 31 greenway trees, for a total of 43 trees to be removed as part of the proposed project. More information on the specific species of trees can be found in the Protected Tree Report in Appendix G. The removal or pruning of trees on the project site is required to comply with the City's tree preservation ordinance (WCMC, Chapter 26, Article VI, Division 9 – Preservation, Protection and Removal of Trees). As the project applicant would be required to comply with the City's tree preservation ordinance, the proposed project would not conflict with any local policies or ordinances protecting biological resources. To comply with the City's tree preservation ordinance, the proposed project would plant 52 new trees on the ground and 20 new trees on the rooftop as a replacement for the trees that would be removed.<sup>10</sup> Therefore, no impact would occur.
- f) **No Impact.** The project site is located in an urbanized area and surrounded by commercial and residential uses. The project site is not located within or adjacent to the boundaries of any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

---

<sup>10</sup>City of West Covina, *Municipal Code: Section 26-293(a)(2)(a).* - Permit procedure.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>5. CULTURAL RESOURCES</b> - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **No Impact.** Section 15064.5 of the CEQA Guidelines generally defines a historical resource as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. The City also maintains a list of local, significant resources. The existing dental office building that would be demolished as part of the proposed project was built in 1956. It is not listed or eligible to be listed in the California Register of Historic Resources. The existing building and the buildings surrounding the project site are not listed as local historic resources.<sup>11,12,13,14</sup> Therefore, no impact would occur.
- b) **Less-Than-Significant Impact.** Section 15064.5 of the CEQA Guidelines defines significant archaeological resources as resources which meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources associated with a scientifically recognized important prehistoric or historic event or person. West Covina has a long cultural history and is known to have been home to Native American groups prior to settlement by Euro-Americans. Archaeological materials associated with occupation of the City are known to exist and have the potential to provide important scientific information regarding history and prehistory. The project site is located in an urbanized area that has been subject to previous grading and development. Any surficial archaeological resources that may have existed on the project site are likely to have been previously disturbed or removed. The proposed project would include an underground parking garage and would require excavation. Thus, there is a possibility that archaeological artifacts may be present underground that were not recovered during prior construction or other human activity may be present. If archaeological resources are discovered during excavation or grading activities, work is required to cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines, including those set forth in Public Resources Code Section 21083.2. As the proposed project is required to comply with existing regulations protecting archaeological resources, impacts related to archaeological resources would be less than significant.

<sup>11</sup>Los Angeles County Office of the Assessor, *Property Assessment Information System*, <http://assessor.co.la.ca.us/extranet/datamaps/pais.aspx>, accessed May 20, 2019.

<sup>12</sup>California State Parks Office of Historic Preservation, *California Register of Historic Resources*, <http://www.ohp.parks.ca.gov/ListedResources/>, accessed May 20, 2019.

<sup>13</sup>National Park Service, *National Register of Historic Places*, <https://www.nps.gov/subjects/nationalregister/data-downloads.htm>, accessed May 20, 2019.

<sup>14</sup>City of West Covina Community Development Planning Department, *Historic Preservation*, <https://www.westcovina.org/departments/planning/city-of-west-covina-historic-survey>, accessed May 20, 2019.

- c) **Less-Than-Significant Impact.** While no formal cemeteries, other places of human interment, or burial grounds or sites are known to exist within the project site, there is always a possibility that human remains may be unexpectedly encountered during construction. The proposed project is required to comply with Section 7050.5 of the California Health and Safety Code in the unlikely event that human remains are encountered during construction. If human remains of Native American origin are discovered during construction activities, the proposed project would be required to comply with state laws, under the jurisdiction of the Native American Heritage Commission (Public Resources Code Section 5097), relating to handling of Native American burials. Therefore, with compliance of existing state regulations, impacts related to human remains would be less than significant.



	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<b>6. ENERGY</b> - Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a, b) Less-Than-Significant Impact.** The main forms of available energy supply are electricity, natural gas, and oil. During construction of the proposed project, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control, powering lights, electronic equipment, or other construction activities that require electrical power. Construction activities typically do not involve the consumption of natural gas. However, construction activities would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment, round-trip construction worker travel to the project site, and delivery and haul truck trips. Construction activities would comply with CARB's "In-Use Off-Road Diesel Fueled Fleets Regulation", which limits engine idling times to reduce harmful emissions and reduce wasteful consumption of petroleum-based fuel. Additionally, the proposed project would comply the California Renewable Portfolio Standard, the Clean Energy and Pollution reduction Act of 2015 (Senate Bill 350). Compliance with local, state, and federal regulations would reduce short-term energy demand during the proposed project's construction to the extent feasible, and proposed project construction would not result in a wasteful or inefficient use of energy.

During operations of the proposed project, Southern California Edison would provide electricity and Southern California Gas Company would provide natural gas to the project site. Energy use associated with operation of the proposed project would be typical of residential uses, requiring electricity and natural gas for interior and exterior building lighting, heating, ventilation, and air conditioning, electronic equipment, machinery, refrigeration, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by the proposed residential development. However, the proposed project does not involve any characteristics or processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or involve the use of equipment that would not conform to current emissions standards and related fuel efficiencies.

In September 2011, the City of West Covina adopted an Energy Action Plan to guide the City toward attainable conservation goals that may also significantly reduce the impact of greenhouse gas emissions within the community. The project will be subject to the California Green Building Standards Code, which requires new buildings to reduce water consumption, employ building commissioning to increase building system efficiencies for large buildings, divert construction waste from landfills, and install low pollutant-emitting finish materials. The proposed project does not include any feature (i.e., substantially alter energy demands) that will interfere with implementation of these state and City codes and plans. Therefore, a less-than-significant impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>7. GEOLOGY AND SOILS</b> - Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a.i) **No Impact.** A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to the rupture of a known earthquake fault. The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults to mitigate the hazard of surface fault rupture. It prohibits the location of most structures for human occupancy across the trace of active faults. The Act also establishes Earthquake Fault Zones and requires geologic/seismic studies of all proposed developments within 1,000 feet of the zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur. According to the California Department of Conservation Earthquake Zones of Required Investigation map, the project site is not located within the Alquist-Priolo Special Studies Zone, and no trace of any known active or potentially active fault passes through the project site.<sup>15</sup> Therefore, no impact would occur.

<sup>15</sup>California Department of Conservation, *Earthquake Zone of Required Investigation: Baldwin Park Quadrangle*, March 5, 1999.

- a.ii) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would exacerbate existing environmental conditions if it increases the potential to expose people or structures to substantial adverse effects related to strong ground shaking from severe earthquakes. As with all properties in the seismically active Southern California region, the project site is susceptible to ground shaking during a seismic event. The ground motion characteristics of any future earthquakes in the region would depend on the characteristics of the generating fault, the distance to the epicenter, the magnitude of the earthquake, and the site-specific geologic conditions. The proposed project does not include activities that would increase the potential to expose people or structures to the adverse effects involving strong seismic ground shaking. Additionally, the design and construction of the proposed structures are required to conform to the California Building Code seismic standards, as well as all other applicable codes and standards to reduce impacts from strong seismic ground shaking. Therefore, a less-than-significant impact would occur.
- a.iii) No Impact.** A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to substantial adverse effects related to seismic-related ground failure, including liquefaction. Liquefaction typically occurs when a saturated or partially saturated soil behaves like a liquid as a result becomes malleable due to loss in strength and stiffness in response to an applied stress caused by earthquake shaking or other sudden change in stress conditions. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical movements from the lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. According to the California Department of Conservation's Earthquake Zones of Required Investigation map, the project site is not located within a liquefaction hazard zone.<sup>16</sup> Therefore, no impact would occur.
- a.iv) No Impact.** A significant impact would occur if the proposed project would exacerbate existing environmental conditions if it increases the potential to expose people or structures to substantial adverse effects related to landslides. According to the California Department of Conservation's Earthquake Zones of Required Investigation map, the project site is not located within an earthquake-induced landslide area.<sup>17</sup> Therefore, no impact would occur.
- b) Less-Than-Significant Impact.** A significant impact would occur if construction activities or future uses of the proposed project would result in substantial soil erosion or loss of topsoil. The majority of the project site is covered with impervious surfaces, and following construction, the project site would continue to be covered with a similar amount of impervious surfaces. The project site has a low potential for soil erosion because it is relatively flat, and the vicinity of the project site is completely developed.

During ground disturbing activities, such as excavation and grading, the project site could potentially be subject to soil erosion or loss of topsoil. However, the proposed project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion impacts. Additionally, the City requires the project applicant to prepare an erosion control plan to be submitted to and approved by the City Engineer prior to the start of the raining season, and all erosion control devices are required to be provided and maintained during the raining season and be placed at the end of each workday. Furthermore, the construction contractor is required to implement erosion control measures

---

<sup>16</sup>California Department of Conservation, *Earthquake Zone of Required Investigation: Baldwin Park Quadrangle*, March 5, 1999.

<sup>17</sup>*Ibid.*

during ground disturbing activities to control erosion. Therefore, impacts related to soil erosion or the loss of topsoil would be less than significant.

- c) **No Impact.** A significant impact would occur if the proposed project would cause geologic unit or soil on the project site to become unstable or, if the project site is on unstable geologic unit or soil, the proposed project would exacerbate existing conditions so as to increase the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse. As discussed above, the project site is not located within a liquefaction hazard zone or an earthquake-induced landslide area, respectively.<sup>18</sup> The proposed project would not create liquefaction or landslide hazards because the proposed project does not involve activities that would affect seismic conditions or alter underlying soil or groundwater characteristics that govern liquefaction potential. Additionally, the project site and the surrounding area are relatively flat and, thus, are not susceptible to landslides.

Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The compaction of subsurface sediments by fluid withdrawal will cause subsidence or ground collapse overlying a pumped reservoir. The project site and its vicinity do not contain any subsurface oil extraction facilities or groundwater withdrawal activities. The proposed project would not introduce any subsurface oil extraction facilities, mining activities, or extraction of mineral resources. In addition, prior to the issue of building permits, a site-specific geotechnical study would be prepared by a licensed engineer to outline structural design elements that would maintain structural integrity to the maximum extent. Thus, the proposed project would not cause or exacerbate existing conditions associated with subsidence and collapse. Furthermore, the proposed project would be constructed in accordance with the California Building Code, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Therefore, no impact would occur.

- d) **No Impact.** A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or adequate foundations for proposed buildings, thus posing a hazard to life and property. Expansive soils shrink and swell with changes in soil moisture. Soil moisture may change from landscape irrigation, rainfall, and utility leakage. Expansive soils are commonly very fine-grained with high to very high percentages of clay and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. The project site is currently developed and is not located in an area with expansive soils. Furthermore, a site-specific geotechnical study would be prepared by a licensed engineer to outline structural design elements that would maintain structural integrity to the maximum extent. Project design features and construction would comply with all applicable building codes and standards. Therefore, no impact would occur.
- e) **No Impact.** A significant impact would occur if adequate wastewater disposal were not available to the project site. The project site is fully developed and located in a highly urbanized area of the City of West Covina, where wastewater infrastructure is currently in place. The proposed project would connect to the existing sanitary sewer system and would not include septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

---

<sup>18</sup> California Department of Conservation, *Earthquake Zone of Required Investigation: Baldwin Park Quadrangle*, March 5, 1999.

- f) **Less-Than-Significant Impact.** Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. The project site is underlain with Quaternary Alluvium Gravel (Qa), which are sediment deposited from rivers. These types of rocks typically do not form fossil bearing rock, as opposed to sedimentary rock. The likelihood of encountering paleontological resources within Qa is very unlikely. Furthermore, as discussed above, any ground-disturbing activities associated with the proposed project would cease if any archaeological or paleontological resources are encountered. Therefore, less-than-significant impacts would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>8. GREENHOUSE GAS EMISSIONS</b> - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less-Than-Significant Impact.** A Greenhouse Gas (GHG) Impact Study was prepared for the proposed project in June 2019 (see Appendix E). GHG emissions refer to a group of emissions that are generally believed to affect global climate conditions. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), keep the average surface temperature of the Earth close to 60°F. Without the natural greenhouse effect, the Earth's surface would be about 61°F cooler.<sup>19</sup>

In addition to CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O, GHGs include hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF<sub>6</sub>), black carbon (black carbon is the most strongly light-absorbing component of particulate matter emitted from burning fuels, such as coal, diesel, and biomass), and water vapor. CO<sub>2</sub> is the most abundant pollutant that contributes to climate change through fossil fuel combustion. The other GHGs are less abundant but have higher global warming potential than CO<sub>2</sub>. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent of CO<sub>2</sub>, denoted as CO<sub>2</sub>e. CO<sub>2</sub>e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential (GWP) of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

The CEQA Guidelines require lead agencies to adopt GHG thresholds of significance. When adopting these thresholds, the amended Guidelines allows lead agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence, and/or to develop their own significance threshold. Neither the City nor SCAQMD has officially adopted a quantitative threshold value for determining the significance of GHG emissions that will be generated by projects under CEQA.

SCAQMD published the Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold in October 2008.<sup>20</sup> SCAQMD convened a GHG CEQA Significance Threshold Stakeholder Working Group beginning in April of 2008 to examine alternatives for establishing quantitative GHG thresholds within the district's jurisdiction. The Working Group proposed a tiered screening methodology for assessing the potential significance of GHG emissions generated by CEQA projects. The tiered screening methodology was outlined in the minutes of the final Working Group meeting on

<sup>19</sup>California Environmental Protection Agency Climate Action Team, *Climate Action Report to Governor Schwarzenegger and the California Legislator*, March 2006.

<sup>20</sup>SCAQMD, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

September 28, 2010.<sup>21</sup> For the purposes of this environmental assessment, the interim Tier III screening threshold value of 3,000 MTCO<sub>2</sub>e per year is the most appropriate comparison value for impacts determination based on the commercial elements comprising the proposed project.

GHG emissions that will be generated by the proposed project were estimated using CalEEMod, as recommended by the SCAQMD. CalEEMod quantifies GHG emissions from construction activities and future operation of projects. Sources of GHG emissions during project construction will include heavy-duty off-road diesel equipment and vehicular travel to and from the project site. Sources of GHG emissions during project operation will include employee and delivery vehicular travel, energy demand, water use, and waste generation. In accordance with SCAQMD methodology, the total amount of GHG emissions that would be generated by construction of the proposed project was amortized over a 30-year operational period to represent long-term impacts.

**Table 4** presents the estimated GHG emissions that would be released to the atmosphere on an annual basis by the proposed project. Construction of the proposed project would produce approximately 836.5 MTCO<sub>2</sub>e, or 27.9 MTCO<sub>2</sub>e annually over a 30-year period. The total annual operating emissions would be approximately 748.1 MTCO<sub>2</sub>e per year after accounting for amortized construction emissions. This mass rate is substantially below the most applicable quantitative draft interim threshold of 3,000 MTCO<sub>2</sub>e per year recommended by SCAQMD to capture 90 percent of CEQA projects within its jurisdiction. Therefore, impacts would be less than significant.

<b>TABLE 4: PROPOSED PROJECT ANNUAL GREENHOUSE GAS EMISSIONS</b>	
<b>Scenario and Emission Source</b>	<b>Carbon Dioxide Equivalent (Metric Tons per Year)</b>
Construction Emissions Amortized (Direct) /a/	27.9
Area Source Emissions (Direct)	1.6
Energy Source Emissions (Indirect)	226.5
Mobile Source Emissions (Direct)	403.4
Waste Disposal Emissions (Indirect)	42.2
Water Distribution Emissions (Indirect)	46.5
<b>TOTAL</b>	<b>748.1</b>
SCAQMD Draft Interim Significance Threshold	3,000
<b>Exceed Threshold?</b>	<b>No</b>
/a/ Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span.	
<b>SOURCE:</b> TAHA, 2019.	

- b) Less-Than-Significant Impact.** Assembly Bill 32 requires CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions and directs CARB to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. On December 11, 2008, CARB adopted the Scoping Plan, which sets forth the framework for facilitating the state's goal of reducing GHG emissions to 1990 levels by 2020. The First Update of the Scoping Plan was adopted on May 22, 2014. CARB has adopted the 2017 Scoping Plan in November 2017 which details strategies to cut back 40 percent of GHGs by 2030. Neither Assembly Bill 32, the updated first Scoping

<sup>21</sup>SCAQMD, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15*, September 28, 2010, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2), accessed June 4, 2019.

Plan or the 2017 Scoping Plan establishes regulations implementing, for specific projects, the Legislature's statewide goals for reducing GHGs.<sup>22</sup>

The Scoping Plan outlines a series of technologically feasible and cost-effective measures to reduce statewide GHG emissions, including expanding energy efficiency programs, increasing electricity production from renewable resources (at least 33 percent of the statewide electricity mix), and increasing automobile efficiency, implementing the Low-Carbon Fuel Standard, and developing a cap-and-trade program. These measures are designed to be implemented by state agencies. The proposed project would not interfere with implementation of the Assembly Bill 32 measures.

The California legislature enacted Senate Bill (SB) 375 in 2008 to set regional targets for the reduction of GHG emissions and require the preparation of Sustainable Communities Strategies (SCSs) by MPOs. SB 743 was enacted in 2013 to evolve the assessment of transportation impacts under CEQA, and in 2018 new the CEQA Guidelines were published that incorporated SB 743 by promulgating the use of VMT and VMT reductions as a significance threshold metric. The proposed project would introduce approximately 278 daily vehicle trips to the project area. Due to the nature of the proposed project and the limited mobility of future residents, it is anticipated that vehicle trips associated with the proposed project would be of shorter distance than similar uses in the area. The proposed project would not have the potential to conflict with the regional GHG emissions targets and VMT reduction efforts of SB 375 and SB 743, respectively.

The California legislature passed SB 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a SCS in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2016–2040 RTP/SCS. The RTP/SCS focuses the majority of new job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. The proposed project would be located within walking distance of the Foothill Transit 185 and 498 bus line stations at Sunset Avenue/Plaza Drive, approximately 900 feet south of the property entrance on Sunset Avenue. These bus routes would provide convenient connection to the regional transit system. Therefore, the proposed project would be consistent with the RTP/SCS.

With regards to local climate planning initiatives, the City adopted an Energy Action Plan in 2011 to guide the City toward attainable conservation goals that may also significantly reduce the impact of GHG emissions within the community. The proposed project would be consistent with the Energy Action Plan by complying with the California Building Code (Title 24), including the California Green Building Standards Code. The California Green Building Standard Code, referred to as CalGreen, is the first statewide Green Building Code. CalGreen lays out minimum requirements for newly constructed buildings in California, which will reduce GHG emissions through improved efficiency and process improvements. It requires builders to install plumbing that cuts indoor water use by as much as 20 percent, to divert 50 percent of construction waste from landfills to recycling, and to use low-pollutant paints, carpets, and floors.

Additionally, the City published its General Plan Update in 2016 that included a series of Policies and Actions for implementing a well-planned community. Policy P3.6 directs the City to, “[r]educe West Covina’s production of greenhouse gas emissions and contribution to climate change and adapt to the effects of climate change.” The associated Action A3.6

---

<sup>22</sup>*Center for Biological Diversity v. California Department of Fish and Game* (2015) 62 CA1.4th 204, 259.



outlines that, “[k]ey land use adaptation strategies to reduce greenhouse gas emissions are promoting transit-oriented infill development and providing incentives for high-performance buildings and infrastructure.” The proposed project would be consistent with Policy P3.6 and Action A3.6 of the 2016 General Plan Update by introducing new residential development consistent with the City’s density requirements in a high-quality transit area. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>9. HAZARDS AND HAZARDOUS MATERIALS</b> - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a-b) Less-Than-Significant Impact.** Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all hazardous materials during construction and operations would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. The proposed elderly residential care facility would involve storage and use of small amounts of commercially available janitorial and landscaping supplies. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. Therefore, impacts related to the creation of hazards to the public or the environment through the routine transport, use, disposal, or release of hazardous materials would be less than significant.

**c) Less-Than-Significant Impact.** The Del Norte School and the Altus Mirus Charter School are located within one-quarter mile of the project site. There is a potential for release of hazardous emissions or handling of hazardous materials and substances during the short-term construction activities for the proposed development and, as discussed above, the proposed project is an residential care facility that would involve storage and use of small amounts of commercially available janitorial and landscaping supplies. Any hazardous materials used by the proposed project would be handled in accordance with applicable state laws and regulations. Therefore, a less-than-significant impact would occur.

- d) **No Impact.** The California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) each maintain a database (EnviroStor and GeoTracker, respectively) that provides access to detailed information on hazardous waste sites and their cleanup statuses. EnviroStor focuses on hazardous waste facilities and sites with known contamination or sites with possible reason for further investigation. GeoTracker focuses on sites that impact or have the potential to impact water quality in California, with an emphasis on groundwater. A search of the EnviroStor and Geotracker databases determined that the project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code and is not within a one-quarter mile radius.<sup>23,24</sup> Therefore, no impact would occur.
- e) **No Impact.** The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. The closest airport to the project site is Brackett Field Airport, which is approximately eight miles northeast of project site. Therefore, the proposed project would not result in an airport- or airstrip-related safety hazard for people residing or working in the area, and no impact would occur.
- f) **No Impact.** The proposed project is located near one emergency/disaster route, the I-10 freeway, which adjoins the project site to the south.<sup>25</sup> The proposed project would not involve any uses that would interfere with an emergency response or evacuation plan. The City's Natural Hazard Mitigation Plan (NHMP) addresses West Covina's planned response to extraordinary emergency situations associated with man-made and natural disasters.<sup>26</sup> Additionally, the proposed project would be reviewed by the City's Fire Department to ensure that the project would not interfere with the City's NHMP or evacuation routes. Therefore, the proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.
- g) **No Impact.** The project site is located in a highly urbanized area of the City and is surrounded by urban uses (i.e., commercial and residential uses). The project site is not located within a wildland area, and no wildlands are located on or adjacent to the project site. Therefore, no impact would occur.

---

<sup>23</sup>Department of Toxic Substances Control, *EnviroStor*, <https://www.envirostor.dtsc.ca.gov/public/>, accessed May 28, 2019.

<sup>24</sup>Department of Toxic Substances Control, *GeoTracker*, <https://geotracker.waterboards.ca.gov/>, accessed May 28, 2019.

<sup>25</sup>County of Los Angeles Department of Public Works, *Disaster Routes*, <http://dpw.lacounty.gov/dsg/disaster/routes/map/West%20Covina.pdf>, accessed May 28, 2019.

<sup>26</sup>City of West Covina, *Natural Hazard Mitigation Plan*, <https://www.westcovina.org/departments/fire-/disaster-preparedness/natural-hazard-mitigation-plan>, accessed May 28, 2019.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>10. HYDROLOGY AND WATER QUALITY</b> - Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** Construction of the proposed project would require the demolition of an existing building, excavation for an underground parking garage, grading, and construction of the proposed assisted living facility. Ground disturbing activities would result in exposed soils and debris, as well as equipment and materials that may contribute pollutants in stormwater runoff. However, the proposed project would be required to comply with all federal, state, and local regulations related to water quality standards and wastewater discharge. Construction contractors would be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Activity Permit. The project applicant would also be required to comply with Section 9-36 of the WCMC, which controls pollutants from new development/redevelopment projects. In accordance with the requirements of the NPDES permit and Section 9-36 of the WCMC, the project applicant would be required to prepare and implement a standard urban stormwater mitigation plan (SUSMP) that the City would review and approve prior to construction and operation of the proposed project. The SUSMP will include conditions that consist of low impact development, structural and non-structural best management practices (BMPs) and source control BMPs. Compliance with these regulations would reduce the risk of water degradation from soil erosion and other pollutants related to construction activities, and potential violations of water quality standards would be minimized through required BMPs. As such, the proposed project would not violate water quality standards or waste discharge requirements. Therefore, no impact would occur.

- b) **No Impact.** The project site is primarily developed with impervious surfaces and is not currently used for groundwater recharge activities. With implementation of the proposed project, the project site would have similar amount of impervious surfaces. Depth of groundwater at the project site would be approximately 100 to 150 feet and any excavation or grading activities related to project construction would not reach such depths.<sup>27</sup> The proposed project would not install any groundwater wells and would not otherwise directly withdraw any groundwater during construction or operations of the proposed project. Therefore, no impact would occur.
- c.i) **Less-Than-Significant Impact.** The project site is located in a highly developed area of the City, and the majority of the project site is covered by impervious surfaces. Upon completion of the proposed project, the project site would continue to be covered with a similar amount of impervious surfaces. The proposed project would not alter existing drainage patterns in a manner that would result in erosion or flooding or increase stormwater runoff that would likely exceed existing storm drain capacity or increase pollutants in stormwater runoff. The nearest stream to the project site is Walnut Creek, which is located approximately 0.3 miles south of the project site. This stream would not be vulnerable to operations on the project site. However, during construction, on-site soils would temporarily be exposed to surface water runoff. The proposed project would be required to comply with local, State, and federal regulations and standards related to minimizing potential erosion. The City requires that the project applicant prepare an erosion control plan and that the construction contractor implement erosion control measures during ground disturbing activities. Therefore, the proposed project would not substantially alter the existing drainage pattern of the project site in a manner that would result in substantial erosion or siltation, and less-than-significant impacts would occur.
- c.ii) **Less-Than-Significant Impact.** A significant impact would occur if the project would increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The project site is currently developed with dental office building and is located within an urbanized area with existing stormwater infrastructure in place. Most of the project site is covered by impervious surfaces, and runoff from the site currently discharges to existing storm drains in the surrounding streets. Following construction of the proposed project, stormwater runoff from the project site would be directed into existing storm drains that currently receive surface water runoff under existing conditions. Stormwater runoff from the project site is not expected to increase substantially in comparison to the existing conditions. Therefore, the proposed project is not expected to result in impacts to the existing drainage pattern such that it would result in on- or off-site flooding. Impacts would be less than significant.
- c.iii, iv) **Less-Than-Significant Impact.** The proposed project would be required to comply with all federal, state, and local regulations related to water quality standards and wastewater discharge. Construction contractors would be required to obtain coverage under the NPDES General Construction Activity Permit. The project applicant would adhere to the SUSMP which would include conditions that consist of low impact development, structural and non-structural best management practices BMPs. Compliance with these regulations and policies would ensure that during construction, impacts related to the capacity of the City's existing storm drain system, the generation of polluted runoff, impede or redirection of runoff would be less than significant. Furthermore, operations of the proposed project would not require, alteration, or installation of a new drainage system. No substantial changes in the existing drainage pattern of the area would occur. Therefore, less-than-significant impacts would occur.

---

<sup>27</sup>California Geological Survey, *Seismic Hazard Zone Report For the Baldwin Park 7.5-Minute Quadrangle, Los Angeles, County, California*, 1998.

- d) **Less-Than-Significant Impact.** A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a sea wave produced by a significant undersea disturbance. Mudflows result from the down-slope movement of soil and/or rock under the influence of gravity. The project site is not located near a body of water that is large enough to create a seiche during a seismic event. The project site is located approximately 25 miles northeast of the Pacific Ocean and is not within a coastal zone or tsunami inundation area. However, the proposed project and surrounding area is located within a 500-year flood plain, where it has a 0.2 percent chance of annual flood and the City is subject to potential inundation from failures of three dams: San Dimas Dam, Puddingstone Dam at Bonelli Park, or Santa Fe Dam.<sup>28,29</sup> Although, the likelihood of a flood to occur would be unlikely and if there would be dam failure, dam owners must develop an Emergency Action Plan, which facilitates emergency response. Additionally, the City also outlines mitigation and emergency response pertaining to floods in its NHMP. Therefore, less-than-significant impacts would occur.
- e) **No Impact.** The City is underlain by the San Gabriel Valley Groundwater Basin and approximately 80 percent of West Covina's potable water is from the local groundwater basin. This groundwater is supplied by several water agencies, including the Suburban Water Systems, Colorado River and the State Water Project, and the Los Angeles County Sanitation District.<sup>30</sup> The City's water quality is governed by the Los Angeles Regional Water Quality Control Board (LARWQCB), which sets water quality standards in the Water Quality Control Plan for the Los Angeles Region. The plan identifies beneficial uses for surface water and groundwater and establishes water quality objectives to attain those beneficial uses. As discussed above, the proposed project would be required to comply with all federal, State, and local regulations related to water quality standards and wastewater discharge. Construction contractors would be required to obtain coverage under the NPDES General Construction Activity Permit. The project applicant would also be required to comply with WCMC Section 9-36, which controls pollutants from new development/redevelopment projects. In accordance with the requirements of the NPDES permit and WCMC Section 9-36, the project applicant would be required to prepare and implement a SUSMP that the City would review and approve prior to construction and operation of a new development. The SUSMP shall include conditions that consist of low impact development, structural and non-structural BMPs and source control BMPs. Compliance with these regulations and policies would ensure that the proposed project would not conflict or obstruct implementation water quality control plan or sustainable groundwater management plan. Therefore, no impact would occur.

---

<sup>28</sup>Federal Emergency Management Agency, *Flood Insurance Rate Map*, Map Number 06037C1700F, September 26, 2008.

<sup>29</sup>City of West Covina, *Natural Hazard Mitigation Plan, Section 8: Flood*, <http://www.westcovina.org/departments/fire-/disaster-preparedness/natural-hazard-mitigation-plan/section-8-flood>, accessed May 28, 2019.

<sup>30</sup>City of West Covina, *2016 General Plan Update and Downtown Plan and Code, Final EIR*, December 2016.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>11. LAND USE AND PLANNING</b> - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** The project site is located within an urbanized area surrounded by commercial and residential uses and served by existing roadways. The proposed residential care facility would be consistent with the uses that surround the project site. Similar to existing conditions, Sunset Boulevard and West Garvey Avenue North would provide vehicular access to the project site. The I-10 freeway is south of the project site and provides regional access. The proposed project would not involve any street closure, would not result in the development of new thoroughfares or highways, and would not block access to or through the community. Pedestrian access would be maintained on the sidewalks along public roads surrounding the project site. No separation of uses or disruption of access between land use types would occur as a result of the proposed project. Therefore, no impact would occur.
- b) **No Impact.** The project site is designated Commercial according to the City's General Plan<sup>31</sup> and is zoned "Neighborhood-Commercial" (N-C).<sup>32</sup> The purpose of the General Plan Commercial land use designation is to encourage wide range of building types depending on neighborhood characteristics that house a mix of functions.<sup>33</sup> Policies 2.3, 2.5 and 5.4 of City's General Plan's Housing Element encourage senior and alternative housing models to address the City's growing senior population, including assisted living facilities such as the proposed project. According to the WCMC, the purpose of the N-C zone is to set standards for retail and service commercial uses, and the proposed elderly assisted living facility would be allowed to be constructed within a commercial zone with approval of a CUP. Therefore, with approval of the CUP, the proposed project would be consistent with the City's General Plan and WCMC, and no impact would occur.

<sup>31</sup>City of West Covina, *General Plan*, December 2016.

<sup>32</sup>City of West Covina, *Zoning Code*, <https://westcovina.maps.arcgis.com/apps/webappviewer/index.html?id=eab40ffbe9b944dfa9195f75342d4986>, accessed June 4, 2019.

<sup>33</sup>*Ibid.*

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<b>12. MINERAL RESOURCES</b> - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a-b) No Impact.** The project site is located in an urbanized area and is surrounded by commercial and residential uses. The project site is located within a mineral resource zone 2 (MRZ-2) area, as classified by the California Geological Survey (CGS). An MRZ-2 area indicates that significant cement concrete-grade (PCC-grade) aggregate resources are present. The project site is also not located on or near an active aggregate mine or any oil fields, and no oil extraction and/or quarry activities have historically occurred on or are presently conducted at the project site. The project site is zoned neighborhood commercial and is developed with a one-story, dental office building. Therefore, the proposed project would not result in the loss of availability of any known regionally valuable or locally important mineral resource, and no impact would occur.



	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<b>13. NOISE</b> - Would the project:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** The following noise analysis is based on a Noise and Vibration Impact Study that was completed for the proposed project (see Appendix C). Sound is technically described in terms of the loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear.

Noise is generally defined as unwanted sound. The degree to which noise can impact the human environment ranges from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA and a 10-dBA increase is subjectively heard as a doubling in loudness. Noise levels decrease as the distance from the noise source to the receiver increases. Noise levels generated by a stationary noise source, or "point source," will decrease by approximately 6 dBA over hard surfaces (e.g., pavement) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet over hard surface from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise levels generated by a mobile source will decrease by approximately 3 dBA over hard surfaces for each doubling of the distance.

This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level ( $L_{eq}$ ). CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to

7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL is always a higher number than the actual 24-hour average.  $L_{eq}$  is the average noise level on an energy basis for any specific time period. The  $L_{eq}$  for one hour is the average energy noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound.  $L_{eq}$  can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

### ***Summary of Applicable Noise Regulations/Standards***

The City has established noise standards to control unnecessary, excessive and annoying noise. Noise created by radios, television sets, and similar devices is regulated by Section 15-94 (Radios, television sets, and similar devices). The WCMC states that between the hours of 10:00 p.m. and 7:00 a.m., it is unlawful to use or operate any radio receiving set, musical instrument, phonograph, television set, or other machine or device for the producing or reproducing of sound or any device by which voice, music, or any other sound is amplified, in such a manner as to create any noise which causes the noise level at the property line of any property (or if a condominium or apartment house, within any adjoining unit or apartment), building, structure or vehicle to be plainly audible at a distance of 50 feet.

Construction noise is governed by Section 15-95 (Construction and Building Projects) of the WCMC, which prohibits the use of construction tools, equipment, or the performance of any outside construction or repair work on buildings, structures, or projects within 500 feet of a residential zone which would cause the ambient noise level to be exceeded by five dB as measured at property lines, except for the hours of 7:00 a.m. to 8:00 p.m. Unloading and loading activity is prohibited within 500 feet of a residential zone, except for the hours of 6:00 a.m. to 8:00 p.m.

The City of West Covina General Plan Noise Element provides guidance on improving the safety and health of the community and abatement of excessive noise. The General Plan outlines land use compatibility standards as a guideline for locating new land uses, which have been adopted from the California Office of Noise Control. Policy 6.24 of the General Plan requires that new developments analyze potential noise impacts on nearby noise sensitive receptors and as feasible require noise mitigation to address any identified significant impacts.

### ***Existing Noise Levels***

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise- and vibration-sensitive and may warrant unique measures for protection from intruding noise. A 500-foot screening distance has been used as a screening distance in the existing urban environment. Sensitive receptors include:

- The Wayside Motel adjacent and to the west;
- Residences approximately 20 feet north;
- Walnut Inn and Suites located approximately 115 feet to the west;
- Sunset Medical Plaza located approximately 210 feet to the northeast;
- Residences located approximately 225 feet to the west;
- Al-Nabi Mosque located approximately 330 feet to the west;
- Residence located approximately 350 feet to the north;
- Residences located approximately 400 feet to the northeast;
- Residences located approximately 470 feet to the east; and
- Kaiser Permanente medical facilities located approximately 475 feet to the west.

To characterize the existing noise environment around the project site, short-term noise measurements were taken using a SoundPro DL Sound Level Meter on Wednesday, April 10, 2019 between 10:30 a.m. and 2:30 p.m. Hourly noise levels within the project area ranged from 50.6 to 72.8 dBA  $L_{eq}$ . Roadway noise was the most significant source of noise in the project area. Existing noise levels at the noise monitoring locations are shown in **Table 5**.

<b>TABLE 5: EXISTING AMBIENT NOISE LEVELS</b>	
<b>Noise Monitoring Location</b>	<b>Sound Level (dBA, <math>L_{eq}</math>)</b>
213 Shadydale Ave. (Residence)	50.6
1333 W. Garvey Ave. (Residence)	72.8
217 Sunset Ave. (Residence)	67.1
1424 Workman Ave. (Residences)	58.6
1443 Garvey Ave. (Motel)	68.4
217 Yuleton Ave. (Residences)	56.6
<b>SOURCE:</b> TAHA, 2019.	

### **Construction**

Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Typical noise levels from various types of equipment that may be used during each construction phase are listed in **Table 6**.

<b>TABLE 6: CONSTRUCTION EQUIPMENT NOISE LEVEL RANGES</b>	
<b>Construction Equipment</b>	<b>Noise Level at 50 feet (dBA, <math>L_{eq}</math>)</b>
<b>Demolition</b>	
Concrete Saw	82.6
Dozer	77.7
Backhoe	73.6
<b>Site Preparation</b>	
Grader	81.0
Dozer	77.7
Backhoe	73.6
<b>Excavation</b>	
Grader	81.0
Dozer	77.7
Backhoe	73.6
<b>Building Construction</b>	
Crane	72.6
Forklift	79.4
Generator	77.6
Backhoe	73.6
Welder	70.0
<b>Paving</b>	
Concrete Mixer Truck	74.8
Paver	74.2
Roller	73.0
Backhoe	73.6
<b>Architectural Coating</b>	
Air Compressor	73.7
<b>SOURCE:</b> FHWA, <i>Roadway Construction Noise Model, Version 1.1</i> , 2008.	

Construction activities typically require the use of numerous pieces of noise-generating equipment. In addition, truck trips would be required to export approximately 17,000 cubic yards of material. The noise levels shown in **Table 7** take into account the likelihood that multiple pieces of construction equipment would be operating simultaneously and the typical overall noise levels that would be expected for each phase of construction. When considered as an entire process with multiple pieces of equipment, demolition activity would generate the loudest noise level of approximately 84.2 dBA  $L_{eq}$  at 50 feet.

**TABLE 7: CONSTRUCTION PHASE NOISE LEVELS**

Construction Phase	Noise Level At 50 Feet (dBA)
Demolition	84.2
Site Preparation	83.2
Excavation	83.2
Building Construction	82.9
Paving	80.0
Architectural Coating	73.7

**SOURCE:** FHWA, *Roadway Construction Noise Model*, Version 1.1, 2008.

**Table 8** presents the estimated noise levels at the sensitive receptors nearest to the project site for informational purposes. The most noise-intensive construction activities would occur during the early phases of construction (e.g., site preparation and structural framing). The majority of the latter phases of construction would occur within the newly constructed building, and result in lower noise levels than exterior construction.

**TABLE 8: CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS**

Sensitive Receptors	Distance to Construction (Feet)	Existing Ambient Noise Level (dBA, $L_{eq}$ )	Max Construction Noise Level (dBA, $L_{eq}$ )	Typical Construction Noise Level at Sensitive Receptor (dBA, $L_{eq}$ )
Wayside Motel to the west	15	68.4	94.7	94.7
Residences to the north	20	67.1	92.2	92.2
Walnut Inn and Suites /a/	115	68.4	72.5	73.9
Sunset Medical Plaza	210	67.1	71.7	73.0
Residences to the west /a/	225	56.6	66.6	67.0
Al-Nabi Mosque /a/	330	68.4	63.3	69.6
Residences to the north /a/	350	58.6	62.8	64.2
Residences to the northeast	400	50.6	66.1	66.3
Residences to the east	470	72.8	64.7	73.4
Kaiser Permanente facilities /a/	475	68.4	60.1	69.0

/a/ Includes a 4.5 dBA reduction for intervening structures.  
**SOURCE:** TAHA, 2019.

The proposed project would be constructed in a manner typical of urban infill projects and would not require unusually noisy activities such as pile driving. In addition, the proposed project would not require nighttime construction activities. Construction would comply with the allowable construction hours of 7:00 a.m. to 8:00 p.m., which is designed to control noise exposure. Therefore, the proposed project would not result in a significant impact related to construction noise.

### **Operation**

**Stationary Sources.** The proposed project would include several stationary sources of noise typical of assisted living facility developments. Heating, Ventilation, and Air Conditioning (HVAC) systems in particular may generate unwanted noise in the project vicinity. HVAC equipment without muffling or enclosures typically generates a noise level of approximately 60 dBA at 50 feet. The WCMC nor the City's General Plan Noise Element have established quantitative noise thresholds regarding HVAC equipment. WCMC Section 26-568 mechanical equipment, including HVAC systems, are required to be placed behind a parapet wall when located on a rooftop and fully enclosed when located at ground level. This would further reduce HVAC noise levels by 10 dBA or more, resulting in a noise level of approximately 50 dBA at 50 feet. HVAC equipment would be located on the northeastern corner of the rooftop and would be more than 80 feet away from the residences to the north and elevated above ground level. HVAC noise is not anticipated to be audible above existing traffic noise along Sunset Avenue, which has an existing ambient noise level of 67.1 dBA  $L_{eq}$ . Therefore, the proposed project would not result in a significant impact related to HVAC equipment.

The proposed project's rooftop area, outdoor dining areas, shuffleboard area, and fire pit amphitheater would also be a source of stationary noise related to human speech. In social situations, people often talk at distances of approximately three to 13 feet. A typical voice level at this distance is approximately 60 dBA. However, the conversational noise associated with the outdoor areas would not likely be audible above traffic noise along Sunset Avenue and the I-10 freeway. Therefore, the proposed project would not result in a significant impact related to conversational noise at the outdoor dining areas, shuffleboard area, and fire pit amphitheater.

Another source of stationary noise would be noise generated by movies being played at the fire pit amphitheater. The nearest sensitive receptor to the fire pit area would be the residences located approximately 50 feet to the north of the firepit area. Noise generated by the fire pit area would be subject to Section 15-94 of the WCMC, which states that no television like device shall produce sound audible at a distance of 50 feet of an adjacent property between the hours of 10:00 p.m. and 7:00 a.m. Operations of the fire pit would comply with regulations of the ordinance and are not anticipated to be a daily occurrence. Furthermore, a 6-foot CMU concrete masonry wall would be constructed at the northern property line of the project site, which would block the line-of-sight of the residences to the north to the fire pit area. Therefore, the proposed project would not result in a significant impact related to fire pit amphitheater operations.

**Vehicle Noise on Roadways.** The proposed project would generate approximately 278 daily trips, 20 AM peak hour trips, and 28 PM peak hour trips. **Table 9** shows roadway noise levels for Existing Conditions (2019), Existing with Project (2019), Future No Project (2022), and Future With Project (2022). **Table 10** shows that the roadway noise increase attributed to the proposed project would be less than 3 dBA on the local roadway network and is not anticipated to result in a perceptible change in sound level for a person with normal hearing sensitivity or result in a 5 dBA CNEL or more increase. Therefore, the proposed project would not result in a significant impact related to mobile noise.

**TABLE 9: ESTIMATED MOBILE SOURCE NOISE LEVELS**

Roadway Segment	Estimated Noise Levels (dBA, L <sub>eq</sub> )			
	Existing (2019)	Existing With Project (2019)	Future No Project (2022)	Future With Project (2022)
Sunset Ave. from Plaza Dr. to West Garvey Ave. N.	64.7	64.7	64.9	64.9
Workman Ave. W. Leg from Yaletown Ave. to Sunset Ave.	49.3	49.3	49.4	49.4
Workman Ave. E. Leg from Sunset Ave. to Vincent Ave.	57.4	57.4	57.5	57.5
West Covina Pkwy. from Sunset Ave. to Garvey Ave. S.	63.7	63.7	63.9	63.9
Garvey Ave. S. from Sunset Ave. to West Covina Pkwy.	58.3	58.5	58.6	58.6

SOURCE: TAHA, 2019.

**TABLE 10: CHANGE IN MOBILE SOURCE NOISE LEVELS**

Roadway Segment	Estimated (dBA, L <sub>eq</sub> )		
	Existing (2019) vs. Existing With Project (2019)	Future With Project (2022) vs. Future No Project (2022)	Existing (2019) vs. Future With Project (2022)
Sunset Ave. from Plaza Dr. to West Garvey Ave. N.	0.0	0.0	0.2
Workman Ave. W. Leg from Yaletown Ave. to Sunset Ave.	0.0	0.0	0.1
Workman Ave. E. Leg from Sunset Ave. to Vincent Ave.	0.0	0.0	0.1
West Covina Pkwy. from Sunset Ave. to Garvey Ave. S.	0.0	0.0	0.2
Garvey Ave. S. from Sunset Ave. to West Covina Pkwy.	0.2	0.0	0.3

SOURCE: TAHA, 2019.

**b) No Impact****Construction**

Construction activity can generate varying degrees of vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, and to damage at the highest levels.

Because construction activity is short-term and equipment moves around a project site, the primary concern regarding construction vibration relates to building damage. Activities that can result in damage include demolition and site preparation in close proximity to sensitive structures. Typical vibration levels associated with relevant construction equipment are provided in **Table 11**. Importantly, construction would not require pile driving.

**TABLE 11: VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT**

Equipment	Peak Particle Velocity at 25 feet (Inches/Second)
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003

SOURCE: FTA, *Transit Noise and Vibration Impact Assessment*, September 2018.

The City has not established vibration standards for construction activities. The Federal Transit Administration (FTA) has published guidance stating that engineered concrete and masonry buildings (e.g., typical commercial and multi-family residential buildings) can withstand peak particle velocity (PPV) vibration of levels of at least 0.3 inches per second without experiencing damage. Heavy-duty equipment operating within 12 feet of a structure would generate vibration levels that exceed 0.3 inches per second PPV. Heavy-duty equipment would typically operate at least 15 feet away from the property line of the motel to the west and at least 20 feet from the multi-family residences to the north. Vibration is a localized event and attenuates rapidly with distance and at this distance vibration damage would not occur. The City regulates construction disturbances through limiting the allowable hours of activities to between 7:00 a.m. to 8:00 p.m. Commercial construction is typically over by 4:00 p.m. even though later construction is allowed. Complying with the City standards is considered sufficient for limiting exposure to vibration levels. Therefore, the proposed project would not result in a significant impact related to construction vibration.

### ***Operation***

The proposed project would not include significant sources of vibration. Vehicle trips associated with the project would not generate perceptible as rubber-tired vehicles rarely create ground-borne vibration problems unless there is a discontinuity or bump in the road that causes the vibration. Therefore, the proposed project would not result in a significant impact related to operational vibration.

- c) **No Impact.** The proposed project is not located within an airport land use plan nor is it located within two miles of a private airstrip or public airport. There is no potential to expose people working or residing in the area to excessive aircraft noise. Therefore, the proposed project would not result in an impact related to excessive airport noise.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>14. POPULATION AND HOUSING</b> - Would the project:				
a) Induce substantial unplanned population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less-Than-Significant Impact.** A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project includes the demolition of an existing dental office building and the construction of a five-story, 80,086-square-foot elderly residential care facility with subterranean parking. The City recognizes that the elderly population are a special needs group as outlined in Section 5.4.1 of the West Covina Housing Element.<sup>34</sup> The proposed project, would provide 92 units, with 107 beds for the elderly. Based on the SCAG 2016-2040 RTP/SCS, the City's projected growth would be approximately 116,700 people in the year 2040.<sup>35</sup> The proposed project would be consistent with SCAG's 2016-2040 growth forecast and would not add growth beyond what was anticipated from buildout of the General Plan. Therefore, impacts would be less-than-significant.
- b) **No Impact.** The proposed project consists of the development of an elderly residential care facility on a site that does not currently contain housing. The proposed project would not displace existing housing or require the construction of replacement housing. Therefore, no impact would occur.

<sup>34</sup>City of West Covina, *2014-2021 Housing Element*, adopted October 1, 2013.

<sup>35</sup>SCAG, *2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction*,

<http://www.scag.ca.gov/Documents/2016DraftGrowthForecastByJurisdiction.pdf>, accessed May 28, 2019.



	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>15. PUBLIC SERVICES</b> - Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a.i) Less-Than-Significant Impact.** The West Covina Fire Department (WCFD) provides fire protection and paramedic services to residents and businesses within the City. West Covina Fire Station No. 1 is located at 819 South Sunset Avenue approximately 0.8 mile southwest of the project site, is the closest fire station to the project site. The project site is within 2.5 “road miles” of this fire station, which would ensure a maximum response time of five minutes or less.

The proposed project would be constructed in compliance with the requirements of the City's Fire Code (Article II of the WCMC), which requires that there is adequate fire flow serving the project site, fire prevention and suppression measures, fire access, and a sufficient number of hydrants. The proposed project would potentially result in an incremental increase in demand for fire protection and paramedic services provided by the WCFD. However, this demand is not anticipated to cause the WCFD to construct a new fire station to maintain its level of service because the proposed project would be adequately served by Fire Station No. 1. The project applicant would be required to submit proposed project plans to WCFD and incorporate WCFD fire protection and suppression features that are appropriate for the proposed project. Compliance with the City's Fire Code and the inclusion of the WCFD fire prevention measures would ensure that operation of the proposed project would not cause the WCFD to expand the existing Fire Station 1, or any other fire stations within the City. Project construction may generate traffic associated with the movement of construction equipment, removal of demolition and excavation materials, and construction worker trips. Flammable materials and liquids may also be present during construction. However, construction activities are temporary and would not involve the closure of an entire street. Emergency access would remain available along all surrounding streets. Therefore, impacts related to fire protection services would be less than significant.

- a.ii) Less-Than-Significant Impact.** The West Covina Police Department (WCPD) provides police protection services to residents and businesses within the City of West Covina. WCPD headquarters is located at 1444 West Garvey Avenue (approximately 0.5 miles south of the project site). The proposed project would potentially result in an incremental increase in demand for police protection services provided by WCPD. However, this potential increase in police protection services is not anticipated to cause WCPD to

construct a new police station or expand the existing WCPD police headquarters to maintain its level of service because the proposed project would be in a close proximity to WCPD headquarters. Any potential increase in police protection services would be met by the deployment of additional officers at WCPD and/or increased patrols within the vicinity of the project site. In addition, the proposed project site plans would be submitted to the WCPD Crime Prevention unit for review and appropriate on-site security features would be required by WCPD.

Project construction may generate traffic associated with the movement of construction equipment, removal of demolition and excavation materials, and construction worker trips. Construction activities are temporary and would not involve the closure of an entire street. Emergency access would remain available along all surrounding streets. Additionally, the project site perimeter would be fenced during construction. Therefore, impacts related to police protection services would be less than significant.

- a.iii) No Impact.** The proposed project is an assisted living facility for the elderly and would not generate any students or increase the demand for school services. Therefore, no impact would occur.
- a.iv) Less-Than-Significant Impact.** The City's Community and Recreation Services Department is responsible for the provision, maintenance, and operation of public recreational and park facilities and services within the City. The nearest park to the project site is the Del Norte Park, approximately 0.25 miles north of the project site. The proposed project would not result in substantial population growth and would incorporate on-site recreational features and outdoor spaces, such as a gym, bocce ball court, shuffleboard court, roof deck garden, dog park and community farm. Thus, the proposed project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities that would potentially contribute to any adverse deterioration. Impacts would be less than significant.
- a.v) Less-Than-Significant Impact.** Other public services that could be affected by the proposed project include public libraries. The City is served by the West Covina Library, located at 1601 West Covina Parkway, approximately 0.7 miles southwest from the project site. The West Covina Library is part of the County of Los Angeles Public Library system, which is financed by property taxes from the service area, general county funds, parcel tax, grants, fees, and funds raised by the Library Foundation. As a result, the proposed project would contribute to the financing of library services through property taxes, which would mitigate the need for new or physically altered government facilities that support library use. Therefore, impacts related to library facilities would be less than significant.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<b>16. RECREATION</b> - Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a-b) Less-Than-Significant Impact.** The nearest park to the project site is the Del Norte Park, approximately 0.25 miles north of the project site. The proposed project, which would provide 92 suites for the elderly, would accommodate the City's aging population and would not result in substantial population growth. In addition, the proposed project includes on-site recreational features and outdoor spaces, such as a gym, bocce ball court, shuffleboard court, roof deck garden, dog park and community farm. The recreational features would not adversely affect the environment. Thus, the proposed project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities that would cause adverse deterioration or acceleration of deterioration. Therefore, impacts related to recreation would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>17. TRANSPORTATION</b> - Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would substantially increase traffic above the existing traffic load of the street system. A Traffic Impact Study was prepared for the proposed project by KOA in May 2019 (see Appendix B). Through consultation with City staff, the following seven intersections were analyzed during the weekday AM and PM peak-hour periods:

1. Sunset Avenue / Workman Avenue East Leg
2. Sunset Avenue / West Garvey Avenue North
3. Sunset Avenue / Plaza Drive
4. Sunset Avenue / West Covina Parkway
5. West Covina Parkway / West Garvey Avenue South / I-10 freeway
6. Pacific Avenue / West Garvey Avenue North / I-10 freeway
7. Sunset Avenue / Workman Avenue West Leg

For analysis of level of service (LOS) at signalized intersections, the City of West Covina has designated the Intersection Capacity Utilization (ICU) methodology as the desired tool. The concept of roadway LOS under the ICU methodology is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility (volume-to-capacity [V/C] ratio). A 10 percent adjustment to the clearance and loss time factor based on the critical phases of the signalized control were included in the traffic analysis. A facility is "at capacity" (ICU value of 1.00 or greater) when extreme congestion occurs. This value is a function of hourly volumes, signal phasing, and approach lane configuration on each leg of the intersection.

The V/C ratio is based upon volumes by lane, signal phasing, and approach lane configuration with a capacity of 1,600 vehicles per lane for all through and turn lanes, and a capacity of 2,880 for dual turn lanes. A facility with LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. The upper limit of LOS E is typically defined as the operating capacity of a roadway.

**Traffic Thresholds.** A significant impact is typically identified if project-related traffic would cause LOS to deteriorate beyond a threshold limit specified by the reviewing agency. Impacts can also be significant if an intersection is already operating below the acceptable LOS and project traffic would cause a further decline in operations beyond the threshold.

The City of West Covina has established specific thresholds for project-related increases in the ICU value, similar to a V/C ratio, at signalized intersections. These thresholds are provided in **Table 12**.

TABLE 12: TRAFFIC THRESHOLDS		
Level of Service	V/C Ratio	Project Related Increase in ICU Value
D to F	0.800 or greater	Equal to or greater than 0.02
SOURCE: KOA, <i>Traffic Impact Study: West Covina Assisted Living Facility</i> , May 2019.		

**Existing Intersection Level of Service (LOS).** Vehicle turning movement counts were collected at the study intersections on Wednesday, April 10, 2019 from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. An analysis of volume trends, higher volume counts at some of the intersections were replaced by counts from the Porto's Bakery West Covina traffic impact study dated June 21, 2017 and the Chick-fil-A Traffic Impact Study dated October 2018. Due to phased closures at the I-10 freeway access ramps, closures have caused local traffic volumes to shift to other corridors and drop at other locations. At Vincent Avenue and other nearby locations, the traffic counts were compared to the traffic impact studies for Porto's Bakery and Chick-fil-A and the highest total volume counts were used for each study intersection.

Based on the intersection lane configurations and the existing traffic volumes, V/C ratios and corresponding LOS were determined for each of the study intersections during the weekday AM and PM peak hours. **Table 13** summarizes the V/C ratios and LOS values for existing traffic conditions. As shown in **Table 13**, all the study intersections are currently operating at acceptable LOS C or better during the weekday AM and PM peak hours, with the exception of the Sunset Avenue/Workman Avenue West Leg study intersection which has AM and PM LOS ratings of "E".

TABLE 13: INTERSECTION PERFORMANCE – EXISTING CONDITIONS (WEEKDAY)					
Study Intersections		AM Peak		PM Peak	
		ICU	LOS	ICU	LOS
1	Sunset Ave. / Workman Ave. E. Leg	0.450	A	0.506	A
2	Sunset Ave. / W. Garvey Ave. N.	0.494	A	0.558	A
3	Sunset Ave. / Plaza Dr.	0.440	A	0.444	A
4	Sunset Ave. / West Covina Pkwy.	0.615	B	0.718	C
5	West Covina Pkwy. / W. Garvey Ave. S. / I-10 freeway	0.769	C	0.706	C
6	Pacific Ave. / W. Garvey Ave. N. / I-10 freeway	0.970	E	0.972	E
7	Sunset Ave. / Workman Ave. W. Leg	0.430	A	0.402	A
/a/ All-way-Stop intersection analysis was based on Highway Capacity Manual methodology. Values denote delay vehicle in seconds.					
Source: KOA, <i>Traffic Impact Study: West Covina Assisted Living Facility</i> , May 2019.					

**Project Trip Generation.** Trip generation for the proposed project was derived from rates defined by *Trip Generation, 10<sup>th</sup> Edition*, published by the Institute of Transportation Engineers. Trip generation was also based on the number of beds in the proposed facility. The proposed project would generate approximately 20 vehicle trips during the AM peak hour and 28 vehicle trips during the PM peak hour. The project-related trips were distributed among the local roadway network to determine project-related impacts under "Existing with Project" and "Future with Project" conditions.

**Existing with Project Traffic Conditions.** Project generated traffic were added to existing traffic volumes to determine “Existing with Project” traffic conditions. **Table 14** summarizes traffic impacts under the “Existing with Project” traffic scenario. As shown in **Table 14**, the proposed project would not equal or be greater than a 0.02 change in V/C, thus would not result in any significant effects at study intersections under “Existing with Project” traffic conditions.

**TABLE 14: DETERMINATION OF PROJECT IMPACTS – EXISTING WITH PROJECT TRAFFIC CONDITIONS**

Study Intersections		Peak Hour	Existing Conditions		Existing with Project		Change in V/C	Significant Impact?
			V/C	LOS	V/C	LOS		
1	Sunset Ave. / Workman Ave. E. Leg	AM	0.450	A	0.451	A	0.001	No
		PM	0.506	A	0.508	A	0.002	No
2	Sunset Ave. / W. Garvey Ave. N.	AM	0.494	A	0.497	A	0.003	No
		PM	0.558	A	0.563	A	0.005	No
3	Sunset Ave. / Plaza Dr.	AM	0.440	A	0.441	A	0.001	No
		PM	0.444	A	0.445	A	0.001	No
4	Sunset Ave. / West Covina Pkwy.	AM	0.615	B	0.616	B	0.001	No
		PM	0.718	C	0.719	C	0.001	No
5	West Covina Pkwy. / W. Garvey Ave. S. / I-10 freeway	AM	0.769	C	0.773	C	0.004	No
		PM	0.706	C	0.710	C	0.004	No
6	Pacific Ave. / W. Garvey Ave. N. / I-10 freeway	AM	0.970	E	0.972	E	0.002	No
		PM	0.972	E	0.977	E	0.005	No
7	Sunset Ave. / Workman Ave. W. Leg	AM	0.430	A	0.431	A	0.001	No
		PM	0.402	A	0.403	A	0.001	No

/a/ All-way-Stop intersection analysis was based on Highway Capacity Manual methodology. Values denote delay vehicle in seconds.  
**SOURCE:** KOA, *Traffic Impact Study: West Covina Assisted Living Facility*, May 2019.

**Future without Project Traffic Conditions.** To determine project-related traffic impacts under “Future with Project” conditions, “Future without Project” conditions were analyzed. “Future without Project” conditions include ambient/background growth and future traffic conditions in the study area with area/related project trips, but without project traffic. The proposed project is anticipated to be completed by 2022 and, therefore, the future analysis year is 2022.

To acknowledge regional population and employment growth outside of the study area, an ambient/background annual growth rate of 0.46 percent was applied to the existing traffic counts. This ambient annual growth rate was based on the Regional Statistical Area 26 of the Los Angeles County Congestion Management Program. To be conservative, the annual growth rate was rounded to one percent for the future scenarios.

In addition to the application of the ambient growth rate, traffic from area/related projects (i.e., approved and pending developments) was also included as part of the year 2019 analysis. Seven related projects in the City were identified for inclusion in the traffic impact analysis. **Table 15** provides the trip generation estimates for the related/area projects that were identified during coordination with the City of West Covina.

**TABLE 15: AREA AND RELATED PROJECTS TRIP GENERATION ESTIMATE**

ID	Location	Land Use	Intensity	Units	Daily Total	AM Peak Hour			PM Peak Hour		
						Total	In	Out	Total	In	Out
1	845 S. Sunkist Ave.	Single Family	3	d.u.	28	2	1	1	3	2	1
2	1400 West Covina Pkwy.	Assisted Living Facility	131	beds	341	25	16	9	34	13	21
3	2222 W. Garvey Ave. S.	Single Family	3	d.u.	28	2	1	1	3	2	1
4	1388 E. Garvey Ave. S.	Public Storage Facility	78.474	k.s.f.	118	8	5	3	13	6	7
5	1920 Pacific Ln.	Attached Condominiums	7	d.u.	51	3	1	2	4	3	1
6	1530 W. Cameron Ave.	Attached Condominiums	56	d.u.	410	26	6	20	31	20	11
7	200 S. Vincent Ave. /a/	Fast-Food with Drive Through Window	4.198	k.s.f.	n/a	144	73	71	302	151	151
<b>TOTAL</b>					<b>948</b>	<b>64</b>	<b>29</b>	<b>35</b>	<b>85</b>	<b>44</b>	<b>41</b>

/a/ Trip generation estimate was based on the 200 S. Vincent Traffic Study conducted by KOA, October 2018.

**SOURCE:** KOA, Traffic Impact Study: West Covina Assisted Living Facility, May 2019.

“Future without Project” traffic conditions are summarized in **Table 16**. As shown, all of the study intersections would continue to operate at LOS F or better during the weekday AM and PM peak hours.

**TABLE 16: FUTURE WITHOUT PROJECT TRAFFIC CONDITIONS**

Study Intersections		AM Peak		PM Peak	
		ICU	LOS	ICU	LOS
1	Sunset Ave. / Workman Ave. E. Leg	0.466	A	0.527	A
2	Sunset Avenue/W. Garvey Avenue North	0.516	A	0.59	A
3	Sunset Ave. / W. Garvey Ave. N.	0.457	A	0.461	A
4	Sunset Avenue / West Covina Parkway	0.639	B	0.748	C
5	Sunset Ave. / Plaza Dr.	0.794	C	0.736	C
6	Pacific Avenue/ W. Garvey Avenue North/ I-10	1.007	F	1.02	F
7	Sunset Ave. / West Covina Pkwy.	0.446	A	0.419	A

/a/ All-way stop intersection, analysis was based on HCM methodology. Values denote delay per vehicle in second

**SOURCE:** KOA, Traffic Impact Study: West Covina Assisted Living Facility, May 2019.

**Future with Project Traffic Conditions.** “Future with Project” traffic conditions were derived by adding project trips to the “Future without Project” traffic conditions. **Table 17** summarizes traffic impacts under the “Future with Project” traffic scenario. As shown in **Table 17**, all of the study intersections would continue to operate at LOS F or better during the weekday AM and PM peak hours, and the proposed project would not equal or be greater than a 0.02 change in V/C the proposed project would not result in any significant effects at study intersections under “Future with Project” traffic conditions.

**TABLE 17 DETERMINATION OF PROJECT IMPACTS – FUTURE WITH PROJECT TRAFFIC CONDITIONS**

Study Intersections		Peak Hour	Future without Project		Future with Project		Change in V/C	Significant Impact?
			V/C	LOS	V/C	LOS		
1	Sunset Ave. / Workman Ave. E. Leg	AM	0.466	A	0.468	A	0.002	No
		PM	0.527	A	0.528	A	0.001	No
2	Sunset Ave. / W. Garvey Ave. N.	AM	0.516	A	0.518	A	0.002	No
		PM	0.59	A	0.596	A	0.006	No
3	Sunset Ave. / Plaza Dr.	AM	0.457	A	0.458	A	0.001	No
		PM	0.461	A	0.462	A	0.001	No
4	Sunset Ave. / West Covina Pkwy.	AM	0.639	B	0.639	B	0	No
		PM	0.748	C	0.749	C	0.001	No
5	West Covina Pkwy. / W. Garvey Ave. S. / I-10 freeway	AM	0.794	C	0.797	C	0.003	No
		PM	0.736	C	0.740	C	0.004	No
6	Pacific Ave. / W. Garvey Ave. N. / I-10 freeway	AM	1.007	F	1.009	F	0.002	No
		PM	1.02	F	1.026	F	0.006	No
7	Sunset Ave. / Workman Ave. W. Leg	AM	0.446	A	0.447	A	0.001	No
		PM	0.419	A	0.420	A	0.001	No

/a/ All-way-Stop intersection analysis was based on Highway Capacity Manual methodology. Values denote delay vehicle in seconds.

SOURCE: KOA, *Traffic Impact Study: West Covina Assisted Living Facility*, May 2019.

**Conclusion.** Under “Existing with Project” and “Future with Project” traffic conditions, all of the study intersections would continue to operate at LOS F or better during the weekday AM and PM peak hours, and the proposed project would not substantially increase traffic above the existing traffic load of the street system. The proposed assisted living facility would not create significant vehicle queuing to the site parking lot or adjacent public roadways. Therefore, impacts would be less than significant.

**b) Less-Than-Significant Impact.** A significant impact would occur if the project was inconsistent with CEQA Guidelines Section 15064.3(b). Senate Bill 743 (SB 743) was enacted in 2013 to further the assessment of transportation impacts under CEQA, and in 2018 CEQA Guidelines were published that incorporate SB 743 by promulgating the use of vehicle miles traveled (VMT) and VMT reductions as a significance threshold metric. According to the traffic study, the proposed project would introduce approximately 278 daily vehicle trips to the project area. Due to the nature of the proposed project as an assisted living facility and the limited mobility of future residents, it is anticipated that vehicle trips associated with the proposed project would be of shorter distance than similar uses in the area. Therefore, the proposed project would not have the potential to conflict with VMT reduction efforts of SB 743. Impacts would be less than significant.

**c-d) No Impact.** All access and circulation associated with the proposed project would be designed and constructed in conformance with all applicable City requirements. The proposed project would have on-site subterranean parking and loading access via a single driveway that connects to West Garvey Avenue North. There would be emergency vehicle access via North Sunset Avenue. The proposed project would not include the construction of any new roads or the modification of any existing roads that would result in an increase in hazards. Furthermore, the design and implementation of new driveways would comply with the City’s applicable emergency access requirements and WCFD requirements regarding fire emergency access. The proposed project design would also be reviewed by the Department of City Planning, Department of Building and Safety, and the WCFD during the City’s plan review process to ensure all applicable requirements are met. Therefore, no impact would occur.



	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>18. TRIBAL CULTURAL RESOURCES</b> - Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **No Impact.** As discussed in Response to Checklist Question 5(a), the commercial structure to be demolished for the proposed project is not listed in the California Register of Historic Resources or within the City's local register of historical resources, as a historic tribal resource.<sup>36</sup> Therefore, no impact would occur.
- b) **Less-Than-Significant Impact.** The Lead Agency has contacted the relevant Native American tribes who may have potential cultural resources within the City, including the project area, and no response from Native American tribes were received. Furthermore, as discussed in Response to Checklist Question 5(b-c), if archaeological resources or human remains of Native American origin are discovered during excavation or grading activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in Public Resources Code Section 21083.2. Therefore, impacts related to archaeological resources would be less than significant.

<sup>36</sup>City of West Covina Community Development Planning Department, *Historic Preservation*, <https://www.westcovina.org/departments/planning/city-of-west-covina-historic-survey>, accessed May 20, 2019.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>19. UTILITIES AND SERVICE SYSTEMS</b> - Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Less-Than-Significant Impact**

**Wastewater.** Wastewater generated from the project site is collected by sewer pipelines that are maintained by the City. Wastewater collected by the City is then conveyed to the Sanitation Districts of Los Angeles County (LACSD) trunk sewer pipelines where wastewater is conveyed to the LACSD San Jose Creek Water Reclamation Plant (SJCWRP) and/or the Whittier Narrows Water Reclamation Plant (WNRP). The wastewater treatment operations of these two reclamation plants are subject to the water treatment requirements of the LARWQCB.

SJCWRP has a maximum permitted capacity of 100 million gallons of wastewater per day (mgd) and treats an average flow of 65.7 mgd, which leaves an available capacity of 34.3 mgd.<sup>37</sup> WNRP has a capacity of 15 mgd and treats an average flow of 7.3 mgd, which leaves an available capacity of 7.7 mgd.<sup>38</sup> Using the LACSD average wastewater generation rate of 156 gallon per day (gpd) for 92 dwelling units, the proposed project would result in an estimated average wastewater generation of approximately 14,352 gallons per day (gpd), or less than 0.1 mgd.<sup>39</sup> Wastewater generation of the proposed project would increase the demand of SJCWRP and WNRP by less than 0.1 percent. Given the available capacity of SJCWRP and WNRP, both facilities would have adequate capacity to serve the proposed project. In addition, the proposed project would be subject to Section 406 of the LACSD Wastewater Ordinance, which prohibits and restricts all persons discharging wastewater into the LACSD sewerage system to discharge wastewater that

<sup>37</sup>Sanitation Districts of Los Angeles County, *San Jose Creek Water Reclamation Plant*, [http://www.lacsd.org/wastewater/wwfacilities/joint\\_outfall\\_system\\_wrp/san\\_jose\\_creek.asp](http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/san_jose_creek.asp), accessed May 22, 2019.

<sup>38</sup>Sanitation Districts of Los Angeles County, *Whittier Narrows Water Reclamation Plant*, [http://www.lacsd.org/wastewater/wwfacilities/joint\\_outfall\\_system\\_wrp/whittier\\_narrows.asp](http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/whittier_narrows.asp), accessed May 22, 2019.

<sup>39</sup>Sanitation Districts of Los Angeles County, *Table 1, Loadings for Each Class of Land Use*, <http://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3531>, accessed May 22, 2019.

may violate any requirements or permits of LACSD, including those of LARWQCB. The proposed project would also be subject to the LACSD Connection Fee Program. The Connection Fee Program is authorized by the California Health and Safety Code Sections 5400 to 5474 to charge a fee for the privilege of connection to the LACSD's Sewerage System or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. The connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. The proposed project would not cause SJCWRP and WNRP to exceed wastewater treatment requirements of the LARWQCB. Thus, new or expanded wastewater treatment facilities would not be required.

**Water Supply.** Water supply that would serve the proposed project would be provided by the City of Azusa Light & Water (ALW). The ALW water supply is comprised of groundwater (approximately 66 percent) and surface water (approximately 34 percent), where the water is treated at the Joseph F. Hsu Water treatment plant. ALW pumps groundwater from the Main San Gabriel Basins and receives surface water from the San Gabriel River. Under emergency situations, ALW has access to imported water from the Colorado River and the Sacramento-San Joaquin Bay Delta via Upper District and SGVMWD. ALW is capable of supplying 12 mgd of water.

The proposed project would result in an estimated water demand of approximately 16,422 gpd based on an annual water use factor of 65,154 gallons per dwelling unit per year for and would connect to existing water lines.<sup>40</sup> The estimated water demand of the proposed project would represent less-than-one percent of the amount that ALW pumps and distributes. Prior to the issuance of the building permit, the applicant would be required to verify that the City's water system can accommodate the proposed project's fire flows and all potable water demand. The estimated water demand of the proposed project is not expected to exceed available supplies or the available capacity within the distribution infrastructure that would serve the project site. Adequate water supplies would be available to the proposed project, and new or expanded water facilities would not be required. Therefore, impacts would be less than significant.

**Stormwater Drainage.** Existing stormwater runoff infrastructure on the project site conveys stormwater from the project site to City storm drains, where stormwater is then conveyed to the San Gabriel river and/or the Rio Hondo River. Much of the project site is covered by impervious surfaces, and upon completion of the proposed project, the project site would continue to be covered with a similar area of impervious surfaces. The stormwater runoff would continue to be conveyed to local storm drains and channels via the curb and gutters. The stormwater runoff would discharge into the existing storm drain system and would not significantly increase compared to existing conditions. Furthermore, the proposed project would comply with all of the provisions of the NPDES and all applicable requirements issued by the SWRCB and RWQCB. Therefore, the proposed project would not require or result in the relocation or construction of new or expanded stormwater drainage facilities, and impacts would be less than significant.

**Electric Power and Natural Gas.** Energy use associated with operation of the proposed project would be typical of residential uses, requiring electricity and natural gas for interior and exterior building lighting, HVAC, electronic equipment, machinery, refrigeration, appliances, security systems, and more. The proposed project would be served by Southern California Edison for electricity, and SoCalGas for natural gas. In 2017, Southern California Edison had provided approximately 84,292 million kilowatt hours (kWh) of

---

<sup>40</sup>California Air Pollution Officers Association, *California Emissions Estimator Model (CalEEMod, Version 2016.3.2) Users Guide Appendix D Default Data Tables*, October 2017.

electricity to its customers.<sup>41</sup> In 2017, SoCal Gas had provided approximately 5,142 million therms (514.2 billion kBTU) of Natural Gas to its customers.<sup>42,43</sup> The proposed project would utilize approximately 372,432 kWh/yr of electricity,<sup>44</sup> which would be less-than-one percent of electricity that Southern California Edison provides. The proposed project would utilize approximately 1,232,450 kBTU/yr of natural gas,<sup>45</sup> which would be less-than-one percent of natural gas that SoCal Gas provides. As discussed, the proposed project would utilize a miniscule amount of electricity and natural gas compared to what Southern California Edison and SoCal Gas provides in a typical service year. Therefore, the proposed project would not require or result in the relocation or construction of new or expanded electric power or natural gas facilities, and impacts would be less than significant.

**Telecommunications.** Telecommunication services within the City include, phone, television, and internet providers. The proposed project would potentially require additions of new on-site telecommunications infrastructure to serve the new building and potential upgrades and/or relocation of existing telecommunications infrastructure. Construction impacts associated with the installation of telecommunications infrastructure would primarily involve trenching in order to place the lines below surface. Impacts from the installation of any required telecommunications infrastructure would be short in duration and would cease to occur when installation is complete. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the public system. No upgrades to off-site telecommunications systems are anticipated. Any work that may affect services to the existing telecommunications lines would be coordinated with service providers. Therefore, impacts would be less than significant.

- b) **Less-Than-Significant Impact.** The proposed project would be served by Azusa Light & Water (ALW). Every five years, water suppliers are required to develop Urban Water Management Plans (UWMPs) to identify short-term and long-term water demand management measures to meet growing water demands. According to the ALW's 2015 UWMP, ALW's main water supply sources is groundwater, which is considered a water supply that is "drought-proof" for a several-year drought.<sup>46</sup> Thus, the ALW's supply is able to meet average, single-dry and multiple-dry years, and impacts would be less than significant.
- c) **Less-Than-Significant Impact.** Wastewater generated from the proposed project would be conveyed to the SJCWRP and/or the WNRP. SJCWRP has a maximum permitted capacity of 100 mgd and treats an average flow of 65.7 mgd, which leaves an available capacity of 34.3 mgd. WNRP has a capacity of 15 mgd and treats an average flow of 7.3 mgd, which leaves an available capacity of 7.7 mgd. The proposed project would result in an estimated average wastewater generation of approximately 14,352 gpd, or less than 0.1 mgd. Net wastewater generation of the proposed project would decrease the remaining capacity of SJCWRP and WNRP by less than 0.1 percent. The proposed project's wastewater generation would be accommodated by the SJCWRP's and the WNRP's existing capacity. Therefore, the less-than-significant impacts would occur.

---

<sup>41</sup>California Energy Commission, *Electricity Consumption by Entity*, <http://www.ecdms.energy.ca.gov/elecbyutil.aspx>, accessed June 4, 2019.

<sup>42</sup>One therm is equal to approximately 100 kBTU.

<sup>43</sup>California Energy Commission, *Gas Consumption by Entity*, <http://www.ecdms.energy.ca.gov/gasbyutil.aspx>, accessed June 4, 2019.

<sup>44</sup>California Air Pollution Officers Association, *California Emissions Estimator Model (CalEEMod, Version 2016.3.2)*.

<sup>45</sup>*Ibid.*

<sup>46</sup>Azusa Light & Water, *2015 Urban Water Management Plan*, June 2016.

- d-e) Less-Than-Significant Impact.** West Covina is served by Athens Services, which is a private waste hauler contracted by the City to provide solid waste collection and recycling services to residents and businesses. The City's solid waste disposal activities are required to be in compliance with the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939). AB 939 requires jurisdictions to meet the statewide goal to divert 25 percent and 50 percent of solid waste generated by year 1995 and 2000. Solid waste collected by Athens Services is not directly disposed of at landfills serving the City. Instead, solid waste collected by Athens Services is transported to the Athens Services-owned Materials Recovery Facility (MRF) in the City of Industry. Solid waste received at the MRF is sorted, and all recyclable materials found are removed and recycled. The remaining solid waste that cannot be recycled is sent to the Victorville Sanitary Landfill. The Victorville Sanitary Landfill has a max permitted throughput of 3,000.00 tons per day, a max permitted capacity of 83,200,000 cubic yards, and a remaining capacity of 81,510,000 cubic yards.<sup>47</sup> Assuming a solid waste generation factor of 0.91 tons per dwelling unit per year for a congregate, assisted living facility with 92 units,<sup>48</sup> the proposed project would generate approximately 83.7 tons of solid waste per year, or approximately 459 pounds of solid waste per day, which represent less than 0.1 percent of the permitted daily intake capacity at the Victorville Sanitary Landfill. It should be noted that a portion of solid waste generated by the proposed project would recycle in accordance to AB 939. The proposed project would not generate excess solid waste that would impair the City's attainment of solid waste diversion per AB 939. The proposed project can be adequately served by the City's solid waste provider and would comply with regulations related to solid waste. Therefore, impacts would be less than significant.

---

<sup>47</sup>CalRecycle, *Facility/Site Summary Details: Victorville Sanitary Landfill*, <http://www.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0045/Detail/>, accessed June 4, 2019.

<sup>48</sup>California Air Pollution Officers Association, *California Emissions Estimator Model (CalEEMod, Version 2016.3.2) Users Guide Appendix D Default Data Tables*, October 2017.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>20. WILDFIRE</b> - If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Less-Than-Significant Impact.** The Board of Forestry and Fire Protection is a Governor-appointed body, whose mission is to lead California in developing policies and programs that serve the public interest in environmentally, economically and socially sustainable forest and rangeland management; and a fire protection system that protects and serves the people of the state. One of its statutory responsibilities are to provide direction and guidance to the Department of California of Forestry and Fire Protection (CAL FIRE). CAL FIRE's mission emphasizes the management and protection of California's natural resources; a goal that is accomplished through ongoing assessment and study of the State's natural resources and an extensive CAL FIRE Resource Management Program. CAL FIRE maintains a list of cities that are considered Very High Fire Hazard Severity Zones (VHFHSZ).<sup>49</sup> The City, including the project site, is currently not on the VHFHSZ list. Additionally, CAL FIRE maintains a database containing Fire Hazard Severity Zones (FHSZ), which identifies State Responsibility Area and Local Responsibility Area (LRA). A search conducted found that the project area is not within a FHSZ. The nearest FHSZ is approximately 3.2 miles southeast of the project site, within the San Jose Hill area. Furthermore, the proposed project would not affect or interfere with City's NHMP or evacuation routes, or the I-10 freeway emergency/disaster route. Therefore, the proposed project would not impair an adopted emergency response plan or emergency evacuation plan, and a less-than-significant impact would occur.

**b) Less-Than-Significant Impact.** The topography of the City are relatively flat alluvial plains in the northwest portion and steeper slopes in the San Jose Hills, in the southeast portion of the City. The project site is located within the northwest portion of the City that is highly urbanized and developed with urban uses. With the exception of an underpass on Sunset Avenue, the project site and its surrounding area are relatively flat. The southern California region is susceptible to strong wind gusts that typically have little to no accommodating precipitation, which are known as windstorms. The City is typically affected by the Santa

<sup>49</sup>California Department of Forestry and Fire Protection, *Cities for which CAL FIRE has made recommendations on Very High Fire Hazard Severity Zones (VHFHSZ)*, [http://www.fire.ca.gov/fire\\_prevention/fire\\_prevention\\_wildland\\_zones\\_maps\\_citylist](http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones_maps_citylist), accessed May 29, 2019.

Ana winds, which are generally warm, offshore dry winds that originate from the east or northeast.<sup>50</sup> Because southern California is generally a windstorm susceptible region, much of this region encounter winds capable of spreading wildfire and wildfire pollutants. However, areas that are especially susceptible to exacerbate such fire risks are those that receive high gusts of wind and are within a VHFHSZ or FHSZ and has been a historically burn area. The City is not on the VHFHSZ list, and the project area is not within an FHSZ and is not within a historic burn area.<sup>51</sup> Thus, it is unlikely that the proposed project would expose project occupants to uncontrolled spread of a wildfire or the pollutant concentrations from wildfire. Furthermore, the City has the NHMP, which outlines procedures to mitigate natural hazard occurrences. Therefore, impacts would be less than significant.

- c) **No Impact.** The proposed project consists of an elderly residential care facility within an urban area and would not require additional installation or maintenance of roads, fuel breaks, emergency water sources, or power lines. Existing utilities would adequately serve the proposed project. Thus, the proposed project would not require installation or maintenance of associated structures that may exacerbate fire risk or that may require in temporary or ongoing impacts to the environment. Furthermore, the proposed project would adhere to relevant building design codes, including the State and City fire codes. Therefore, no impact would occur.
- d) **No Impact.** The proposed site and surrounding area are located within an urban area. With the exception of an underpass on Sunset Avenue, the project site and its surrounding area are relatively flat. There are no slopes or hills that would potentially expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impact would occur.

---

<sup>50</sup>City of West Covina, *Natural Hazard Mitigation Plan: Section 10*, <https://www.westcovina.org/departments/fire-/disaster-preparedness/natural-hazard-mitigation-plan/section-10-windstorm>, accessed May 29, 2019.

<sup>51</sup>*Ibid.*

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>21 MANDATORY FINDINGS OF SIGNIFICANCE</b> - Would the project:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts which are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less-Than-Significant Impact.** The preceding analyses conclude that no significant unmitigated impacts to the environment would occur. The project site and the surrounding area are urbanized with commercial and residential uses. The project site does not support sensitive species. In addition, the proposed project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The proposed project would be required to comply with MBTA (see Response to Checklist Question 4(d)). The proposed project would not eliminate important examples of major periods of California history or prehistory since no historic resources are located on the project site and construction activities associated with the proposed project are not expected to disturb any undiscovered archaeological resources (See Section 5, Cultural Resources and Section 18, Tribal Cultural Resources). Therefore, impacts would be less than significant.
- b) **Less-Than-Significant Impact.** A list of related projects within the vicinity of the proposed project is provided in **Table 15**, above. Although other development projects may be constructed in the project site vicinity, the proposed project would not result in any significant impacts and would not contribute to any cumulative impacts. Therefore, impacts would be less than significant.
- c) **Less-Than-Significant Impact.** As discussed throughout this Initial Study, the proposed project would not have any substantial adverse impacts on human beings, either directly or indirectly. Therefore, impacts would be less than significant.



## REFERENCES

---

- Azusa Light & Water, *2015 Urban Water Management Plan*, June 2016.
- California Air Pollution Officers Association, *California Emissions Estimator Model (CalEEMod, Version 2016.3.2) Users Guide Appendix D Default Data Tables*, October 2017.
- California Air Resource Board, *Final 2017 Scoping Plan Update: The Strategy for Achieving California's 2030 GHG Target*, <https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>, accessed June 28, 2018.
- California Air Resource Board, *First Update to the Climate Change Scoping Plan*, May 2014.
- California Department of Conservation, *Earthquake Zone of Required Investigation: Baldwin Park Quadrangle*, March 5, 1999.
- California Department of Conservation, *Farmland Mapping & Monitoring Program*, <https://www.conservation.ca.gov/dlrp/fmmp>, accessed May 16, 2019.
- California Department of Conservation, *Williamson Act Program*, <https://www.conservation.ca.gov/dlrp/wa>, accessed May 16, 2019.
- California Department of Fish and Wildlife, *California Natural Diversity Database*, <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>, accessed May 16, 2019.
- California Department of Forestry and Fire Protection, *Cities for which CAL FIRE has made recommendations on Very High Fire Hazard Severity Zones (VHFHSZ)*, [http://www.fire.ca.gov/fire\\_prevention/fire\\_prevention\\_wildland\\_zones\\_maps\\_citylist](http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones_maps_citylist), accessed May 29, 2019.
- California Department of Transportation, *California Scenic Highway Mapping System, Los Angeles County*, [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways), accessed May 16, 2019.
- California Energy Commission, *Electricity Consumption by Entity*, <http://www.ecdms.energy.ca.gov/elecbyutil.aspx>, accessed June 4, 2019.
- California Energy Commission, *Gas Consumption by Entity*, <http://www.ecdms.energy.ca.gov/gasbyutil.aspx>, accessed June 4, 2019.
- California Environmental Protection Agency Climate Action Team, *Climate Action Report to Governor Schwarzenegger and the California Legislature*, March 2006.
- California Geological Survey, *Seismic Hazard Zone Report For the Baldwin Park 7.5-Minute Quadrangle*, Los Angeles, County, California, 1998.
- California Legislative Information, Health and Safety Code Division 7, *Dead Bodies*, [https://leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=PRC&sectionNum=21083.2](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21083.2), accessed May 20, 2019.
- California Legislative Information, *Public Resources Code Division 13. Environmental Quality*, [https://leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=PRC&sectionNum=21083.2](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21083.2), accessed May 20, 2019.
- California Natural Resources Agency, *2019 CEQA Statute & Guidelines*, 2019.
- California State Parks Office of Historic Preservation, *California Register of Historical Resources*, <http://www.ohp.parks.ca.gov/ListedResources/>, accessed May 20, 2019.

- CalRecycle, *Facility/Site Summary Details: Victorville Sanitary Landfill*, <http://www.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0045/Detail/>, accessed June 4, 2019.
- City of West Covina Community Development Planning Department, *Historic Preservation*, <https://www.westcovina.org/departments/planning/city-of-west-covina-historic-survey>, accessed May 20, 2019.
- City of West Covina, *2014-2021 Housing Element*, adopted October 1, 2013.
- City of West Covina, *2016 General Plan Update and Downtown Plan and Code EIR*, December 2016.
- City of West Covina, *General Plan*, December 2016.
- City of West Covina, *Municipal Code*, <https://www.westcovina.org/departments/city-clerk/municipal-code>, accessed May 16, 2019.
- City of West Covina, *Municipal Code: Section 26-5709(a). – Lighting*, [https://library.municode.com/ca/west\\_covina/codes/code\\_of\\_ordinances?nodeId=MUCO\\_C H26ZO\\_ARTXNOZO\\_DIV3DEST\\_S26-570LI](https://library.municode.com/ca/west_covina/codes/code_of_ordinances?nodeId=MUCO_C H26ZO_ARTXNOZO_DIV3DEST_S26-570LI), accessed, May 16, 2019.
- City of West Covina, *Natural Hazard Mitigation Plan*, <https://www.westcovina.org/departments/fire-/disaster-preparedness/natural-hazaard-mitigation-plan>, accessed May 28, 2019.
- City of West Covina, *Natural Hazard Mitigation Plan, Section 8: Flood*, <http://www.westcovina.org/departments/fire-/disaster-preparedness/natural-hazaard-mitigation-plan/section-8-flood>, accessed October 15, 2018.
- City of West Covina, *Natural Hazard Mitigation Plan: Section 10*, <https://www.westcovina.org/departments/fire-/disaster-preparedness/natural-hazaard-mitigation-plan/section-10-windstorm>, accessed May 29, 2019.
- City of West Covina, *Zoning Code*, <https://westcovina.maps.arcgis.com/apps/webappviewer/index.html?id=eab40ffbe9b944dfa9195f75342d4986>, accessed June 4, 2019.
- County of Los Angeles Department of Public Works, <http://dpw.lacounty.gov/dsg/disaster/routes/map/West%20Covina.pdf>, accessed, May 28, 2019.
- Cowan, James P., *Handbook of Environmental Acoustics*, 1993.
- Department of Toxic Substances Control, *EnviroStor*, <https://www.envirostor.dtsc.ca.gov/public/>, accessed May 28, 2019.
- Department of Toxic Substances Control, *GeoTracker*, <https://geotracker.waterboards.ca.gov/>, accessed May 28, 2019.
- Federal Emergency Management Agency, *Flood Insurance Rate Map, Map Number 06037C1700F*, September 26, 2008.
- KOA, *Traffic Impact Study: Assisted Living Facility*, June 2019.
- Los Angeles County Office of the Assessor, *Property Assessment Information System*, <http://assessor.co.la.ca.us/extranet/datamaps/pais.aspx>, accessed May 20, 2019.
- National Park Service, *National Register of Historic Places*, <https://www.nps.gov/subjects/nationalregister/data-downloads.htm>, accessed May 20, 2019.
- Native American Heritage Commission, *California Public Resources Code Section 5097.9*, <http://nahc.ca.gov/codes/california-public-resources-code-5097-9/>, accessed May 20, 2019.

Rebecca Lotta Consulting, *Protected Tree Report*, June 6, 2019.

Sanitation Districts of Los Angeles County, *San Jose Creek Water Reclamation Plant*, [http://www.lacsd.org/wastewater/wwfacilities/joint\\_outfall\\_system\\_wrp/san\\_jose\\_creek.asp](http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/san_jose_creek.asp), accessed May 22, 2019.

Sanitation Districts of Los Angeles County, *Table 1, Loadings for Each Class of Land Use*, <http://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3531>, accessed May 22, 2019.

Sanitation Districts of Los Angeles County, *Whittier Narrows Water Reclamation Plant*, [http://www.lacsd.org/wastewater/wwfacilities/joint\\_outfall\\_system\\_wrp/whittier\\_narrows.asp](http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/whittier_narrows.asp), accessed May 22, 2019.

South Coast Air Quality Management District, *Air Quality Analysis Guidance Handbook*, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>, accessed June 6, 2019.

South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15*, September 28, 2010, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2), accessed June 4, 2019.

Southern California Association of Governments, *2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction*, <http://www.scag.ca.gov/Documents/2016DraftGrowthForecastByJurisdiction.pdf>, accessed May 28, 2019.

Terry A. Hayes Associates Inc., *Assisted Living Facility: Air Quality & Greenhouse Gas Impact Study*, June 2019.

Terry A. Hayes Associates Inc., *Assisted Living Facility: Noise & Vibration Impact Study*, June 2019.

## Appendix B

# Traffic Impact Study

# TRAFFIC IMPACT STUDY ASSISTED LIVING FACILITY

1415 West Garvey  
Avenue North,  
West Covina, CA 91791

June 2019

*Prepared For:*

**Terry A. Hayes Associates, Inc.**  
3535 Hayden Avenue, Suite 350  
Culver City, CA 90232

JB91046

*Rev. 3*

*Prepared by:*



1100 Corporate Center  
Drive, Suite 201  
Monterey Park, CA 91754  
(323) 260-4703

# TABLE OF CONTENTS

<b>1. INTRODUCTION</b>	<b>1</b>
1.1 PROJECT DESCRIPTION	1
1.2 PROJECT STUDY AREA	1
1.3 ANALYZED SCENARIOS	4
1.4 ANALYSIS METHODOLOGY	4
<b>2. EXISTING CONDITIONS</b>	<b>7</b>
2.1 EXISTING ROADWAY SYSTEM	7
2.2 EXISTING TRANSIT SERVICE	8
2.3 EXISTING TRAFFIC VOLUMES	10
2.4 EXISTING INTERSECTION LEVEL OF SERVICE	10
<b>3. PROJECT TRAFFIC</b>	<b>13</b>
3.1 PROJECT TRIP GENERATION	13
3.2 PROJECT TRIP DISTRIBUTION	13
3.3 PROJECT TRIP ASSIGNMENT	13
<b>4. EXISTING WITH PROJECT CONDITIONS</b>	<b>16</b>
<b>5. FUTURE WITHOUT PROJECT CONDITIONS</b>	<b>18</b>
5.1 AMBIENT GROWTH	18
5.2 AREA PROJECTS	18
5.3 FUTURE WITHOUT PROJECT INTERSECTION LEVEL OF SERVICE	21
<b>6. FUTURE WITH PROJECT CONDITIONS</b>	<b>23</b>
<b>7. PROJECT TRAFFIC IMPACTS</b>	<b>25</b>
7.1 DETERMINATION OF TRAFFIC IMPACTS	25
7.2 PROJECT TRAFFIC IMPACTS – EXISTING PLUS PROJECT	25
7.3 PROJECT TRAFFIC IMPACTS – FUTURE WITH PROJECT	26
<b>8. CONGESTION MANAGEMENT PROGRAM</b>	<b>28</b>
<b>9. ANALYSIS SUMMARY AND CONCLUSION</b>	<b>29</b>

# FIGURES

FIGURE 1- PROJECT SITE PLAN	2
FIGURE 2- STUDY AREA AND INTERSECTIONS	3
FIGURE 3 - EXISTING LANE CONFIGURATION	9
FIGURE 4 - EXISTING AM/PM PEAK HOUR TRAFFIC VOLUMES	12
FIGURE 5 – PROJECT TRIP DISTRIBUTION	14
FIGURE 6 – PROJECT TRIP ASSIGNMENT – AM/PM PEAK HOUR	15
FIGURE 7 – EXISTING WITH PROJECT – AM/PM PEAK HOUR TRAFFIC VOLUMES	17
FIGURE 8 - LOCATION OF AREA PROJECTS	19
FIGURE 9 – AREA PROJECTS TRIP ASSIGNMENT – AM/PM PEAK HOUR	20
FIGURE 10 – FUTURE WITHOUT PROJECT – AM/PM PEAK HOUR TRAFFIC VOLUMES	22
FIGURE 11 – FUTURE WITH PROJECT – AM/PM PEAK HOUR TRAFFIC VOLUMES	24

# TABLES

TABLE 1- LEVEL OF SERVICE DEFINITIONS	6
TABLE 2 - EXISTING TRANSIT SERVICE SUMMARY	8
TABLE 3A- COUNT TOTALS COMPARISON – NEW COUNTS AND OTHER STUDIES	10
TABLE 3B- INTERSECTION PERFORMANCE – EXISTING CONDITIONS	11
TABLE 4 – PROJECT TRIP GENERATION	13
TABLE 5- INTERSECTION PERFORMANCE – EXISTING WITH-PROJECT	16
TABLE 6 – AREA PROJECTS TRIP GENERATION ESTIMATE	18
TABLE 7 – INTERSECTION PERFORMANCE – FUTURE WITHOUT-PROJECT	21
TABLE 8 – INTERSECTION PERFORMANCE – FUTURE WITH-PROJECT	23
TABLE 9 – DETERMINATION OF PROJECT IMPACTS – EXISTING WITH-PROJECT CONDITIONS	26
TABLE 10 – DETERMINATION OF PROJECT IMPACTS – FUTURE WITH-PROJECT	27

# APPENDICES

APPENDIX A – TRAFFIC COUNT DATA
APPENDIX B – EXISTING LOS WORKSHEETS
APPENDIX C – EXISTING WITH-PROJECT LOS WORKSHEETS
APPENDIX D – FUTURE WITHOUT-PROJECT LOS WORKSHEETS
APPENDIX E – FUTURE WITH-PROJECT LOS WORKSHEETS

# 1. INTRODUCTION

GMPA Architects proposes to construct a senior assisted living facility at 1415 West Garvey Avenue North, within the City of West Covina. KOA Corporation has been retained by Terry A. Hayes Associates Inc. to analyze the potential traffic impacts associated with the Project. The scope and methodologies used for this traffic study were developed in consultation with City of West Covina staff.

## 1.1 PROJECT DESCRIPTION

The proposed Project is a five-story residential care facility for the elderly, to be located on Garvey Avenue North, west of Sunset Avenue and located in the City of West Covina. The facility will contain 77 assisted living units and 15 memory care suites, with a total of 107 beds. The site will have 55 off-street parking spaces.

The site plan proposes providing on-site parking and loading access via a single driveway connecting to West Garvey Avenue North. Therefore, the analysis assumes that all trips generated by the project will enter and exit via that roadway.

The Project is anticipated to be completed and occupied by the end of the year 2022. The proposed Project site plan is illustrated on Figure 1.

## 1.2 PROJECT STUDY AREA

The project study area, as defined through consultation with City staff, includes the following seven study intersections:

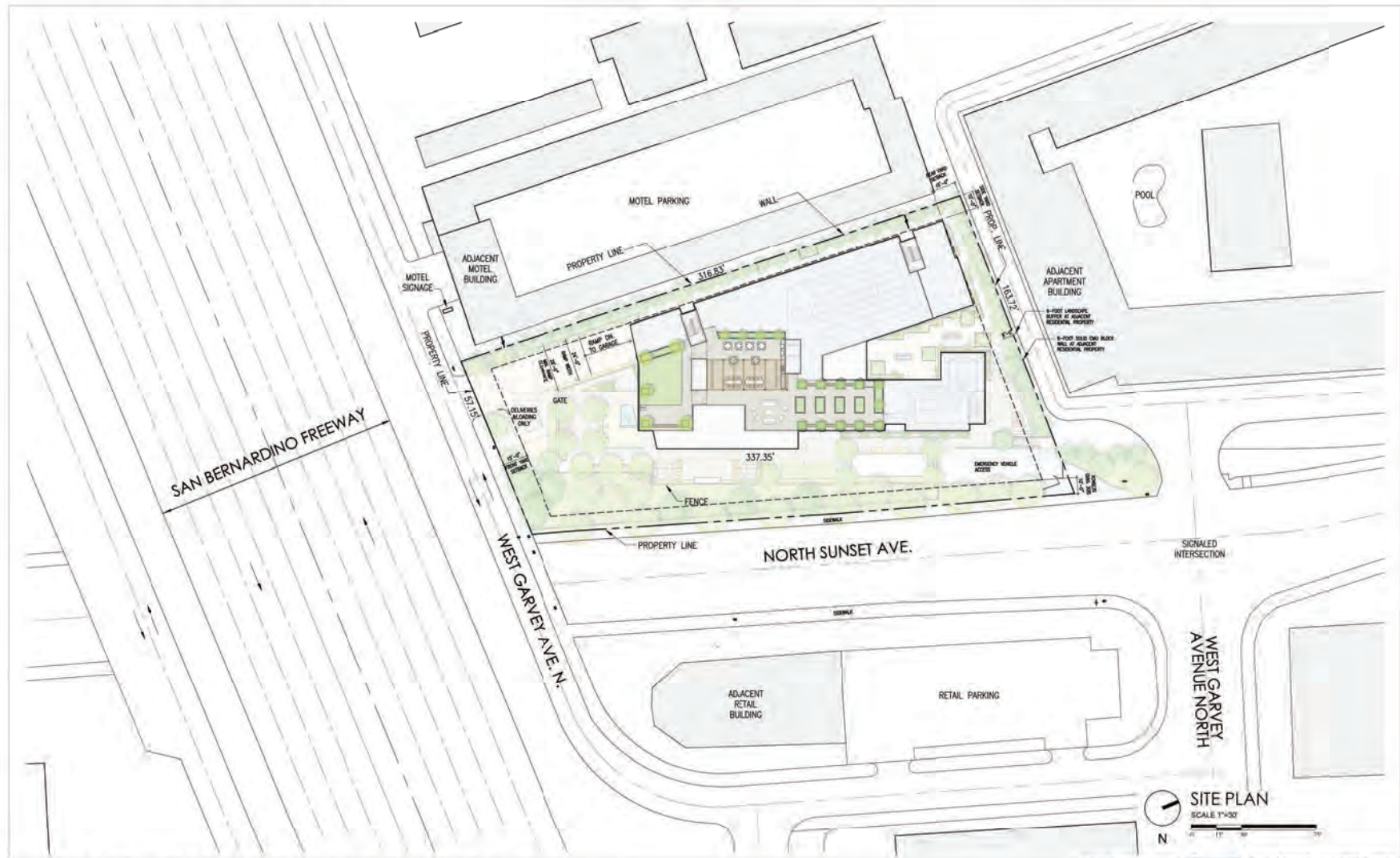
1. Sunset Avenue /Workman Avenue E. Leg
2. Sunset Avenue/W. Garvey Avenue North
3. Sunset Avenue / Plaza Drive
4. Sunset Avenue / West Covina Parkway
5. West Covina Parkway/W. Garvey Avenue South/I-10
6. Pacific Avenue/ W. Garvey Avenue North/ I-10
7. Sunset Avenue/ Workman Avenue W. Leg

Figure 2 illustrates the study area and the locations of the study intersections.



# FIGURE 1

## 1415 West Garvey Avenue Site Plan



1415 W. GARVEY AVENUE RCFC FOR 1415 GARVEY LLC

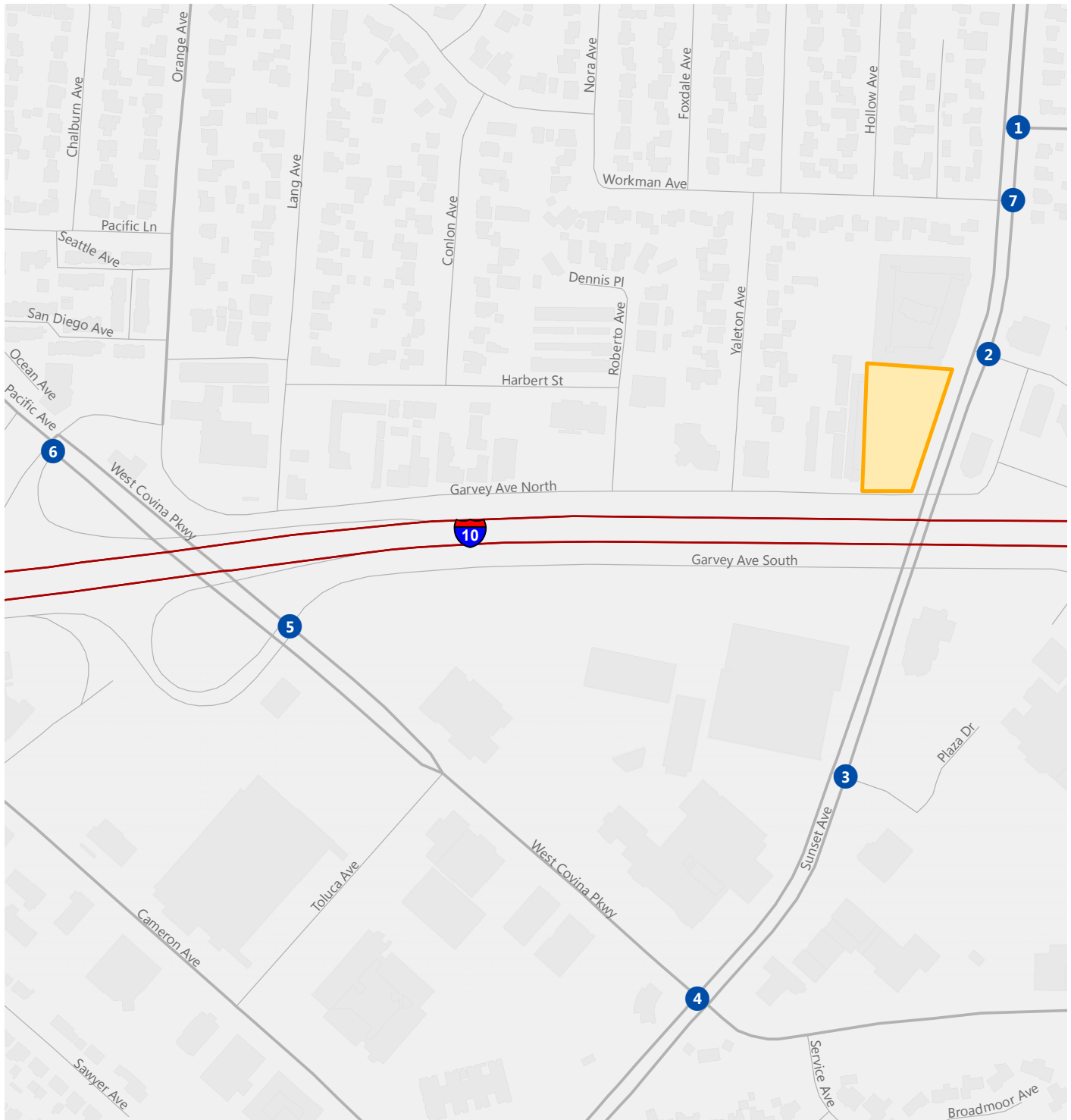
Copyright 2017, GMPA Architects, Inc. All rights reserved. This document is the property of GMPA Architects, Inc. and is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of GMPA Architects, Inc.

SHEET NO.  
A1.02  
DATE  
NOV 15, 2018

GMPA ARCHITECTS  
11878 La Grange Ave., Los Angeles, CA 90025  
T: 310-463-0000 F: 310-463-0025  
www.gmpaarchitects.com

# FIGURE 2

## 1415 West Garvey Avenue Study Area and Intersections



 Project Site     Study Intersections



## 1.3 ANALYZED SCENARIOS

Traffic impacts associated with the proposed Project were analyzed at the study intersections for the weekday a.m. and weekday p.m. peak-hour periods. The study included the analysis of the following traffic scenarios:

- Existing
- Existing with-Project
- Future without-Project
- Future with-Project

## 1.4 ANALYSIS METHODOLOGY

KOA coordinated with City staff as the first step in the traffic analysis, in order to define the study area and other major details. The following text describes the study methodology for this report.

### Existing Conditions

New traffic counts were conducted at all of the study intersections. After an analysis of volume trends, data for some of the study intersections was replaced by higher counts from two other recent traffic studies:

- Porto's Bakery, W Garvey Ave South, dated June 21, 2017
- Chick Fil A, 200 South Vincent Avenue, dated October 2018

Phased closures at the I-10 freeway access ramps at West Covina Parkway and other nearby locations have caused local traffic volumes to shift to other corridors and drop at other locations. Area freeway access ramps were mostly open when the traffic counts were conducted, and the remaining freeway work was mainly within the center of the mainline, but lingering traffic shifts appeared to remain. For these reasons, a comparison across the three counts sources was conducted, and the highest total volume count was used for each study intersection.

The final combination of traffic counts was used to determine existing traffic conditions. Fieldwork within the study area was undertaken to identify the condition of key study area roadways including traffic control, approach lane configurations, and on-street parking restrictions at each study intersection.

The traffic counts sources and the existing level of service (LOS) at each of the study intersections are discussed in Section 2 of this report.

### Project Trip Generation and Distribution

Project trip generation was derived from rates defined by the 10<sup>th</sup> Edition of the Institute of Transportation Engineers' *Trip Generation*. The trip generation and distribution calculations are discussed in Section 3 of this report.

### Existing with-Project Conditions

Based on the projected Project traffic and the traffic count totals, an Existing plus-Proposed Project conditions scenario was analyzed per the *Sunnyvale* and *Smart Rail* California Environmental Quality Act

(CEQA) court case decisions that determined that project impacts should be analyzed against existing conditions.

The level of service for existing with-Project conditions at the study intersections is discussed in Section 4 of this report.

### Future without-Project Conditions

In order to account for traffic growth in the study area, an ambient/background traffic growth rate was applied to the existing traffic counts. In addition, traffic from related/area projects (approved and pending developments) was added to the study area. The levels of service at the study intersections for future without-Project conditions are discussed in Section 5 of this report.

### Future with-Project Conditions

Trips from the proposed Project were added to the future without-Project volumes to define future with-Project traffic volume conditions. The levels of service for this scenario are discussed in Section 6 of this report.

### Level of Service Methodology

For analysis of level of service (LOS) at signalized intersections, the City of West Covina has designated the Intersection Capacity Utilization (ICU) methodology as the desired tool. The concept of roadway level of service under the ICU methodology is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility. A 10% adjustment to the clearance and loss time factor based on the critical phases of the signalized control were included in the traffic analysis. A facility is “at capacity” (ICU value of 1.00 or greater) when extreme congestion occurs. This value is a function of hourly volumes, signal phasing, and approach lane configuration on each leg of the intersection.

This volume/capacity ratio value is based upon volumes by lane, signal phasing, and approach lane configuration with a capacity of 1,600 vehicles per lane for all through and turn lanes, and a capacity of 2,880 for dual turn lanes. A 10 percent adjustment to the clearance and loss time factor based on the critical phases of the signalized control was included in the traffic analysis.

A facility with LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. The upper limit of LOS E is typically defined as the operating capacity of a roadway.

Table 1 defines the level of service criteria applied to the study intersections.

**Table 1- Level of Service Definitions**

Level of Service	Definition	Volume-to-Capacity Ratio
A	Excellent operation. Free-flow speeds prevail. Vehicles are almost unimpeded in their ability to maneuver within the traffic stream.	0.00–0.600
B	Very good operation. Reasonably free-flow speeds are maintained. The ability to maneuver within traffic is only slightly restricted.	0.601–0.700
C	Good operation. Flow with speeds at or near free-flow speed of the roadway. Freedom to maneuver within the traffic stream is noticeably restricted and lane changes require more care and vigilance on the part of the driver.	0.701–0.800
D	Fair operation. Speeds begin to decline slightly with increasing flows. In this range, density begins to increase somewhat more quickly with increasing flow. Freedom to maneuver within the traffic stream is noticeably limited.	0.801–0.900
E	Poor operation. Operation at capacity with no usable gaps in the traffic stream. Any disruption to the traffic stream has little or no room to dissipate.	0.901–1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 1.000

*Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000 and Interim Materials on Highway Capacity, NCHRP Circular 2012, 1982*

### Significant Traffic Impacts

Traffic impacts are identified if a proposed development will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below acceptable level of service values and project traffic will cause a further decline below a threshold. Determination of potential significant traffic impacts due to the proposed Project is discussed in Section 7 of this report.

## 2. EXISTING CONDITIONS

This section describes the existing conditions within the study area in terms of roadway facilities, transit service and traffic operating conditions.

### 2.1 EXISTING ROADWAY SYSTEM

The key roadways within the study area are described here. The discussion is limited to specific roadways that traverse the study intersections and serve the Project site. Figure 3 illustrates the existing traffic controls and approach lane geometries at the study intersections.

[Cameron Avenue](#) is classified as a north-south Minor Arterial in the West Covina General Plan. This roadway provides two travel lanes in each direction. On-street parking is generally permitted on both sides of the roadway. The posted speed limit is 40 miles per hour.

[Garvey Avenue North](#) is classified as a Collector Street east of Orange Avenue and as a Local Street west of Orange Avenue in the West Covina General Plan. This roadway provides one travel lane in each direction. On-street parking is prohibited on both sides of the roadway east of Lang Avenue and permitted on both sides of the roadway west of Lang Avenue. The posted speed limit is 40 miles per hour.

[Garvey Avenue South](#) is classified as an east-west Collector Street in the West Covina General Plan. This roadway provides one travel lane in each direction. On-street parking is generally prohibited on both sides of the roadway. The posted speed limit is 35 miles per hour.

[Orange Avenue](#) is classified as a north-south Collector in the West Covina General Plan. This roadway provides one travel lane in each direction. On-street parking is generally permitted on both sides of the roadway. The posted speed limit is 35 miles per hour.

[Pacific Avenue](#) is classified as a north-south Principal Arterial in the West Covina General Plan. This roadway provides two travel lanes in each direction. On-street parking is prohibited on both sides of the roadway in the segment adjoining the study area. The posted speed limit ranges from 35 to 40 miles per hour.

[West Covina Parkway](#) is classified as a Principal Arterial in the West Covina General Plan. This roadway provides two travel lanes in each direction. On-street parking is prohibited on both sides of the roadway, except for in the block between Toluca Avenue and Garvey Avenue South (where it is permitted on the west side of the roadway). The posted speed limit is 35 miles per hour.

[Workman Avenue](#) is classified as a Collector Street east of Sunset Avenue and as a Local Street west of Sunset Avenue in the West Covina General Plan. This roadway provides one travel lane in each direction. On-street parking is generally permitted on both sides of the roadway. The posted speed limit is 35 miles per hour east of Sunset Avenue and 25 miles per hour west of Sunset Avenue.

[Sunset Avenue](#) is classified as a north-south Principal Arterial in the West Covina General Plan. This roadway provides two travel lanes in each direction. On-street parking is generally prohibited south of Garvey Avenue North and permitted north of Garvey Avenue North. The posted speed limit is 40 miles per hour.



## 2.2 EXISTING TRANSIT SERVICE

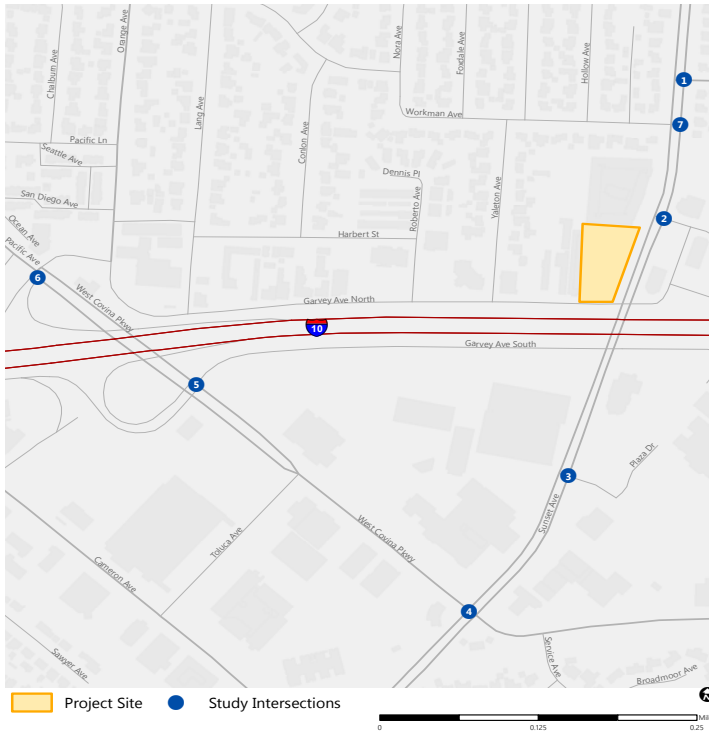
The Project study area is served by bus transit lines operated by the City of West Covina and Foothill Transit. Table 2 summarizes the Project study area transit services.

**Table 2 - Existing Transit Service Summary**

Agency	Line	From	To	Via	Peak Frequency
Foothill Transit	178	El Monte Bus Station	Puente Hills Mall	West Covina Pkwy, Valinda Avenue	28 minutes
Foothill Transit	185	Downtown Azusa (San Gabriel/Sierra Madre)	Puente Hills Mall	Sunset Avenue, West Covina Parkway, Vincent Avenue, Glendora Avenue	28 minutes
Foothill Transit	272	Duarte	West Covina Parkway/California Avenue	Baldwin Park Blvd, Merced Avenue, Sunset Avenue, West Covina Parkway	30 minutes
Foothill Transit	281	Citrus College (Glendora)	Puente Hills Mall	Citrus Avenue, Cameron Avenue, West Covina Parkway, Sunset Avenue	25 minutes
Foothill Transit	498	Glendora	Downtown Los Angeles (Hope/9th)	Rowland Avenue, Vincent Avenue, Workman Avenue, Sunset Avenue, West Covina Parkway, 10 freeway	2 minutes
Foothill Transit	499	San Dimas Park and Ride	Downtown Los Angeles	10 freeway	8 minutes
Foothill Transit	699	Montclair-Fairplex Park and Ride	Downtown Los Angeles	10 freeway	2 minutes
Foothill Transit	Silver Streak	Montclair Transit Center	Downtown Los Angeles	10 freeway, Vincent Avenue, West Covina Parkway	2 minutes
West Covina Community Services Department	Go West Shuttle (Red Line)	Plaza West Covina	Plaza West Covina	Garvey Avenue, Glendora Avenue, Lakes Drive, Plaza Drive, West Covina Parkway, Sunset Avenue	56 minutes
West Covina Community Services Department	Go West Shuttle (Blue Line)	Plaza West Covina	Plaza West Covina	Glendora Avenue, Lakes Drive, West Covina Parkway, Sunset Avenue	65 minutes

# FIGURE 3

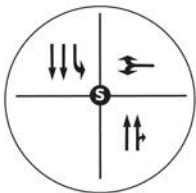
## 1415 West Garvey Avenue Existing Lane Configuration



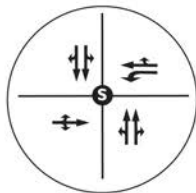
### LANE CONFIGURATION

- Signalized Intersection
- Stop Sign Controlled Intersection
- Stop Sign
- Intersection Lane Geometry

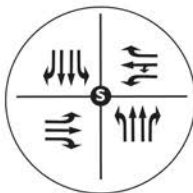
#1 Sunset Avenue & Workman Avenue E Leg



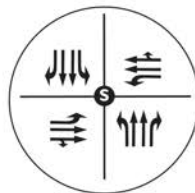
#2 Vincent Avenue & I-10 EB On/Off Ramp



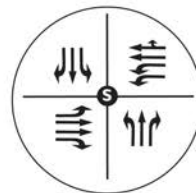
#3 Sunset Avenue & Plaza Drive



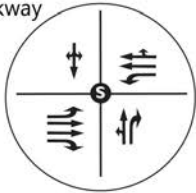
#4 Sunset Avenue & West Covina Parkway



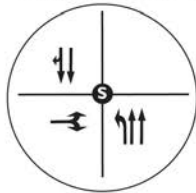
#5 Garvey Avenue Southv & West Covina Parkway



#6 Garvey Avenue North & Pacific Avenue/West Covina Parkway



#7 Sunset Avenue & Workman Avenue West Leg





## 2.3 EXISTING TRAFFIC VOLUMES

New vehicle turning movement counts were collected at the study intersections on Wednesday April 10, 2019 from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m.

After an analysis of volume trends, higher volume counts at some of the intersections were replaced by counts from two other recent traffic studies:

- Porto's Bakery, W Garvey Ave South, dated June 21, 2017<sup>1</sup>
- Chick Fil A, 200 South Vincent Avenue, dated October 2018

Phased closures at the I-10 freeway access ramps and other construction activities related to the finalization of the project, have caused local traffic volumes to shift to other corridors and drop at other locations. For this reason, a comparison across the three counts sources was conducted, and the highest total volume count was used for each study intersection. Table 3A provides the summary of counts, and the highest totals are highlighted in brown.

**Table 3A- Count Totals Comparison – New Counts and Other Studies**

Intersection	200 S Vincent study - AM	Porto's Study Counts - AM	Glendora Ave. Study Counts - AM	New Counts for Garvey Project AM
Sunset Avenue/Workman Avenue (East Leg)				2072
Sunset Avenue/Workman Avenue (West Leg)				2056
Sunset Avenue/ W. Garvey Avenue North		1684		2174
Sunset Avenue/Plaza Drive		1753		2290
Sunset Avenue/West Covina Parkway	3008	2375		3153
West Covina Parkway/W. Garvey Avenue South/I-10		2203		1664
Pacific Avenue/W.Garvey Avenue North I-10		2404		1958
Intersection	200 S Vincent Study - PM	Porto's Study Counts - PM	Glendora Ave. Study Counts - PM	New Counts for Garvey Project PM
Sunset Avenue/Workman Avenue (East Leg)				2172
Sunset Avenue/Workman Avenue (West Leg)				2094
Sunset Avenue/ W. Garvey Avenue North		2337		2411
Sunset Avenue/Plaza Drive		2398		2483
Sunset Avenue/West Covina Parkway	3403	3402		3385
West Covina Parkway/W. Garvey Avenue South/I-10		2644		2166
Pacific Avenue/W.Garvey Avenue North I-10		2516		2179

*\* As some turning movements were missing from the Glendora Avenue study counts at this location, the new counts were used for this location.*

The turning movement volumes associated with the highlighted counts were used to define existing conditions in the study area. Counts collected as part of the Chick Fil A and Porto's studies were factored up by a rate of 1% per year to account for ambient growth to the existing analysis year of 2019.

The traffic count data sheets are provided in Appendix A.

## 2.4 EXISTING INTERSECTION LEVEL OF SERVICE

Based on the intersection lane configurations and the existing traffic volumes, volume-to-capacity ratios and corresponding levels of service (LOS) were determined for each of the study intersections during the weekday a.m. and p.m. peak hours.

Table 3B summarizes the volume-to-capacity ratios and LOS values for existing traffic conditions.

<sup>1</sup> Counts were collected in June 2016.

**Table 3B- Intersection Performance –  
Existing Conditions**

Study Intersections		AM Peak		PM Peak	
		ICU	LOS	ICU	LOS
1	Sunset Avenue /Workman Avenue E. Leg	0.450	A	0.506	A
2	Sunset Avenue/W. Garvey Avenue North	0.494	A	0.558	A
3	Sunset Avenue / Plaza Drive	0.440	A	0.444	A
4	Sunset Avenue / West Covina Parkway	0.615	B	0.718	C
5	West Covina Parkway/W. Garvey Avenue South/	0.769	C	0.706	C
6	Pacific Avenue/ W. Garvey Avenue North/ I-10	0.970	E	0.972	E
7	Sunset Avenue/ Workman Avenue W. Leg	0.430	A	0.402	A

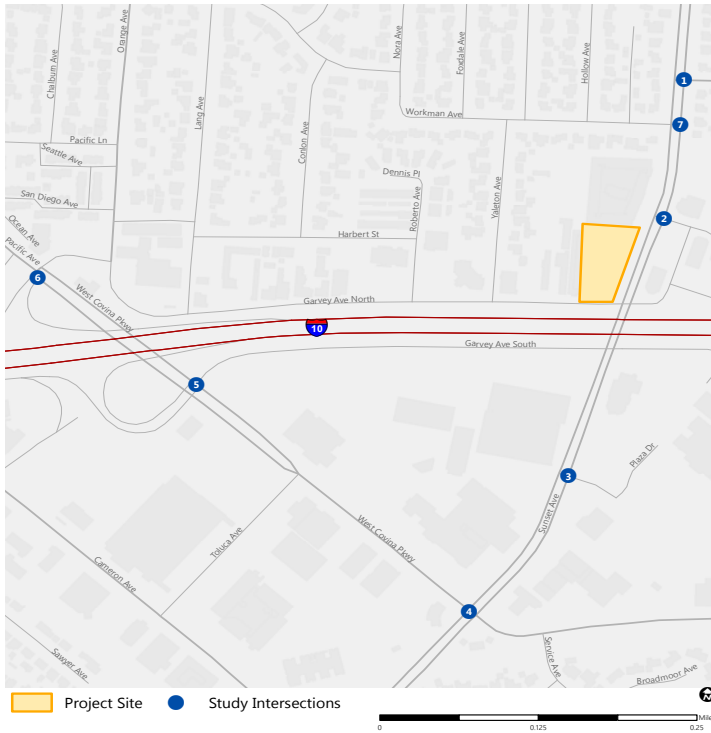
\* All-way stop intersection, analysis was based on HCM methodology. Values denote delay per vehicle in second

All but one of the study intersections currently operate at LOS C or better during the weekday a.m. and p.m. peak hours. The intersection of Pacific Avenue and West Garvey Avenue North/I-10 operates at LOS E during both peak periods.

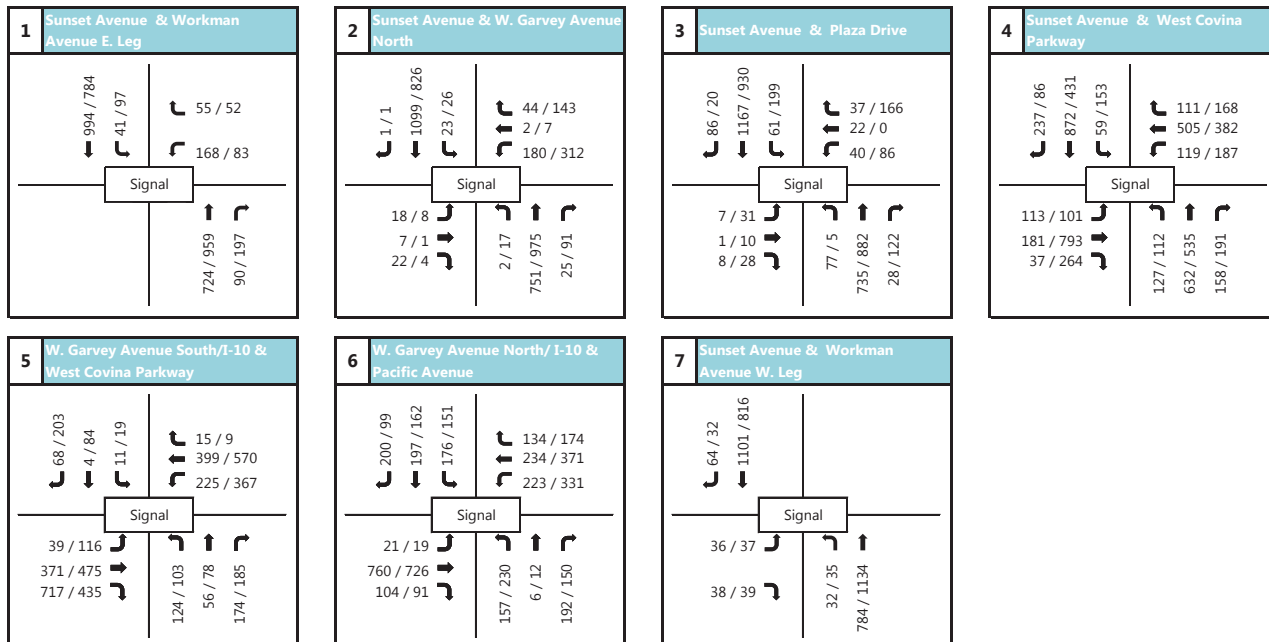
The existing weekday a.m. peak-hour and p.m. peak-hour traffic turn movement volumes are illustrated on Figure 4 of this report. The existing traffic analysis scenario LOS worksheets are provided in Appendix B.

# FIGURE 4

## 1415 West Garvey Avenue Existing AM/PM Peak Hour Traffic Volumes



xx/xx AM/PM turning movement volumes



### 3. PROJECT TRAFFIC

This section defines the traffic that would be generated by the proposed Project in a three-step process including trip generation, trip distribution and trip assignment.

#### 3.1 PROJECT TRIP GENERATION

Trip generation of the Project was derived from rates defined by *Trip Generation, 10<sup>th</sup> Edition*, published by the Institute of Transportation Engineers. Trip generation was also based on the number of beds in the proposed facility.

**Table 4 – Project Trip Generation–**

Land Use	Intensity	Units	Daily Total	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out
Trip Generation Rates									
Assisted Living	-	Beds	2.6	0.19	63%	37%	0.26	38%	62%
Trip Generation Estimates									
Assisted Living	107.000	Beds	278	20	13	7	28	11	17
Total			278	20	13	7	28	11	17

Source: ITE Trip Generation Manual, 10th Edition

The project would generate 20 vehicle trips during the a.m. peak-hour (13 inbound trips and 7 outbound trips) and 28 vehicle trips during the p.m. peak hour (11 inbound trips and 17 outbound trips).

#### 3.2 PROJECT TRIP DISTRIBUTION

Trip distribution is the process of assigning the directions from which traffic will access the Project site. Trip distribution is dependent upon the land use characteristics of the Project, the local roadway network, and the general locations of other land uses to which Project trips would originate or terminate.

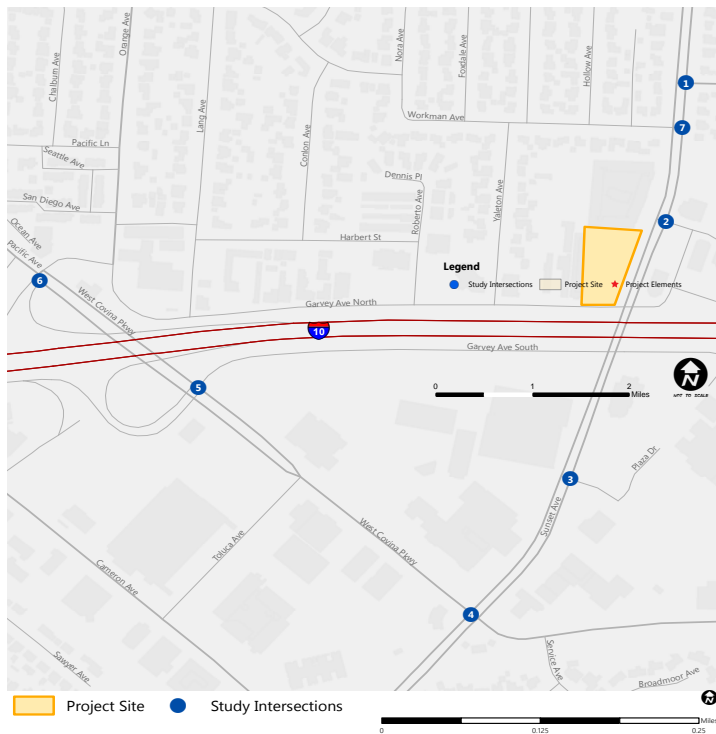
Figure 5 illustrates the trip distribution percentages at the study intersections.

#### 3.3 PROJECT TRIP ASSIGNMENT

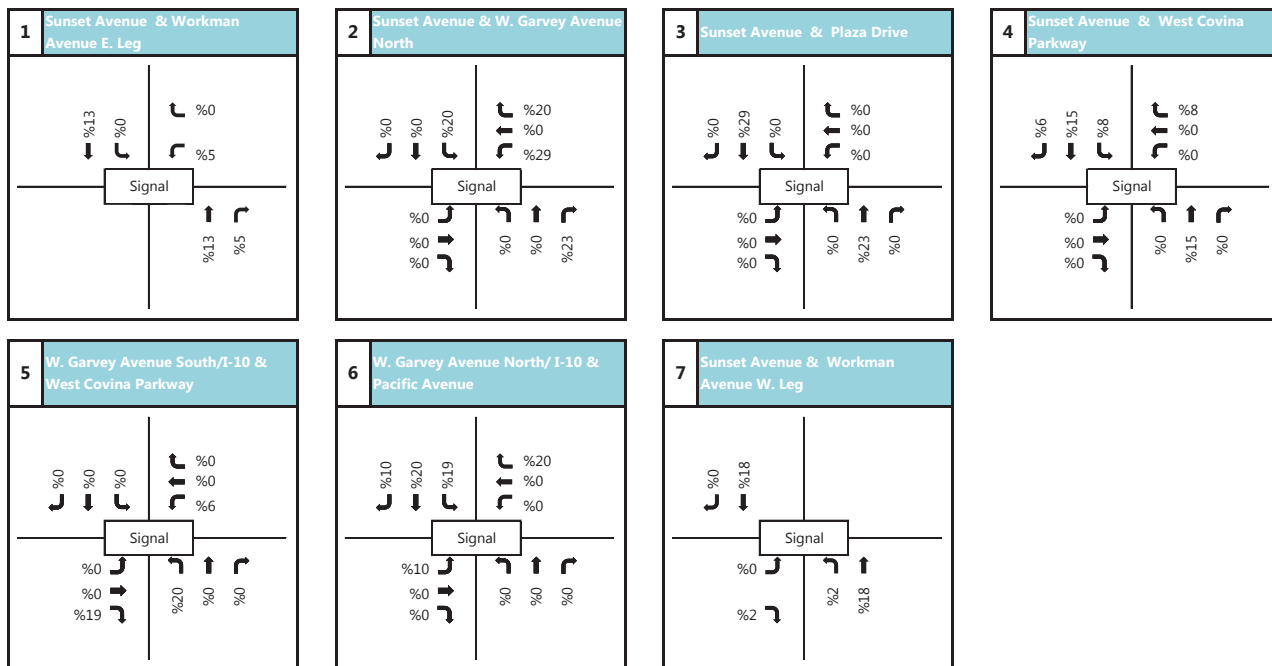
Based on the trip generation and distribution assumptions described above, Project traffic was assigned to the roadway system. The peak hour Project trip assignment is illustrated on Figure 6.

# FIGURE 5

## 1415 West Garvey Avenue Project Trip Distribution

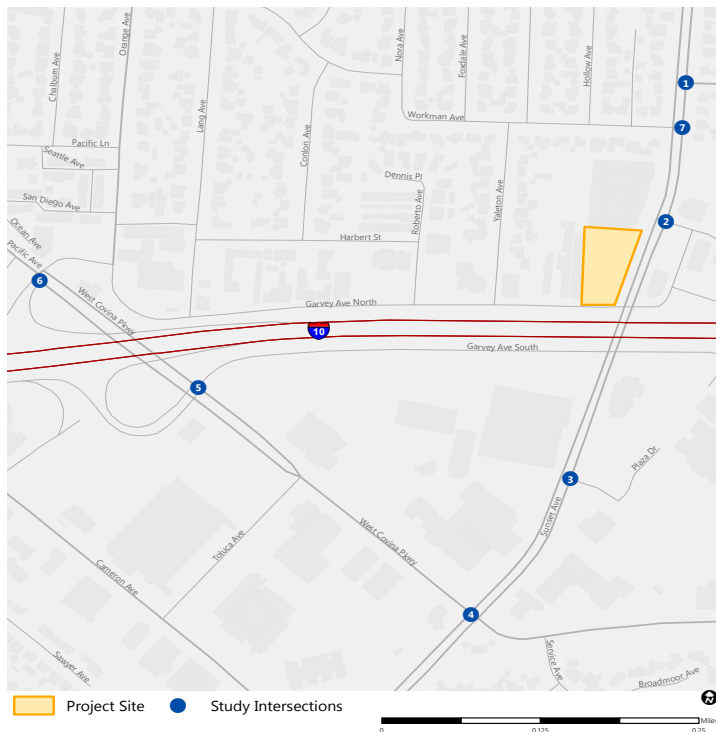


xx% Project Trip Distribution

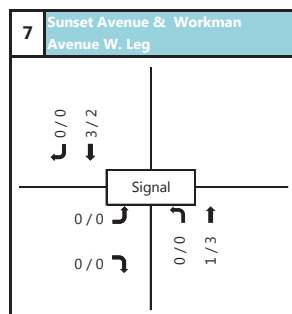
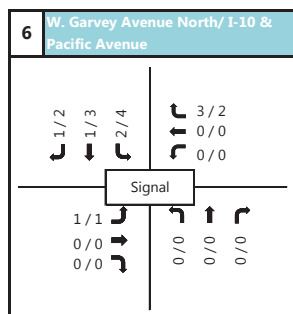
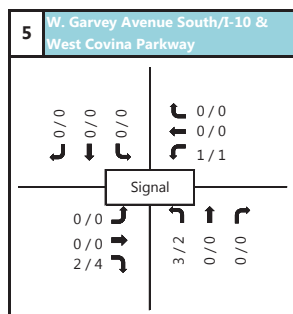
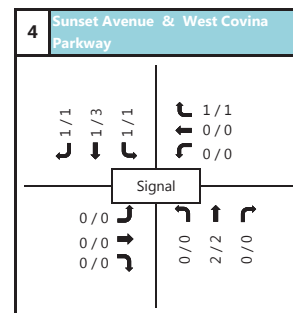
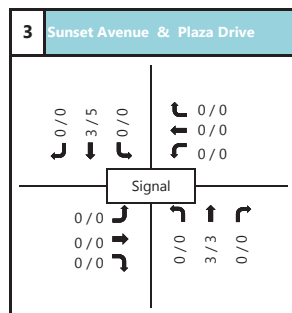
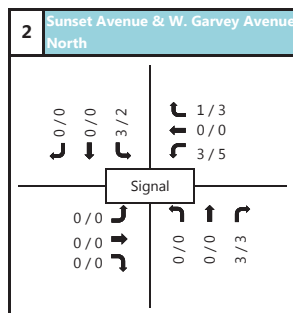
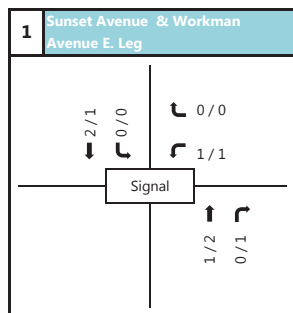


# FIGURE 6

## 1415 West Garvey Avenue Project Trip Assignment AM/PM Peak Hour



xx/xx AM/PM turning movement volumes



## 4. EXISTING WITH PROJECT CONDITIONS

This section documents existing traffic conditions at the study intersections with the addition of Project-generated traffic. Traffic volumes for these conditions were derived by adding Project trips to the existing traffic volumes.

Table 5 summarizes the resulting V/C and LOS values at the study intersections for the existing with-Project conditions.

**Table 5- Intersection Performance –  
Existing With-Project**

Study Intersections		AM Peak		PM Peak	
		ICU	LOS	ICU	LOS
1	Sunset Avenue /Workman Avenue E. Leg	0.451	A	0.508	A
2	Sunset Avenue/W. Garvey Avenue North	0.497	A	0.563	A
3	Sunset Avenue / Plaza Drive	0.441	A	0.445	A
4	Sunset Avenue / West Covina Parkway	0.616	B	0.719	C
5	West Covina Parkway/W. Garvey Avenue South	0.773	C	0.710	C
6	Pacific Avenue/ W. Garvey Avenue North/ I-10	0.972	E	0.977	E
7	Sunset Avenue/ Workman Avenue W. Leg	0.431	A	0.403	A

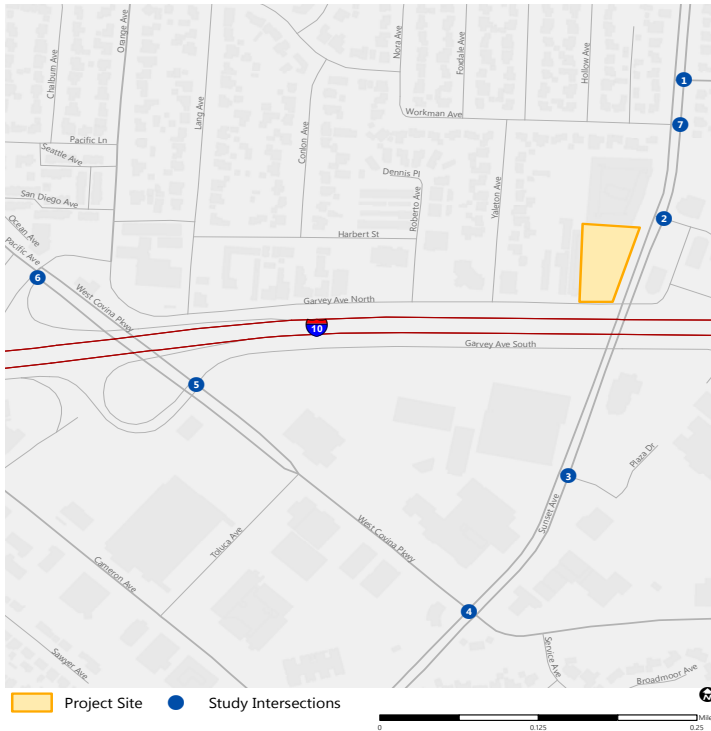
Operations would not change substantially from existing conditions. All intersections would operate at LOS C or better except for the intersection of Pacific Avenue and West Garvey Avenue North (which would continue to operate at LOS E in both peak hours).

The existing with-Project traffic volumes for the weekday a.m. and p.m. peak hour are illustrated on Figure 7. The existing with-Project traffic analysis worksheets for this scenario are provided in Appendix C of this report.

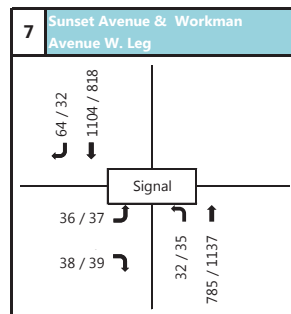
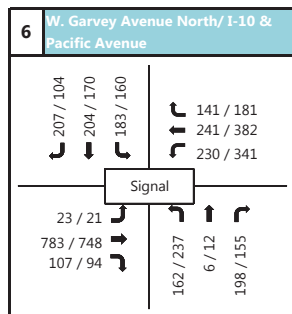
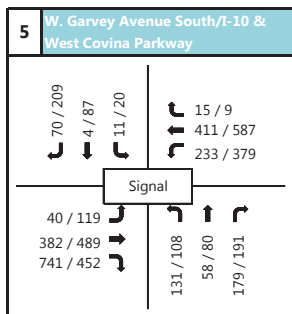
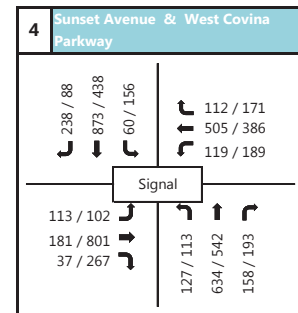
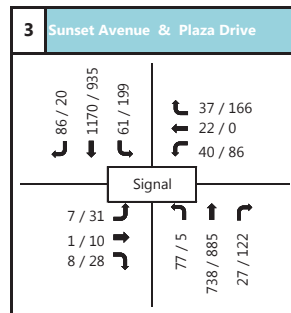
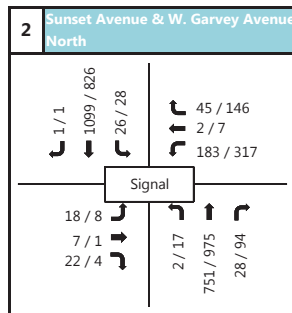
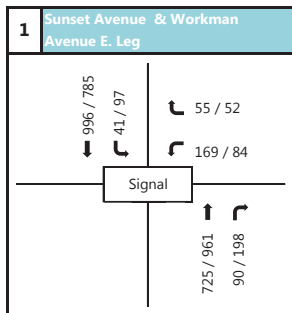
# FIGURE 7

## 1415 West Garvey Avenue

Existing with Project - AM/PM Peak Hour Traffic Volumes



xx/xx AM/PM turning movement volumes





## 5. FUTURE WITHOUT PROJECT CONDITIONS

This section provides an analysis of future traffic conditions in the study area with area/related project trips and background growth added, but without Project traffic. The proposed Project is anticipated to be completed by 2022, and this defined the future analysis year.

### 5.1 AMBIENT GROWTH

In order to acknowledge regional population and employment growth outside of the study area, an ambient/background traffic growth rate was applied to the existing (year 2019) traffic counts. An annual growth rate of 0.46 percent was based on the Regional Statistical Area 26 of the Los Angeles County Congestion Management Program. To be conservative, the annual growth rate was rounded to one percent for the future scenarios.

### 5.2 AREA PROJECTS

In addition to the application of the ambient traffic growth rate, traffic from related/area projects (approved and pending developments) was included as part of the year-2022 analysis. Seven related projects in the City of West Covina were identified for inclusion in the traffic impact analysis.

Table 6 provides the trip generation estimates for the related/area projects that were identified during coordination with the City of West Covina, and the project locations are illustrated on Figure 8.

**Table 6 – Area Projects Trip Generation Estimate**

ID	Location	Land Use	Intensity	Units	Daily Total	AM Peak Hour			PM Peak Hour		
						Total	In	Out	Total	In	Out
1	845 S Sunkist Ave	Single Family	3	d.u	28	2	1	1	3	2	1
2	1400 West Covina Pkwy	Assisted Living Facility	131	beds	341	25	16	9	34	13	21
4	2222 W Garvey Ave S	Single Family	3	d.u	28	2	1	1	3	2	1
5	1388 E Garvey Ave S	Public Storage Facility	78.474	k.s.f.	118	8	5	3	13	6	7
6	1920 Pacific Ln	Attached Condominiums	7	d.u	51	3	1	2	4	3	1
7	1530 W. Cameron Ave	Attached Condominiums	56	d.u	410	26	6	20	31	20	11
8	200 S. Vincent Avenue <sup>1</sup>	Fast-Food with Drive Through Window	4.198	k.s.f.	n/a	144	73	71	302	151	151
<b>TOTAL</b>					<b>948</b>	<b>64</b>	<b>29</b>	<b>35</b>	<b>85</b>	<b>44</b>	<b>41</b>

Source: ITE Trip Generation Manual, 10th Edition

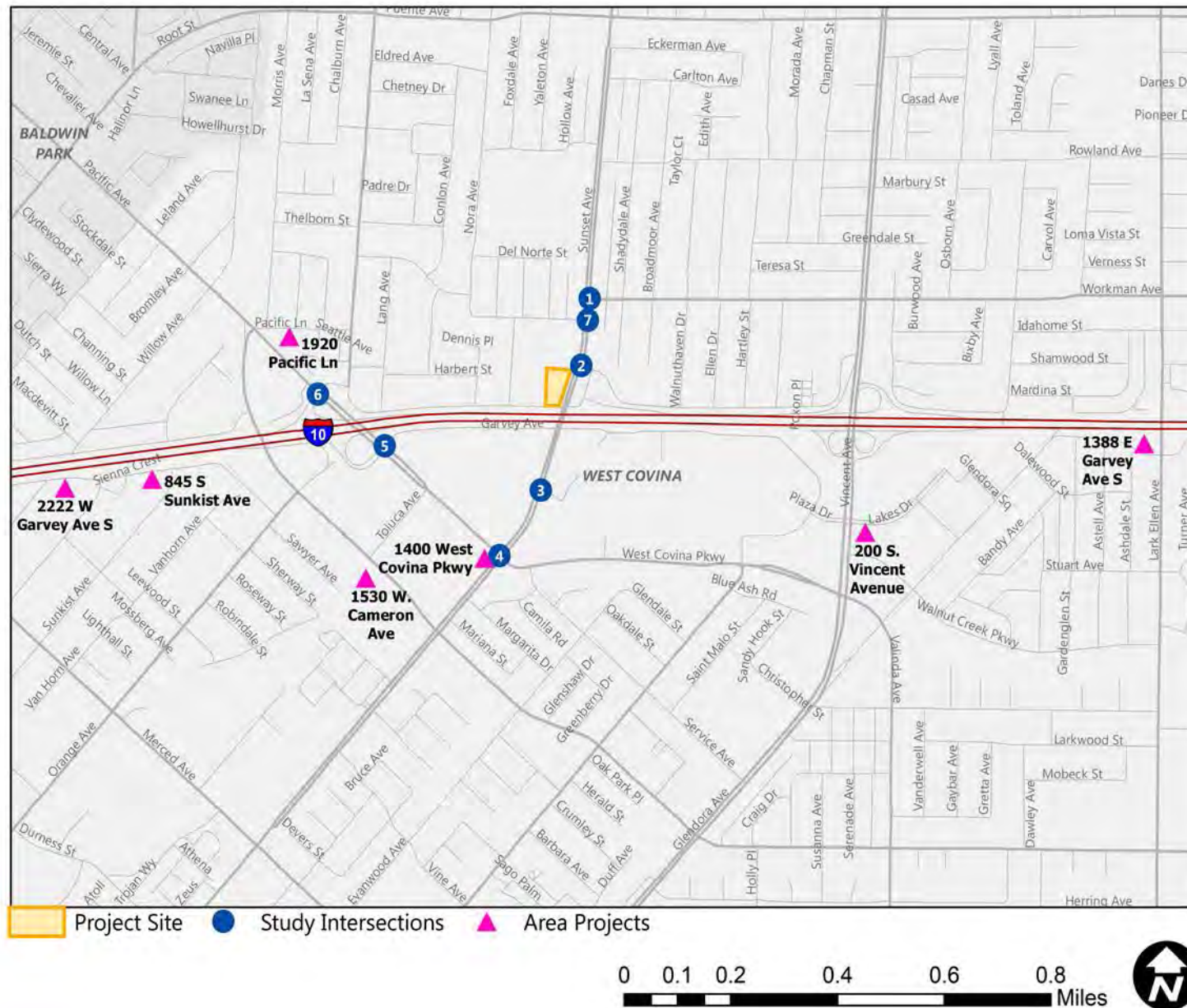
1 - Trip generation estimate was based on the 200 S Vincent Traffic Study conducted by KOA, October 2018

The area project trip assignment volumes for the a.m. and p.m. peak hours are provided on Figure 9.

FIGURE  
8

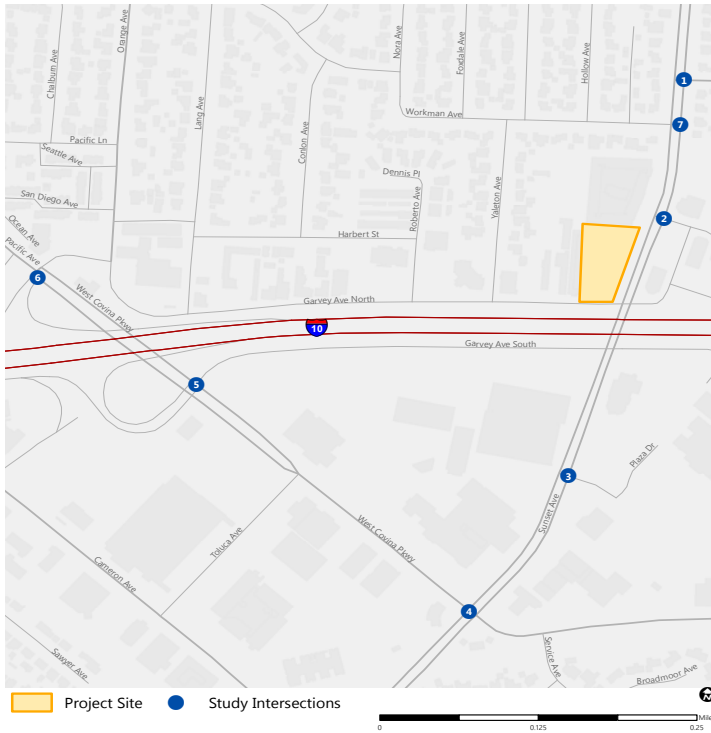
## 1415 West Garvey Avenue

Location of Area Projects

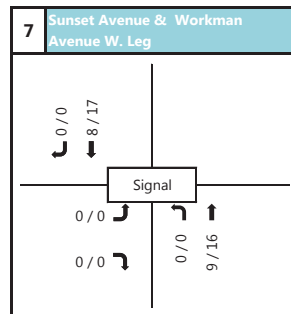
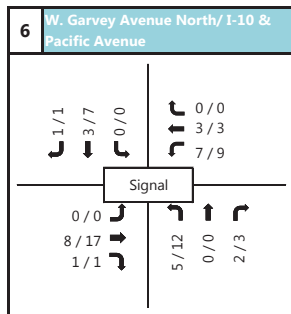
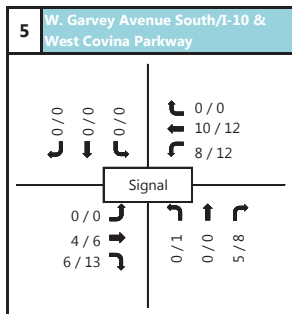
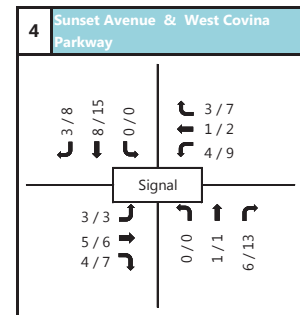
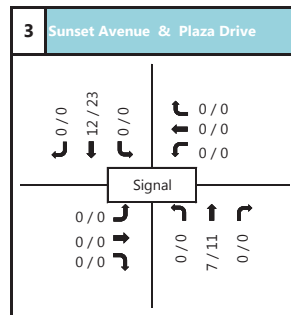
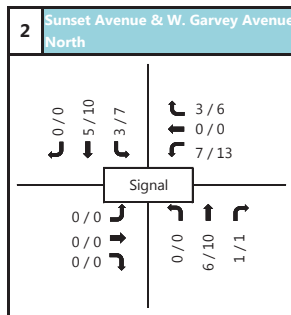
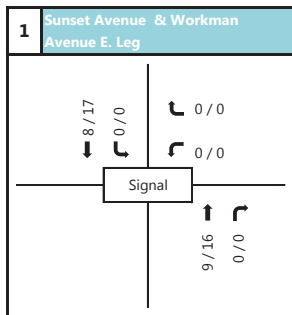


# FIGURE 9

## 1415 West Garvey Avenue Area Projects Trip Assignment - AM/PM Peak Hour



xx/xx AM/PM turning movement volumes



### 5.3 FUTURE WITHOUT PROJECT INTERSECTION LEVEL OF SERVICE

Table 7 summarizes the V/C and LOS values at the study intersections under this scenario.

**Table 7 – Intersection Performance –  
Future without-Project**

Study Intersections		AM Peak		PM Peak	
		ICU	LOS	ICU	LOS
1	Sunset Avenue /Workman Avenue E. Leg	0.466	A	0.527	A
2	Sunset Avenue/W. Garvey Avenue North	0.516	A	0.590	A
3	Sunset Avenue / Plaza Drive	0.457	A	0.461	A
4	Sunset Avenue / West Covina Parkway	0.639	B	0.748	C
5	West Covina Parkway/W. Garvey Avenue South/	0.794	C	0.736	C
6	Pacific Avenue/ W. Garvey Avenue North/ I-10	1.007	F	1.020	F
7	Sunset Avenue/ Workman Avenue W. Leg	0.446	A	0.419	A

\* All-way stop intersection, analysis was based on HCM methodology. Values denote delay per vehicle in second

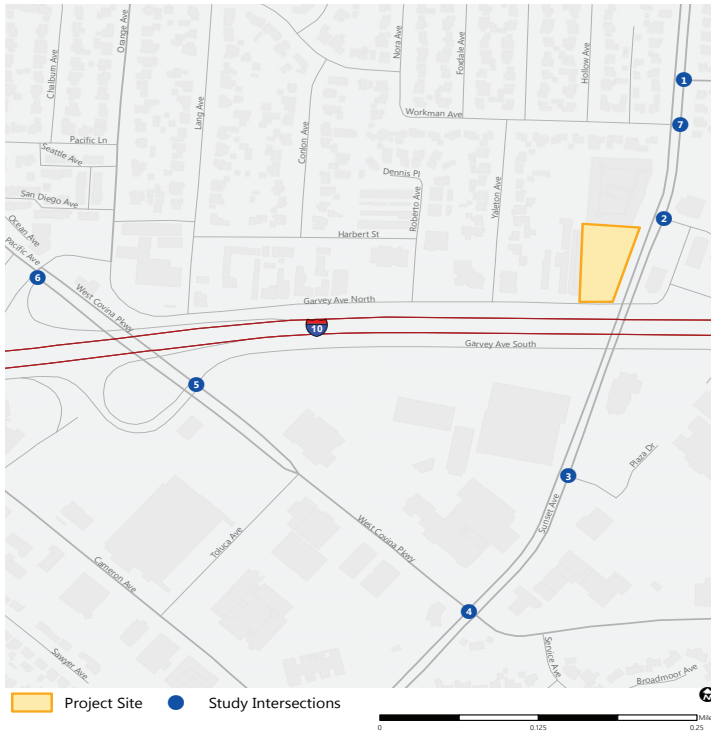
Except for the intersection of Pacific Avenue and Garvey Avenue North (operating at LOS F on both peak hours), all of the study intersections would operate at LOS C or better during both peak periods.

The future without-Project traffic volumes for the weekday a.m. and p.m. peak hour are illustrated on Figure 10. The future without-Project traffic analysis worksheets are provided in Appendix D of this report.

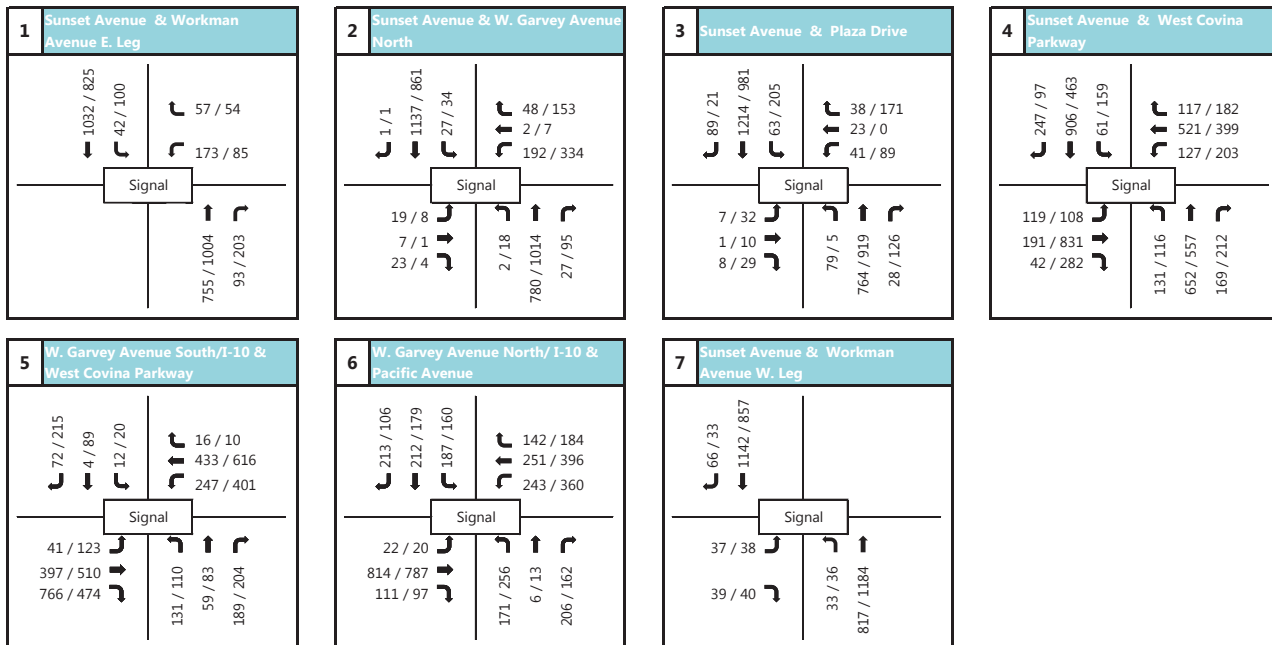
# FIGURE 10

## 1415 West Garvey Avenue

Future without Project- AM/PM Peak Hour Traffic Volumes



xx/xx AM/PM turning movement volumes



## 6. FUTURE WITH PROJECT CONDITIONS

This section documents future traffic conditions at the study intersections with the addition of Project-generated traffic. Traffic volumes for these conditions were derived by adding Project trips to the future without-Project scenario volumes.

Table 8 summarizes the resulting V/C and LOS values at the study intersections for future with-Project traffic conditions.

**Table 8 – Intersection Performance –  
Future with-Project**

Study Intersections		AM Peak		PM Peak	
		ICU	LOS	ICU	LOS
1	Sunset Avenue /Workman Avenue E. Leg	0.468	A	0.528	A
2	Sunset Avenue/W. Garvey Avenue North	0.518	A	0.596	A
3	Sunset Avenue / Plaza Drive	0.458	A	0.462	A
4	Sunset Avenue / West Covina Parkway	0.639	B	0.749	C
5	West Covina Parkway/W. Garvey Avenue South	0.797	C	0.740	C
6	Pacific Avenue/ W. Garvey Avenue North/ I-10	1.009	F	1.026	F
7	Sunset Avenue/ Workman Avenue W. Leg	0.447	A	0.420	A

As in the future without project scenario, only the intersection of Pacific Avenue and Garvey Avenue North operates below LOS C. This intersection would operate at LOS F during both peak hours.

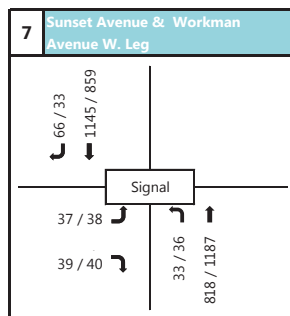
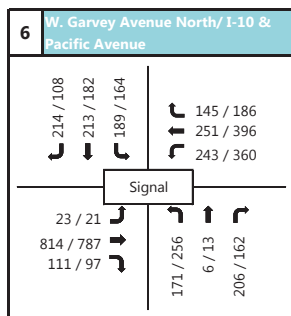
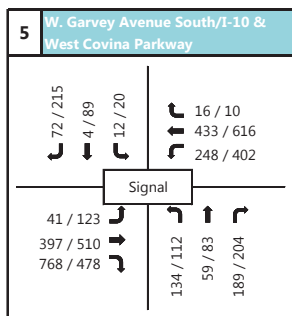
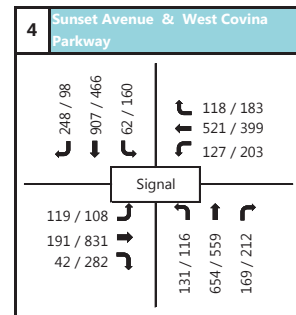
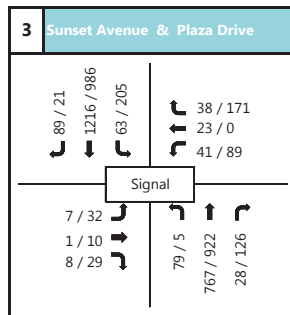
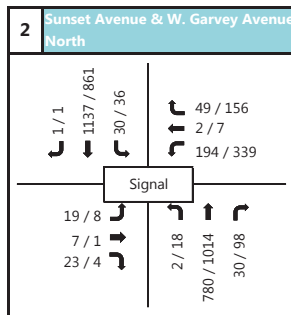
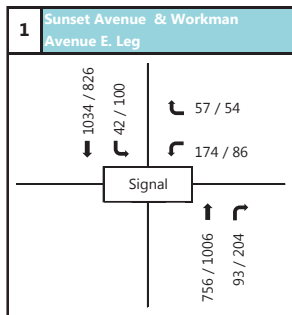
The future with-Project traffic volumes for the weekday a.m. and p.m. peak hour are illustrated on Figure 11. The future with-Project traffic analysis worksheets are provided in Appendix E of this report.

# FIGURE 11

## 1415 West Garvey Avenue Future with Project- AM/PM Peak Hour Traffic Volumes



xx/xx AM/PM turning movement volumes



## 7. PROJECT TRAFFIC IMPACTS

### 7.1 DETERMINATION OF TRAFFIC IMPACTS

Traffic impacts occur if a proposed development will result in significant changes in traffic conditions at a study location. A significant impact is typically identified if project-related traffic will cause LOS to deteriorate beyond a threshold limit specified by the reviewing agency. Impacts can also be significant if an intersection is already operating below the acceptable level of service and project traffic will cause a further decline in operations beyond the threshold.

The City of West Covina has established specific thresholds for project-related increases in the Intersection Capacity Utilization (ICU) value, similar to a volume-to-capacity ratio (v/c), at signalized intersections. These thresholds are provided below:

Level of Service	Volume/Capacity Ratio	Project-Related Increase in ICU Value
D to F	0.800 or greater	Equal to or greater than 0.02

### 7.2 PROJECT TRAFFIC IMPACTS – EXISTING PLUS PROJECT

Table 9 provides a summary of the Project impacts under existing conditions. Traffic impacts created by the proposed Project were determined by comparing the existing scenario conditions to the existing with-Project scenario conditions.

The proposed Project would not create any significant traffic impacts at the study intersections under existing with-Project conditions, during either the weekday a.m. or p.m. peak hour. Project mitigation measures, therefore, are not recommended for existing conditions.



**Table 9 – Determination of Project Impacts –  
Existing With-Project Conditions**

Study Intersections	Peak	Existing Conditions		Existing Plus Project		Change in V/C	Sig Impact?
	Hour	V/C	LOS	V/C	LOS		
1 Sunset Avenue /Workman Avenue E. Leg	AM	0.450	A	0.451	A	0.001	No
	PM	0.506	A	0.508	A	0.002	No
2 Sunset Avenue/W. Garvey Avenue North	AM	0.494	A	0.497	A	0.003	No
	PM	0.558	A	0.563	A	0.005	No
3 Sunset Avenue / Plaza Drive	AM	0.440	A	0.441	A	0.001	No
	PM	0.444	A	0.445	A	0.001	No
4 Sunset Avenue / West Covina Parkway	AM	0.615	B	0.616	B	0.001	No
	PM	0.718	C	0.719	C	0.001	No
5 West Covina Parkway/W. Garvey Avenue South	AM	0.769	C	0.773	C	0.004	No
	PM	0.706	C	0.710	C	0.004	No
6 Pacific Avenue/ W. Garvey Avenue North/ I-10	AM	0.970	E	0.972	E	0.002	No
	PM	0.972	E	0.977	E	0.005	No
7 Sunset Avenue/ Workman Avenue W. Leg	AM	0.430	A	0.431	A	0.001	No
	PM	0.402	A	0.403	A	0.001	No

\* All-way stop intersection, analysis was based on HCM methodology. Values denote delay per vehicle in seconds.

## 7.3 PROJECT TRAFFIC IMPACTS – FUTURE WITH PROJECT

Table 10 provides a summary of the Project impacts under future conditions. Traffic impacts created by the Project were determined by comparing the future without-Project conditions to the future with-Project conditions.

The proposed Project would not create any significant traffic impacts at the study intersections under future with-Project conditions, during either the weekday a.m. or p.m. peak hour. Project mitigation measures, therefore, are not recommended for future conditions.

**Table 10 – Determination of Project Impacts – Future With-Project**

Study Intersections		Peak	Future 2022 No Project		Future 2022 With Project		Change in V/C	Sig Impact?
		Hour	V/C	LOS	V/C	LOS		
1	Sunset Avenue /Workman Avenue E. Leg	AM	0.466	A	0.468	A	0.002	No
		PM	0.527	A	0.528	A	0.001	No
2	Sunset Avenue/W. Garvey Avenue North	AM	0.516	A	0.518	A	0.002	No
		PM	0.590	A	0.596	A	0.006	No
3	Sunset Avenue / Plaza Drive	AM	0.457	A	0.458	A	0.001	No
		PM	0.461	A	0.462	A	0.001	No
4	Sunset Avenue / West Covina Parkway	AM	0.639	B	0.639	B	0.000	No
		PM	0.748	C	0.749	C	0.001	No
5	West Covina Parkway/W. Garvey Avenue South/I-10	AM	0.794	C	0.797	C	0.003	No
		PM	0.736	C	0.740	C	0.004	No
6	Pacific Avenue/ W. Garvey Avenue North/ I-10	AM	1.007	F	1.009	F	0.002	No
		PM	1.020	F	1.026	F	0.006	No
7	Sunset Avenue/ Workman Avenue W. Leg	AM	0.446	A	0.447	A	0.001	No
		PM	0.419	A	0.420	A	0.001	No

\* All-way stop intersection, analysis was based on HCM methodology. Values denote delay per vehicle in seconds.

## 8. CONGESTION MANAGEMENT PROGRAM

This section provides study conformance with the regional impact analysis procedures mandated by the County of Los Angeles Congestion Management Program (CMP).

The CMP was created statewide because of Proposition 111 and was implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed Project will add 50 or more vehicle trips during either a.m. or p.m. weekday peak hours.
- At CMP mainline freeway-monitoring locations, where the Project will add 150 or more trips, in either direction, during the either the a.m. or p.m. weekday peak hours.

Based on the trip generation defined in Table 4, it is not expected that 50 or more new Project trips per hour would be added to the nearest CMP intersections. Therefore, no further analysis of potential CMP impacts is required.

- CM ID 158 – Azusa Avenue and Cameron Avenue, approximately 1.9 miles southeast of the Project site
- CMP ID 159 – Azusa Avenue and Workman Avenue, approximately 1.6 miles northeast of the Project site

In addition, the proposed Project is expected to add less than 150 new trips per hour, in either direction, to the I-10 (San Bernardino) freeway segments based on the Project trip generation defined in Table 4. Therefore, no further analysis of CMP freeway monitoring stations is required.

## 9. ANALYSIS SUMMARY AND CONCLUSION

The following summarizes the traffic study results, conclusions and recommendations:

### Project Background

- The proposed Project is a five-story senior assisted living facility, to be located on West Garvey Avenue North, to the west of Sunset Avenue.
- A total of 55 parking spaces would be provided for the Project use.
- The proposed site is currently unoccupied, and the Project is anticipated to be completed and occupied by the end of the year 2022.

### Project Trip Generation

- Trip generation of the Project was derived from the 10<sup>th</sup> Edition of the Institute of Transportation Engineers' *Trip Generation*.

### Traffic Impacts

- The Project would generate 20 vehicle trips during the a.m. peak-hour (13 inbound trips and 7 outbound trips) and 28 vehicle trips during the p.m. peak hour (11 inbound trips and 17 outbound trips).
- Based on the applied City of West Covina significant traffic impact criteria, the proposed Project would not create any significant traffic impacts at the study intersections under existing with-Project and future with-Project conditions. Therefore, mitigation measures are not recommended.
- The proposed Project is not anticipated to cause a significant traffic impact on any CMP arterial monitoring intersections and mainline freeway-monitoring locations.

---

## **APPENDIX A**

### **Traffic Count Data**

---

National Data & Surveying ServicesIntersection Turning Movement Count

Location: N Sunset Ave & W Workman Ave (East Leg)  
City: West Covina  
Control: Signalized

Project ID: 19-05187-001  
Date: 4/10/2019

Total																	
NS/EW Streets:		N Sunset Ave				N Sunset Ave				W Workman Ave (East Leg)				W Workman Ave (East Leg)			
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		0 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU
	7:00 AM	0	93	10	0	1	166	0	0	0	0	0	0	32	0	11	0
	7:15 AM	0	147	21	0	6	249	0	0	0	0	0	0	40	0	13	0
	7:30 AM	0	183	29	0	9	268	0	0	0	0	0	0	50	0	14	0
	7:45 AM	0	231	18	0	7	268	0	0	0	0	0	0	40	0	16	0
	8:00 AM	0	163	22	0	19	209	0	0	0	0	0	0	38	0	12	0
	8:15 AM	0	141	18	0	7	208	0	0	0	0	0	0	32	0	15	0
	8:30 AM	0	112	14	0	13	207	0	0	0	0	0	0	25	0	9	1
	8:45 AM	0	133	22	0	15	187	0	0	0	0	0	0	32	0	8	0
TOTAL VOLUMES :		NL 0	NT 1203	NR 154	NU 0	SL 77	ST 1762	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 289	WT 0	WR 98	WU 1
APPROACH %'s :		0.00%	88.65%	11.35%	0.00%	4.19%	95.81%	0.00%	0.00%					74.48%	0.00%	25.26%	0.26%
PEAK HR :		07:15 AM - 08:15 AM															
PEAK HR VOL :		0	724	90	0	41	994	0	0	0	0	0	0	168	0	55	0
PEAK HR FACTOR :		0.000	0.784	0.776	0.000	0.539	0.927	0.000	0.000	0.000	0.000	0.000	0.000	0.840	0.000	0.859	0.000
		0.817				0.934								0.871			
TOTAL																	
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		0 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU
	4:00 PM	0	208	36	0	16	141	0	0	0	0	0	0	26	0	6	0
	4:15 PM	0	233	44	0	17	186	0	0	0	0	0	0	8	0	13	0
	4:30 PM	0	184	54	0	25	161	0	0	0	0	0	0	21	0	14	0
	4:45 PM	0	223	55	0	10	144	0	0	0	0	0	0	37	0	8	0
	5:00 PM	0	238	51	0	26	178	0	0	0	0	0	0	24	0	22	0
	5:15 PM	0	279	39	0	22	221	0	0	0	0	0	0	27	0	11	0
	5:30 PM	0	234	50	0	32	183	0	0	0	0	0	0	21	0	8	0
	5:45 PM	0	208	57	0	17	202	0	0	0	0	0	0	11	0	11	0
TOTAL VOLUMES :		NL 0	NT 1807	NR 386	NU 0	SL 165	ST 1416	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 175	WT 0	WR 93	WU 0
APPROACH %'s :		0.00%	82.40%	17.60%	0.00%	10.44%	89.56%	0.00%	0.00%					65.30%	0.00%	34.70%	0.00%
PEAK HR :		05:00 PM - 06:00 PM															
PEAK HR VOL :		0	959	197	0	97	784	0	0	0	0	0	0	83	0	52	0
PEAK HR FACTOR :		0.000	0.859	0.864	0.000	0.758	0.887	0.000	0.000	0.000	0.000	0.000	0.000	0.769	0.000	0.591	0.000
		0.909				0.906								0.734			
TOTAL																	

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Sunset Ave & W Workman Ave (East Leg)  
City: West Covina  
Control: Signalized

Project ID: 19-05187-001  
Date: 4/10/2019

Bikes																		
NS/EW Streets:		N Sunset Ave				N Sunset Ave				W Workman Ave (East Leg)				W Workman Ave (East Leg)				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		0	2	0	0	1	2	0	0	0	0	0	0	0	1	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
	7:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	0	1	0	0	3	0	0	0	0	0	0	2	0	1	0	7
		0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%					66.67%	0.00%	33.33%	0.00%	
PEAK HR :		07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :		0	0	1	0	0	2	0	0	0	0	0	0	2	0	1	0	6
PEAK HR FACTOR :		0.000	0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.750
		0.250				0.500								0.750				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		0	2	0	0	1	2	0	0	0	0	0	0	0	1	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	7
		0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%									
PEAK HR :		05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :		0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :		0.00	0.750	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.750				0.250												

National Data & Surveying Services

Intersection Turning  
Movement Count

Location: N Sunset Ave & W Workman Ave (East Leg)  
City: West Covina

Project ID: 19-05187-001  
Date: 4/10/2019

Pedestrians (Crosswalks)

NS/EW Streets:	N Sunset Ave		N Sunset Ave		W Workman Ave (East Leg)		W Workman Ave (East Leg)		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
	7:00 AM	03	00	00	00	00	00	00	3
	7:15 AM	10	00	00	11	11	00	00	3
	7:30 AM	11	00	00	23	33	00	00	7
	7:45 AM	01	00	00	11	11	00	00	3
	8:00 AM	20	00	00	10	00	00	00	3
	8:15 AM	00	00	00	01	11	00	00	1
	8:30 AM	00	00	00	00	00	00	00	0
	8:45 AM	00	00	00	00	00	00	00	0
TOTAL VOLUMES :		EB4WB5	EB0WB0		NB5SB6		NB0SB0		TOTAL20
APPROACH %'s :		44.44%55.56%			45.45%54.55%				
PEAK HR :		07:15 AM - 08:15 AM							TOTAL
PEAK HR VOL :		42	00		55		00		16
PEAK HR FACTOR :		0.5000.5000.750			0.6250.4170.500				0.571

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
	4:00 PM	00	00	00	00	00	00	00	0
	4:15 PM	00	00	00	00	00	00	00	0
	4:30 PM	00	00	00	20	00	00	00	2
	4:45 PM	00	00	00	00	00	00	00	0
	5:00 PM	00	00	00	00	00	00	00	0
	5:15 PM	11	11	00	20	00	00	00	4
	5:30 PM	00	00	00	00	00	00	00	0
	5:45 PM	11	11	00	01	11	00	00	3
TOTAL VOLUMES :		EB2WB2	EB0WB0		NB4SB1		NB0SB0		TOTAL9
APPROACH %'s :		50.00%50.00%			80.00%20.00%				
PEAK HR :		05:00 PM - 06:00 PM							TOTAL
PEAK HR VOL :		22	00		21		00		7
PEAK HR FACTOR :		0.5000.5000.500			0.2500.2500.375				0.438

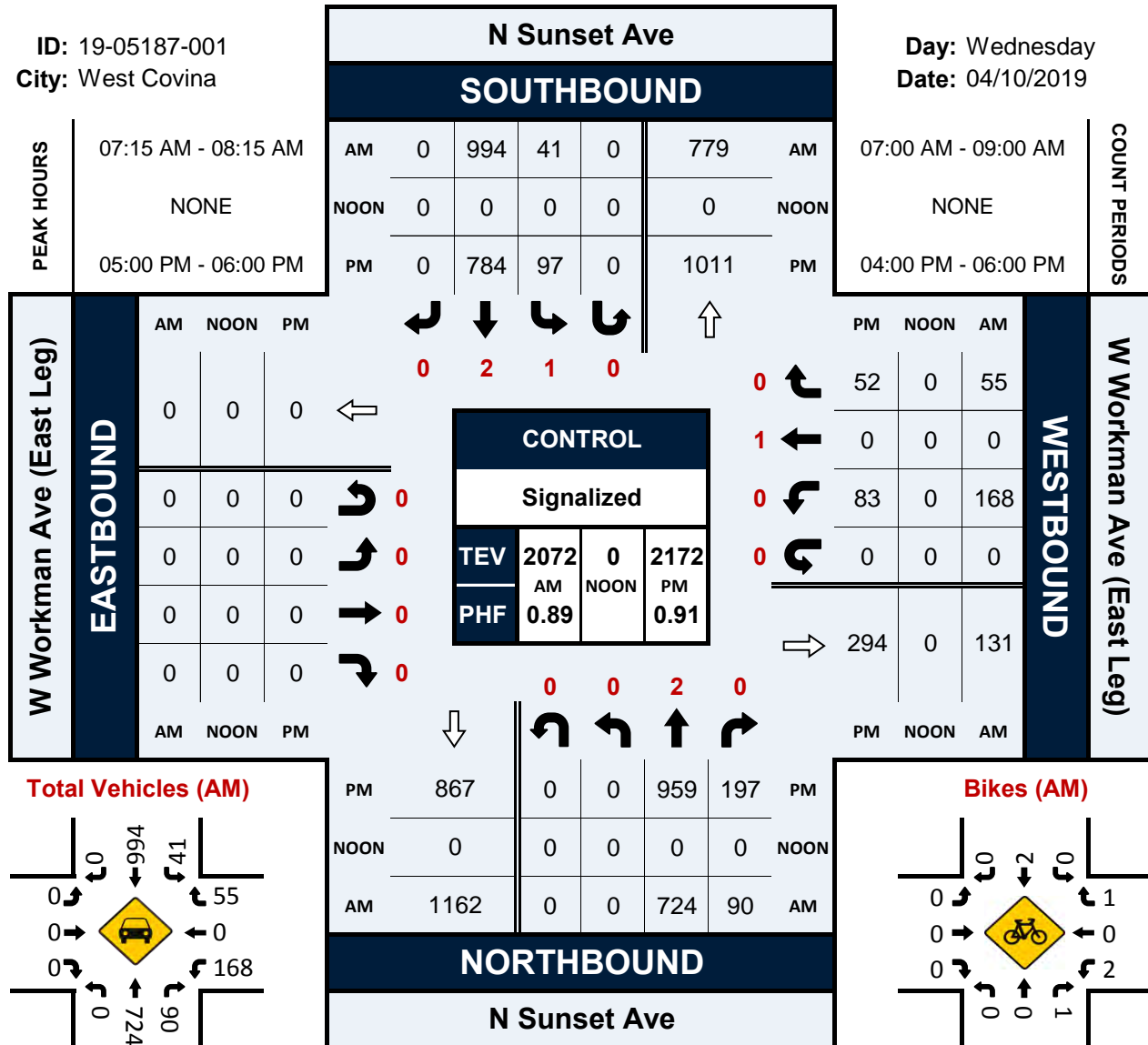


# N Sunset Ave & W Workman Ave (East Leg)

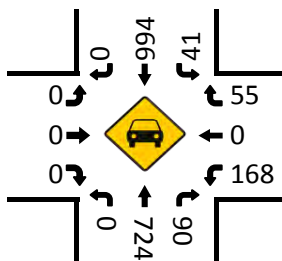
## Peak Hour Turning Movement Count

ID: 19-05187-001  
City: West Covina

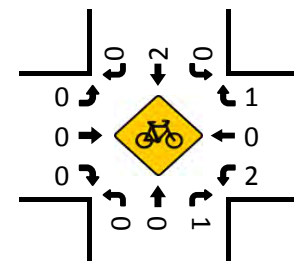
Day: Wednesday  
Date: 04/10/2019



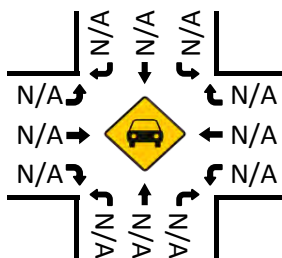
Total Vehicles (AM)



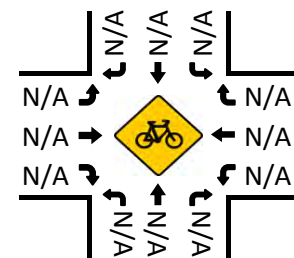
Bikes (AM)



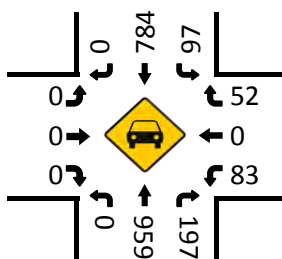
Total Vehicles (Noon)



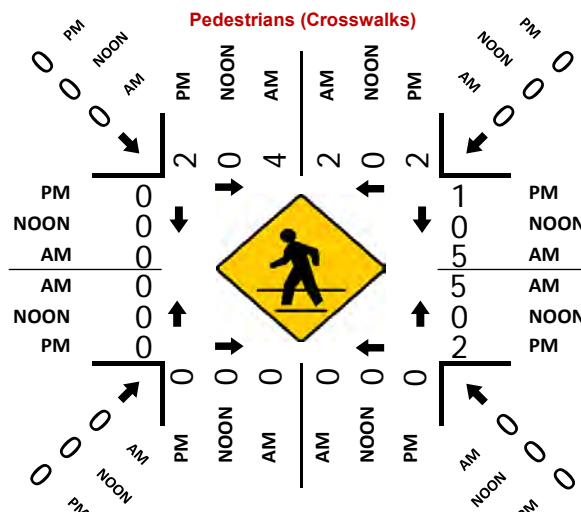
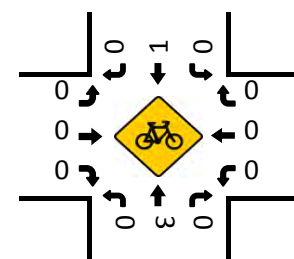
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying ServicesIntersection Turning Movement Count

Location: N Sunset Ave & Garvey Ave N  
City: West Covina  
Control: Signalized

Project ID: 19-05187-002  
Date: 4/10/2019

Total

NS/EW Streets:	N Sunset Ave				N Sunset Ave				Garvey Ave N				Garvey Ave N				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0.5 WL	0.5 WT	1 WR	0 WU	
7:00 AM	1	83	1	0	4	187	0	0	4	0	6	0	28	0	5	0	319
7:15 AM	0	147	4	0	5	259	0	0	7	5	5	0	41	1	7	0	481
7:30 AM	0	202	7	0	4	311	1	0	3	0	6	0	53	0	12	0	599
7:45 AM	1	219	8	0	10	289	0	0	4	1	7	0	55	0	11	0	605
8:00 AM	1	183	6	0	4	240	0	0	4	1	4	0	31	1	14	0	489
8:15 AM	2	133	16	0	7	223	1	0	2	1	1	0	39	1	25	0	451
8:30 AM	1	120	7	0	8	227	0	0	2	1	2	0	34	0	15	0	417
8:45 AM	2	144	16	0	8	192	0	0	0	0	1	0	45	1	18	0	427
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	8	1231	65	0	50	1928	2	0	26	9	32	0	326	4	107	0	3788
	0.61%	94.40%	4.98%	0.00%	2.53%	97.37%	0.10%	0.00%	38.81%	13.43%	47.76%	0.00%	74.60%	0.92%	24.49%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	2	751	25	0	23	1099	1	0	18	7	22	0	180	2	44	0	2174
PEAK HR FACTOR :	0.500	0.857	0.781	0.000	0.575	0.883	0.250	0.000	0.643	0.350	0.786	0.000	0.818	0.500	0.786	0.000	0.898
	0.853				0.888				0.691				0.856				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0.5 WL	0.5 WT	1 WR	0 WU	
4:00 PM	1	220	14	0	6	147	0	0	1	0	1	0	66	1	17	0	474
4:15 PM	1	230	14	0	5	181	0	0	0	1	6	0	85	0	34	0	557
4:30 PM	2	207	18	0	2	170	0	0	1	0	2	0	91	0	35	0	528
4:45 PM	2	241	13	0	2	197	0	0	3	0	2	0	79	1	29	0	569
5:00 PM	5	247	26	0	4	203	1	0	3	0	0	0	74	2	40	0	605
5:15 PM	4	263	22	0	7	231	0	0	2	0	2	0	76	0	38	0	645
5:30 PM	2	244	22	0	7	195	0	0	1	0	1	0	73	5	32	0	582
5:45 PM	6	221	21	0	8	197	0	0	2	1	1	0	89	0	33	0	579
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	23	1873	150	0	41	1521	1	0	13	2	15	0	633	9	258	0	4539
	1.12%	91.54%	7.33%	0.00%	2.62%	97.31%	0.06%	0.00%	43.33%	6.67%	50.00%	0.00%	70.33%	1.00%	28.67%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	17	975	91	0	26	826	1	0	8	1	4	0	312	7	143	0	2411
PEAK HR FACTOR :	0.708	0.927	0.875	0.000	0.813	0.894	0.250	0.000	0.667	0.250	0.500	0.000	0.876	0.350	0.894	0.000	0.934
	0.937				0.896				0.813				0.947				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Sunset Ave & Garvey Ave N  
City: West Covina  
Control: Signalized

Project ID: 19-05187-002  
Date: 4/10/2019

NS/EW Streets:		N Sunset Ave				N Sunset Ave				Garvey Ave N				Garvey Ave N				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		1	2	0	0	1	2	0	0	0	1	0	0	0.5	0.5	1	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	7:30 AM	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	0	4
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	1	0	0	0	3	0	0	0	0	2	0	1	0	1	0	8
PEAK HR :		07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :		0	1	0	0	0	2	0	0	0	0	2	0	1	0	0	0	6
PEAK HR FACTOR :		0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.375
		0.250				0.250				0.500				0.250				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		1	2	0	0	1	2	0	0	0	1	0	0	0.5	0.5	1	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	4	0	0	0	2	0	0	0	0	0	0	1	0	0	0	7
PEAK HR :		05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :		0	3	0	0	0	1	0	0	0	0	0	0	1	0	0	0	5
PEAK HR FACTOR :		0.00	0.750	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.625
		0.750				0.250								0.250				

National Data & Surveying Services

Intersection Turning  
Movement Count

Location: N Sunset Ave & Garvey Ave N  
City: West Covina

Project ID: 19-05187-002  
Date: 4/10/2019

Pedestrians (Crosswalks)

NS/EW Streets:	N Sunset Ave		N Sunset Ave		Garvey Ave N		Garvey Ave N		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	1	2
7:30 AM	0	0	0	0	1	0	1	0	2
7:45 AM	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	1	0	2	3
8:30 AM	1	0	0	0	0	1	1	0	3
8:45 AM	0	1	0	0	0	0	1	2	4
TOTAL VOLUMES :	EB 1	WB 1	EB 0	WB 0	NB 1	SB 4	NB 4	SB 5	TOTAL 16
APPROACH %'s :	50.00%	50.00%			20.00%	80.00%	44.44%	55.56%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	1	2	2	1	6
PEAK HR FACTOR :					0.250	0.500	0.500	0.250	0.750
					0.750		0.750		

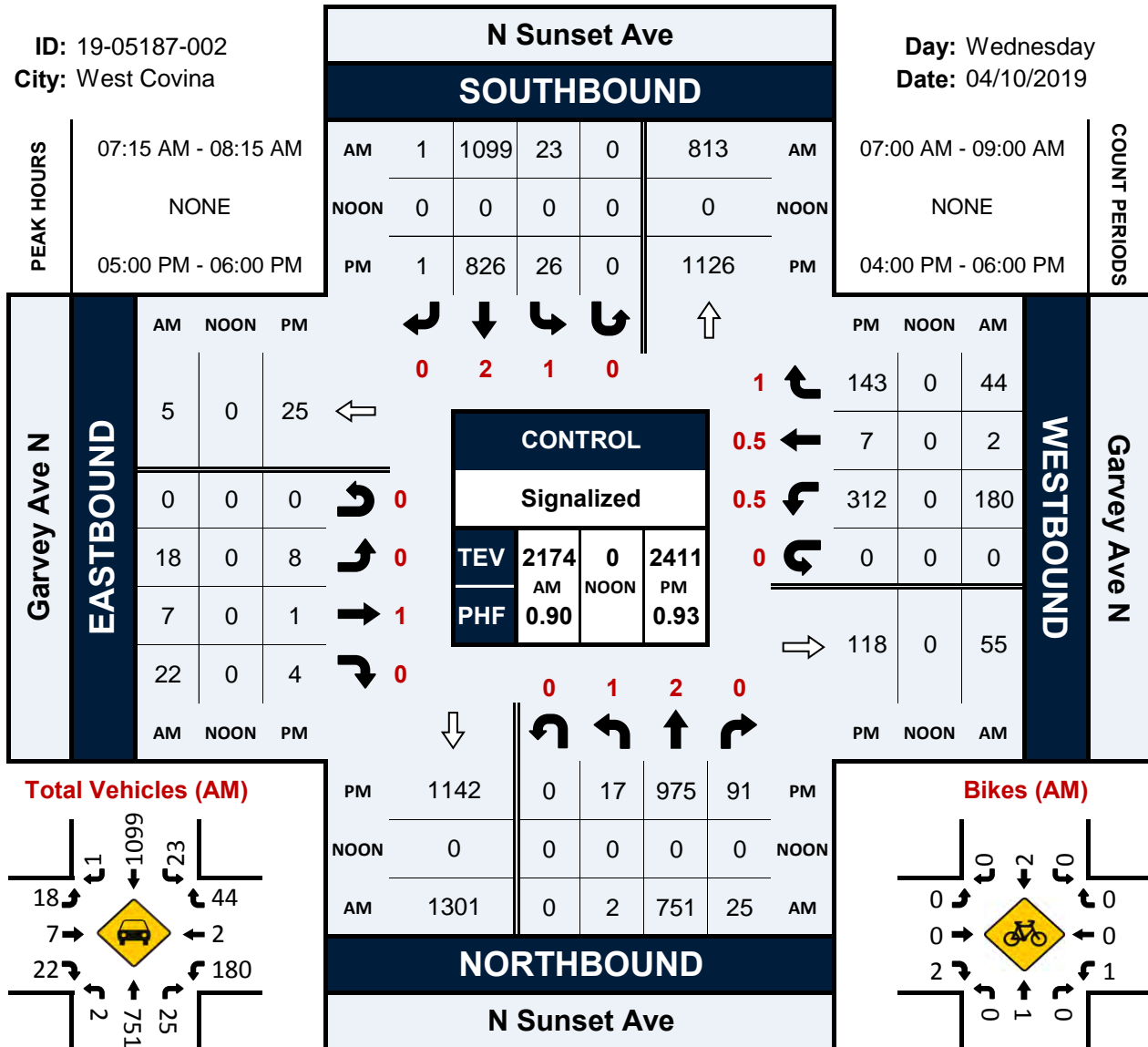
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	1	2	0	0	3
4:15 PM	1	0	0	0	0	2	5	0	8
4:30 PM	0	1	0	0	2	0	0	3	6
4:45 PM	2	0	0	0	1	0	3	0	6
5:00 PM	0	1	0	0	2	1	2	3	9
5:15 PM	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	3	0	1	0	4
TOTAL VOLUMES :	EB 4	WB 2	EB 0	WB 0	NB 9	SB 5	NB 12	SB 6	TOTAL 38
APPROACH %'s :	66.67%	33.33%			64.29%	35.71%	66.67%	33.33%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	1	1	0	0	5	1	4	3	15
PEAK HR FACTOR :	0.250	0.250			0.417	0.250	0.500	0.250	0.417
		0.500			0.500		0.350		

# N Sunset Ave & Garvey Ave N

## Peak Hour Turning Movement Count

ID: 19-05187-002  
City: West Covina

Day: Wednesday  
Date: 04/10/2019



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Sunset Ave & Plaza Dr  
City: West Covina  
Control: Signalized

Project ID: 19-05187-003  
Date: 4/10/2019

Total																	
NS/EW Streets:		N Sunset Ave				N Sunset Ave				Plaza Dr				Plaza Dr			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	1	0	1	2	1	0	1	1	1	0	1.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	10	90	8	3	7	188	22	0	1	1	4	0	5	6	8	0	353
7:15 AM	7	161	8	5	10	281	17	0	3	0	1	1	6	7	7	0	514
7:30 AM	13	179	4	4	11	316	20	0	1	1	0	0	13	3	13	0	578
7:45 AM	33	210	9	2	20	330	24	0	2	0	3	0	14	6	8	0	661
8:00 AM	24	185	7	8	20	240	25	0	1	0	4	1	7	6	9	0	537
8:15 AM	18	135	5	10	11	241	18	0	3	0	3	0	6	2	8	0	460
8:30 AM	31	131	15	7	18	222	22	0	5	1	5	0	7	5	8	0	477
8:45 AM	9	135	9	8	18	210	12	0	4	0	6	0	5	1	8	0	425
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	145	1226	65	47	115	2028	160	0	20	3	26	2	63	36	69	0	4005
	9.78%	82.67%	4.38%	3.17%	4.99%	88.06%	6.95%	0.00%	39.22%	5.88%	50.98%	3.92%	37.50%	21.43%	41.07%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	77	735	28	19	61	1167	86	0	7	1	8	2	40	22	37	0	2290
PEAK HR FACTOR :	0.583	0.875	0.778	0.594	0.763	0.884	0.860	0.000	0.583	0.250	0.500	0.500	0.714	0.786	0.712	0.000	0.866
	0.845				0.878				0.750				0.853				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	1	0	1	2	1	0	1	1	1	0	1.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	2	188	36	1	29	172	3	0	10	0	4	0	19	0	32	0	496
4:15 PM	4	200	23	3	38	228	2	0	13	2	7	0	21	0	30	0	571
4:30 PM	1	197	22	3	40	238	0	0	5	3	6	0	19	0	26	0	560
4:45 PM	1	223	24	5	38	236	2	0	7	0	13	0	20	0	30	0	599
5:00 PM	0	221	28	1	37	243	3	0	13	4	9	1	16	0	39	0	615
5:15 PM	2	251	27	1	57	246	6	0	10	1	6	0	14	0	29	0	650
5:30 PM	2	218	35	1	54	203	3	0	5	3	7	0	24	0	46	0	601
5:45 PM	1	192	32	0	51	238	8	0	3	2	6	0	32	0	52	0	617
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	13	1690	227	15	344	1804	27	0	66	15	58	1	165	0	284	0	4709
	0.67%	86.89%	11.67%	0.77%	15.82%	82.94%	1.24%	0.00%	47.14%	10.71%	41.43%	0.71%	36.75%	0.00%	63.25%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	5	882	122	3	199	930	20	0	31	10	28	1	86	0	166	0	2483
PEAK HR FACTOR :	0.625	0.878	0.871	0.750	0.873	0.945	0.625	0.000	0.596	0.625	0.778	0.250	0.672	0.000	0.798	0.000	0.955
	0.900				0.930				0.648				0.750				



National Data & Surveying ServicesIntersection Turning Movement Count

Location: N Sunset Ave & Plaza Dr  
City: West Covina  
Control: Signalized

Project ID: 19-05187-003  
Date: 4/10/2019

Bikes																	
NS/EW Streets:		N Sunset Ave				N Sunset Ave				Plaza Dr				Plaza Dr			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	1	0	1	2	1	0	1	1	1	0	1.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	7
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417
	0.250				0.500												
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	1	0	1	2	1	0	1	1	1	0	1.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	3	2	0	2	1	0	0	0	0	0	0	1	0	1	0	10
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	3	2	0	1	1	0	0	0	0	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.00	0.750	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438
	0.417				0.500												

National Data & Surveying Services

Intersection Turning  
Movement Count

Location: N Sunset Ave & Plaza Dr  
City: West Covina

Project ID: 19-05187-003  
Date: 4/10/2019

Pedestrians (Crosswalks)

NS/EW Streets:	N Sunset Ave		N Sunset Ave		Plaza Dr		Plaza Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
	7:00 AM	011	00	00	00	00	00	18	29
	7:15 AM	017	00	00	00	00	00	21	38
	7:30 AM	015	00	00	00	1	00	17	33
	7:45 AM	023	00	00	00	1	1	23	48
	8:00 AM	110	00	00	00	00	00	14	25
	8:15 AM	118	00	00	1	2	1	19	42
	8:30 AM	011	00	00	00	00	00	19	30
	8:45 AM	10	00	00	1	0	1	0	3
TOTAL VOLUMES :		EB3WB105	EB0WB0		NB2SB4		NB3SB131		TOTAL248
APPROACH %'s :		2.78%97.22%			33.33%66.67%		2.24%97.76%		
PEAK HR :		07:15 AM - 08:15 AM							TOTAL
PEAK HR VOL :		165	00		02		175		144
PEAK HR FACTOR :		0.2500.7070.717			0.5000.5000.500		0.2500.8150.792		0.750

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
	4:00 PM	22	00	00	00	00	12	2	7
	4:15 PM	36	00	00	11	1	52	2	18
	4:30 PM	22	00	00	00	0	12	2	7
	4:45 PM	011	00	00	15	5	23	3	22
	5:00 PM	32	00	00	01	1	11	1	8
	5:15 PM	17	00	00	02	2	02	2	12
	5:30 PM	27	00	00	01	1	14	4	15
	5:45 PM	09	00	00	00	0	03	3	12
TOTAL VOLUMES :		EB13WB46	EB0WB0		NB2SB10		NB11SB19		TOTAL101
APPROACH %'s :		22.03%77.97%			16.67%83.33%		36.67%63.33%		
PEAK HR :		05:00 PM - 06:00 PM							TOTAL
PEAK HR VOL :		625	00		04		210		47
PEAK HR FACTOR :		0.5000.6940.861			0.5000.5000.500		0.5000.6250.600		0.783

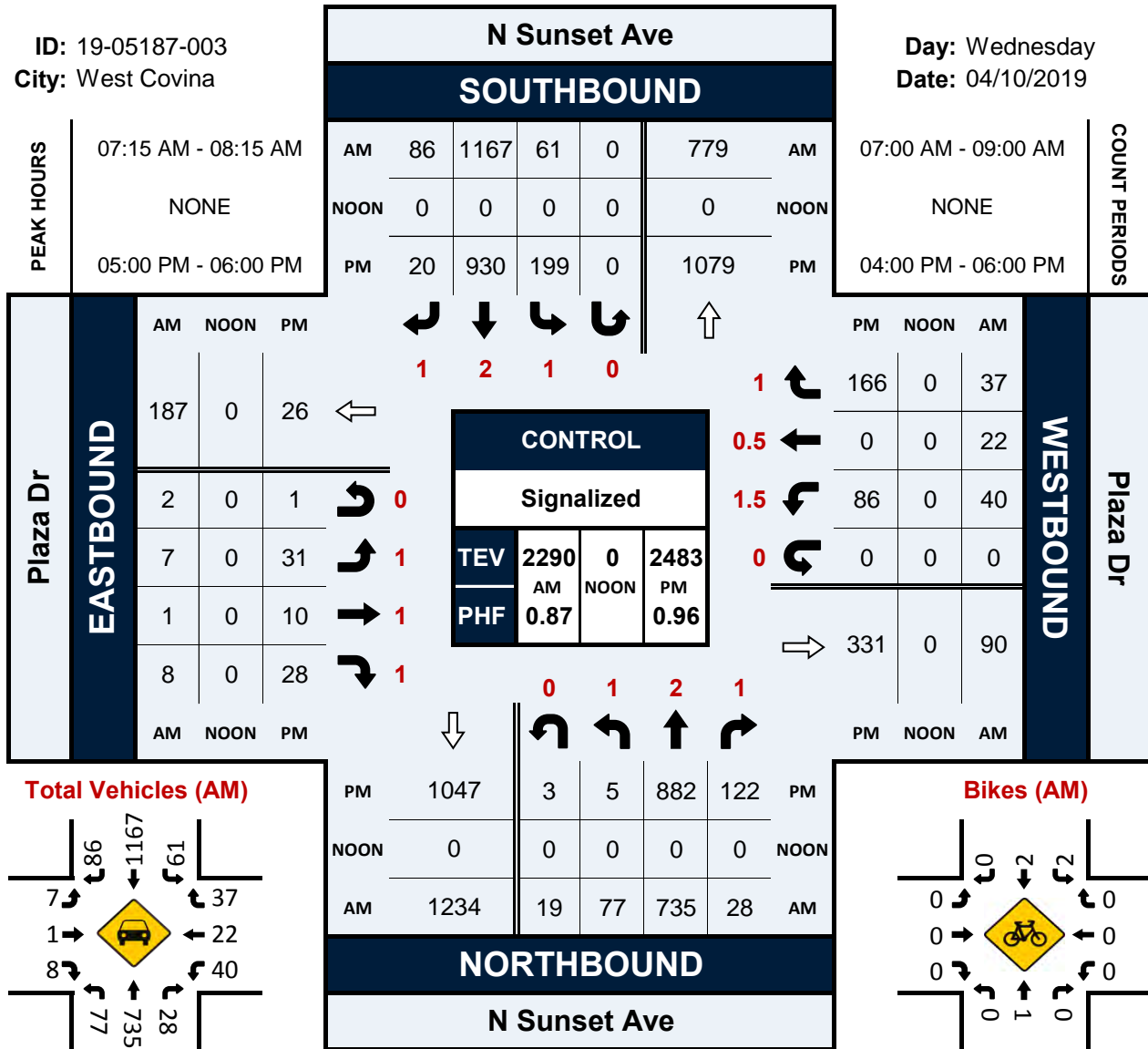


# N Sunset Ave & Plaza Dr

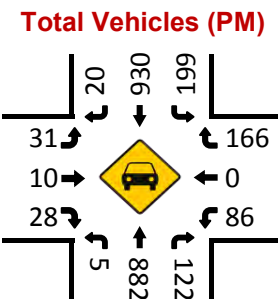
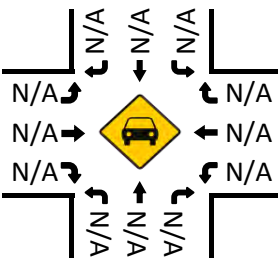
## Peak Hour Turning Movement Count

ID: 19-05187-003  
City: West Covina

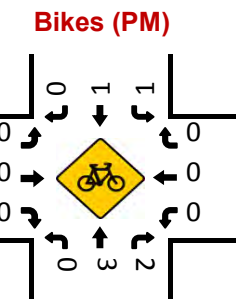
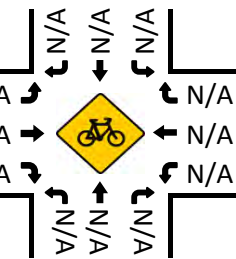
Day: Wednesday  
Date: 04/10/2019



**Total Vehicles (Noon)**



**Bikes (PM)**



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Sunset Ave & W Covina Pkwy  
City: West Covina  
Control: Signalized

Project ID: 19-05187-004  
Date: 4/10/2019

Total																		
NS/EW Streets:	N Sunset Ave				N Sunset Ave				W Covina Pkwy				W Covina Pkwy					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	2	1	0	1	2	1	0	1	2	0	0	1	2	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		TOTAL
	22	77	21	0	8	139	39	2	13	28	4	0	32	84	13	0		482
	31	139	23	0	10	202	41	0	19	33	4	0	28	106	23	0		659
7:00 AM	31	158	32	0	12	255	70	0	14	44	6	0	38	130	27	0		817
7:15 AM	37	199	46	0	18	250	68	1	38	42	11	0	31	127	37	0		905
7:30 AM	29	155	41	1	13	170	56	0	32	57	11	0	25	136	26	0		752
7:45 AM	30	120	39	0	16	197	43	0	29	38	9	0	25	112	21	0		679
8:00 AM	36	147	31	3	20	167	52	0	29	40	8	0	25	65	25	0		648
8:15 AM	26	130	28	1	13	188	30	2	23	53	13	0	27	49	17	0		600
8:30 AM																		
8:45 AM																		
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		TOTAL
APPROACH %'s :	242	1125	261	5	110	1568	399	5	197	335	66	0	231	809	189	0		5542
	14.82%	68.89%	15.98%	0.31%	5.28%	75.31%	19.16%	0.24%	32.94%	56.02%	11.04%	0.00%	18.80%	65.83%	15.38%	0.00%		
PEAK HR :	07:30 AM - 08:30 AM																	TOTAL
PEAK HR VOL :	127	632	158	1	59	872	237	1	113	181	37	0	119	505	111	0		3153
PEAK HR FACTOR :	0.858	0.794	0.859	0.250	0.819	0.855	0.846	0.250	0.743	0.794	0.841	0.000	0.783	0.928	0.750	0.000		0.871
		0.814				0.867				0.828				0.942				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	2	1	0	1	2	1	0	1	2	0	0	1	2	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		TOTAL
	27	170	61	0	29	149	24	1	33	86	16	0	28	77	19	0		720
	16	175	80	2	30	199	39	2	31	74	11	0	19	86	19	0		783
4:00 PM	28	175	80	1	28	196	38	2	32	73	17	0	35	69	14	0		788
4:15 PM	29	202	78	1	32	193	52	2	34	101	20	0	19	85	19	0		867
4:30 PM	22	187	55	0	44	198	41	2	47	101	22	0	38	85	20	0		862
4:45 PM	18	215	59	0	38	178	38	1	38	98	23	0	27	72	21	0		826
5:00 PM	15	198	63	0	31	182	28	2	49	99	23	0	36	88	16	0		830
5:15 PM	22	178	61	0	33	196	39	5	28	79	11	0	33	73	16	0		774
5:30 PM																		
5:45 PM																		
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		TOTAL
APPROACH %'s :	177	1500	537	4	265	1491	299	17	292	711	143	0	235	635	144	0		6450
	7.98%	67.63%	24.21%	0.18%	12.79%	71.96%	14.43%	0.82%	25.48%	62.04%	12.48%	0.00%	23.18%	62.62%	14.20%	0.00%		
PEAK HR :	04:45 PM - 05:45 PM																	TOTAL
PEAK HR VOL :	84	802	255	1	145	751	159	7	168	399	88	0	120	330	76	0		3385
PEAK HR FACTOR :	0.724	0.933	0.817	0.250	0.824	0.948	0.764	0.875	0.857	0.988	0.957	0.000	0.789	0.938	0.905	0.000		0.976
		0.921				0.932				0.958				0.920				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Sunset Ave & W Covina Pkwy  
City: West Covina  
Control: Signalized

Project ID: 19-05187-004  
Date: 4/10/2019

Bikes																	
NS/EW Streets:		N Sunset Ave				N Sunset Ave				W Covina Pkwy				W Covina Pkwy			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	1	0	1	2	1	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	2	0	0	0	3	0	0	0	1	0	0	0	0	0	0	6
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0	0	0	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250				0.250												
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	1	0	1	2	1	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:30 PM	1	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	3	0	0	0	2	0	0	0	3	1	0	0	3	0	0	13
	25.00%	75.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	2	0	0	0	2	0	0	0	3	1	0	0	1	0	0	10
PEAK HR FACTOR :	0.25	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.250	0.000	0.000	0.625
	0.375				0.500				1.000				0.250				

National Data & Surveying Services

Intersection Turning  
Movement Count

Location: N Sunset Ave & W Covina Pkwy  
City: West Covina

Project ID: 19-05187-004  
Date: 4/10/2019

Pedestrians (Crosswalks)

NS/EW Streets:	N Sunset Ave		N Sunset Ave		W Covina Pkwy		W Covina Pkwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	1	0	1	0	1	3
7:15 AM	0	0	0	2	0	0	1	0	3
7:30 AM	1	1	0	3	1	0	3	0	9
7:45 AM	0	0	0	1	3	3	1	1	9
8:00 AM	2	3	0	0	0	0	0	0	5
8:15 AM	0	0	1	1	1	1	2	1	7
8:30 AM	1	3	4	0	3	1	0	4	16
8:45 AM	2	4	1	0	6	0	2	2	17
TOTAL VOLUMES :	EB 6	WB 11	EB 6	WB 8	NB 14	SB 6	NB 9	SB 9	TOTAL 69
APPROACH %'s :	35.29%	64.71%	42.86%	57.14%	70.00%	30.00%	50.00%	50.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	3	4	1	5	5	4	6	2	30
PEAK HR FACTOR :	0.375	0.333	0.250	0.417	0.417	0.333	0.500	0.500	0.833
	0.350		0.500		0.375		0.667		

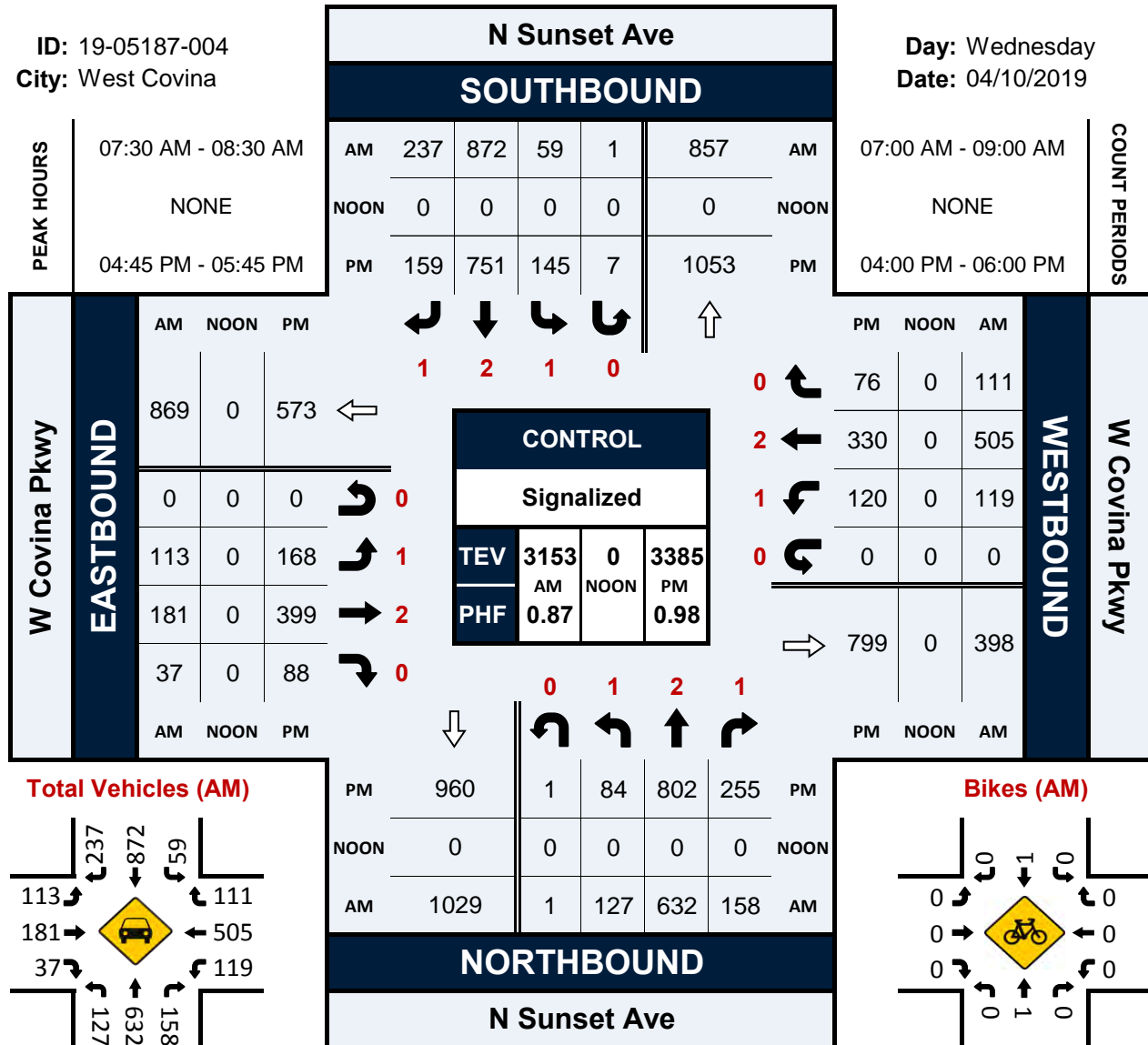
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	1	2	0	1	1	0	2	7
4:15 PM	0	5	2	0	2	0	0	1	10
4:30 PM	0	1	0	0	2	0	0	0	3
4:45 PM	0	1	2	1	2	1	1	0	8
5:00 PM	2	0	1	0	0	2	0	1	6
5:15 PM	0	0	0	2	1	1	0	0	4
5:30 PM	4	3	0	1	2	5	3	2	20
5:45 PM	2	1	0	2	1	1	3	4	14
TOTAL VOLUMES :	EB 8	WB 12	EB 7	WB 6	NB 11	SB 11	NB 7	SB 10	TOTAL 72
APPROACH %'s :	40.00%	60.00%	53.85%	46.15%	50.00%	50.00%	41.18%	58.82%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	6	4	3	4	5	9	4	3	38
PEAK HR FACTOR :	0.375	0.333	0.375	0.500	0.625	0.450	0.333	0.375	0.475
	0.357		0.583		0.500		0.350		

# N Sunset Ave & W Covina Pkwy

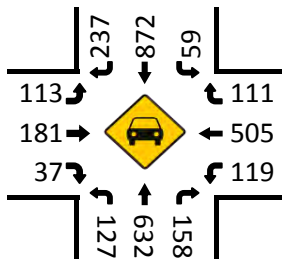
## Peak Hour Turning Movement Count

ID: 19-05187-004  
City: West Covina

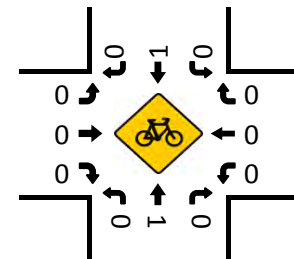
Day: Wednesday  
Date: 04/10/2019



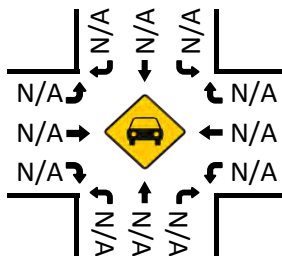
Total Vehicles (AM)



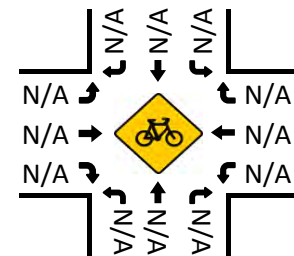
Bikes (AM)



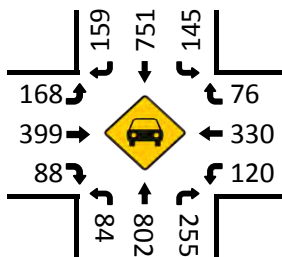
Total Vehicles (Noon)



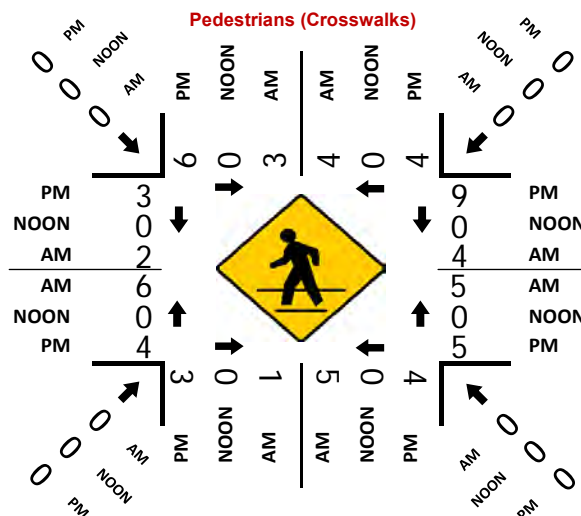
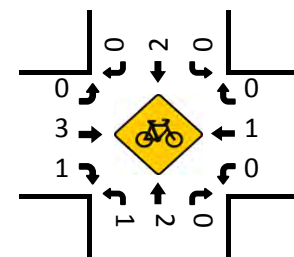
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5071\_002

Day: TUESDAY

City: City of West Covina

Date: 3/8/2011

AM

NS/EW Streets:		Pacific Ave			Pacific Ave			I-10 WB on/off ramps-Garvey Ave			I-10 WB on/off ramps-Garvey Ave			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL .5	ET .5	ER 1	WL 0	WT 1	WR 0	TOTAL
7:00 AM		65	34	34	3	142	31	23	2	22	31	67	45	499
7:15 AM		62	59	29	4	194	31	38	1	50	46	54	54	622
7:30 AM		53	69	26	4	228	26	41	1	59	57	51	59	674
7:45 AM		58	56	38	4	175	21	38	2	45	37	47	45	566
8:00 AM		50	50	41	9	163	26	40	2	38	36	45	42	542
8:15 AM		51	40	33	2	136	32	47	1	35	32	33	30	472
8:30 AM		48	34	33	4	123	21	46	0	42	32	18	19	420
8:45 AM		49	41	32	7	127	15	45	5	31	26	32	20	430
TOTAL VOLUMES :		436	383	266	37	1288	203	318	14	322	297	347	314	4225
APPROACH %'s :		40.18%	35.30%	24.52%	2.42%	84.29%	13.29%	48.62%	2.14%	49.24%	31.00%	36.22%	32.78%	
PEAK HR START TIME :		715 AM												TOTAL
PEAK HR VOL :		223	234	134	21	760	104	157	6	192	176	197	200	2404
PEAK HR FACTOR :		0.972			0.858			0.879			0.858			0.892

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5071\_002

Day: TUESDAY

City: City of West Covina

Date: 3/8/2011

PM

NS/EW Streets:		Pacific Ave			Pacific Ave			I-10 WB on/off ramps-Garvey Ave			I-10 WB on/off ramps-Garvey Ave			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL .5	ET .5	ER 1	WL 0	WT 1	WR 0	TOTAL
4:00 PM		66	65	41	11	164	18	60	6	29	35	32	33	560
4:15 PM		79	92	33	9	170	28	62	6	44	28	21	24	596
4:30 PM		88	73	38	7	161	23	53	3	30	45	38	20	579
4:45 PM		72	91	44	2	185	18	66	4	41	32	32	16	603
5:00 PM		93	115	38	6	179	28	49	2	35	44	54	23	666
5:15 PM		86	84	51	5	178	22	47	3	34	45	40	27	622
5:30 PM		80	81	41	6	184	23	68	3	40	30	36	33	625
5:45 PM		57	77	41	8	181	22	60	1	32	40	31	24	574
TOTAL VOLUMES :		NL 621	NT 678	NR 327	SL 54	ST 1402	SR 182	EL 465	ET 28	ER 285	WL 299	WT 284	WR 200	TOTAL 4825
APPROACH %'s :		38.19%	41.70%	20.11%	3.30%	85.59%	11.11%	59.77%	3.60%	36.63%	38.19%	36.27%	25.54%	
PEAK HR START TIME :		445 PM												TOTAL
PEAK HR VOL :		331	371	174	19	726	91	230	12	150	151	162	99	2516
PEAK HR FACTOR :		0.890			0.981			0.883			0.851			0.944

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5071\_003

Day: TUESDAY

City: City of West Covina

Date: 3/8/2011

AM

NS/EW Streets:		West Covina Parkway			West Covina Parkway			I-10 EB on/off ramps-Garvey Ave			I-10 EB on/off ramps-Garvey Ave			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 2	NR 0	SL 2	ST 2	SR 0	EL 1	ET 1	ER 1	WL .5	WT .5	WR 1	TOTAL
7:00 AM		29	88	1	1	48	154	36	10	12	1	5	16	401
7:15 AM		61	99	2	10	82	191	28	6	25	0	1	16	521
7:30 AM		62	106	2	7	119	224	29	12	50	3	0	18	632
7:45 AM		58	99	5	8	89	155	36	16	50	1	1	13	531
8:00 AM		44	95	6	14	81	147	31	22	49	7	2	21	519
8:15 AM		48	67	2	13	86	99	28	28	45	4	3	22	445
8:30 AM		35	65	2	6	88	105	29	21	46	1	3	26	427
8:45 AM		39	68	5	14	59	109	25	17	43	4	2	24	409
TOTAL VOLUMES :		NL 376	NT 687	NR 25	SL 73	ST 652	SR 1184	EL 242	ET 132	ER 320	WL 21	WT 17	WR 156	TOTAL 3885
APPROACH %'s :		34.56%	63.14%	2.30%	3.82%	34.15%	62.02%	34.87%	19.02%	46.11%	10.82%	8.76%	80.41%	
PEAK HR START TIME :		715 AM												TOTAL
PEAK HR VOL :		225	399	15	39	371	717	124	56	174	11	4	68	2203
PEAK HR FACTOR :		0.940			0.805			0.868			0.692			0.871

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5071\_003

Day: TUESDAY

City: City of West Covina

Date: 3/8/2011

PM

NS/EW Streets:		West Covina Parkway			West Covina Parkway			I-10 EB on/off ramps-Garvey Ave			I-10 EB on/off ramps-Garvey Ave			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 2	NR 0	SL 2	ST 2	SR 0	EL 1	ET 1	ER 1	WL .5	WT .5	WR 1	TOTAL
4:00 PM		96	96	5	22	89	110	21	21	44	12	24	48	588
4:15 PM		63	118	4	30	97	108	22	19	41	6	14	56	578
4:30 PM		82	124	2	28	101	114	25	17	52	7	25	58	635
4:45 PM		84	136	4	37	121	107	27	10	42	2	18	49	637
5:00 PM		113	168	1	25	114	111	14	26	37	3	31	60	703
5:15 PM		75	147	2	30	122	112	30	19	41	8	16	51	653
5:30 PM		95	119	2	24	118	105	32	23	65	6	19	43	651
5:45 PM		77	105	0	27	104	124	30	17	58	7	35	44	628
TOTAL VOLUMES :		NL 685	NT 1013	NR 20	SL 223	ST 866	SR 891	EL 201	ET 152	ER 380	WL 51	WT 182	WR 409	TOTAL 5073
APPROACH %'s :		39.87%	58.96%	1.16%	11.26%	43.74%	45.00%	27.42%	20.74%	51.84%	7.94%	28.35%	63.71%	
PEAK HR START TIME :		445 PM												TOTAL
PEAK HR VOL :		367	570	9	116	475	435	103	78	185	19	84	203	2644
PEAK HR FACTOR :		0.839			0.968			0.763			0.814			0.940

CONTROL : Signalized

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Sunset Ave & W Workman Ave (West Leg)  
City: West Covina  
Control: Signalized

Project ID: 19-05187-007  
Date: 4/10/2019

Total																	
NS/EW Streets:		N Sunset Ave				N Sunset Ave				W Workman Ave (West Leg)				W Workman Ave (West Leg)			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	5	89	0	0	0	186	9	0	8	0	6	0	0	0	0	0	303
7:15 AM	8	157	0	0	0	271	21	0	11	0	9	0	0	0	0	0	477
7:30 AM	2	207	0	0	0	298	15	0	11	0	9	0	0	0	0	0	542
7:45 AM	14	236	0	0	0	298	14	0	10	0	14	0	0	0	0	0	586
8:00 AM	8	184	0	1	0	234	14	0	4	0	6	0	0	0	0	0	451
8:15 AM	8	148	0	1	0	224	13	0	8	0	9	0	0	0	0	0	411
8:30 AM	7	126	0	0	0	215	19	0	3	0	7	0	0	0	0	0	377
8:45 AM	5	149	0	1	0	203	10	0	2	0	4	0	0	0	0	0	374
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	57	1296	0	3	0	1929	115	0	57	0	64	0	0	0	0	0	3521
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	32	784	0	1	0	1101	64	0	36	0	38	0	0	0	0	0	2056
PEAK HR FACTOR :	0.571	0.831	0.000	0.250	0.000	0.924	0.762	0.000	0.818	0.000	0.679	0.000	0.000	0.000	0.000	0.000	0.877
	0.817				0.931				0.771								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	8	238	0	0	0	147	9	0	13	0	15	0	0	0	0	0	430
4:15 PM	9	265	0	1	0	194	12	0	5	0	6	0	0	0	0	0	492
4:30 PM	7	232	0	0	0	166	4	0	9	0	10	0	0	0	0	0	428
4:45 PM	10	267	0	0	0	187	3	0	7	0	11	0	0	0	0	0	485
5:00 PM	8	284	0	0	0	196	9	0	12	0	6	0	0	0	0	0	515
5:15 PM	8	302	0	0	0	232	10	0	8	0	15	0	0	0	0	0	575
5:30 PM	9	281	0	1	0	201	10	0	10	0	7	0	0	0	0	0	519
5:45 PM	5	257	0	1	0	201	6	0	5	0	7	0	0	0	0	0	482
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	64	2126	0	3	0	1524	63	0	69	0	77	0	0	0	0	0	3926
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	35	1134	0	1	0	816	32	0	37	0	39	0	0	0	0	0	2094
PEAK HR FACTOR :	0.875	0.939	0.000	0.250	0.000	0.879	0.800	0.000	0.771	0.000	0.650	0.000	0.000	0.000	0.000	0.000	0.910
	0.944				0.876				0.826								

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Sunset Ave & W Workman Ave (West Leg)  
City: West Covina  
Control: Signalized

Project ID: 19-05187-007  
Date: 4/10/2019

Bikes

NS/EW Streets:	N Sunset Ave				N Sunset Ave				W Workman Ave (West Leg)				W Workman Ave (West Leg)				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 1	NT 1	NR 0	NU 0	SL 0	ST 4	SR 1	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 7
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	0.00%	80.00%	20.00%	0.00%									
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417
	0.250				0.750												
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL 0	NT 5	NR 0	NU 0	SL 0	ST 1	SR 0	SU 0	EL 0	ET 0	ER 1	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 7
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.00	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
	0.500				0.250												

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Sunset Ave & W Workman Ave (West Leg)  
City: West Covina

Project ID: 19-05187-007  
Date: 4/10/2019

Pedestrians (Crosswalks)

NS/EW Streets:	N Sunset Ave		N Sunset Ave		W Workman Ave (West Leg)		W Workman Ave (West Leg)		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	1	0	0	0	2	0	3
7:15 AM	0	0	2	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	2	1	3
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	2	1	3
8:15 AM	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	1	2
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 3 100.00%	WB 0 0.00%	NB 0	SB 0	NB 7 63.64%	SB 4 36.36%	TOTAL 14
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	2	0	0	0	4	2	8
PEAK HR FACTOR :			0.250	0.250			0.500	0.500	0.667

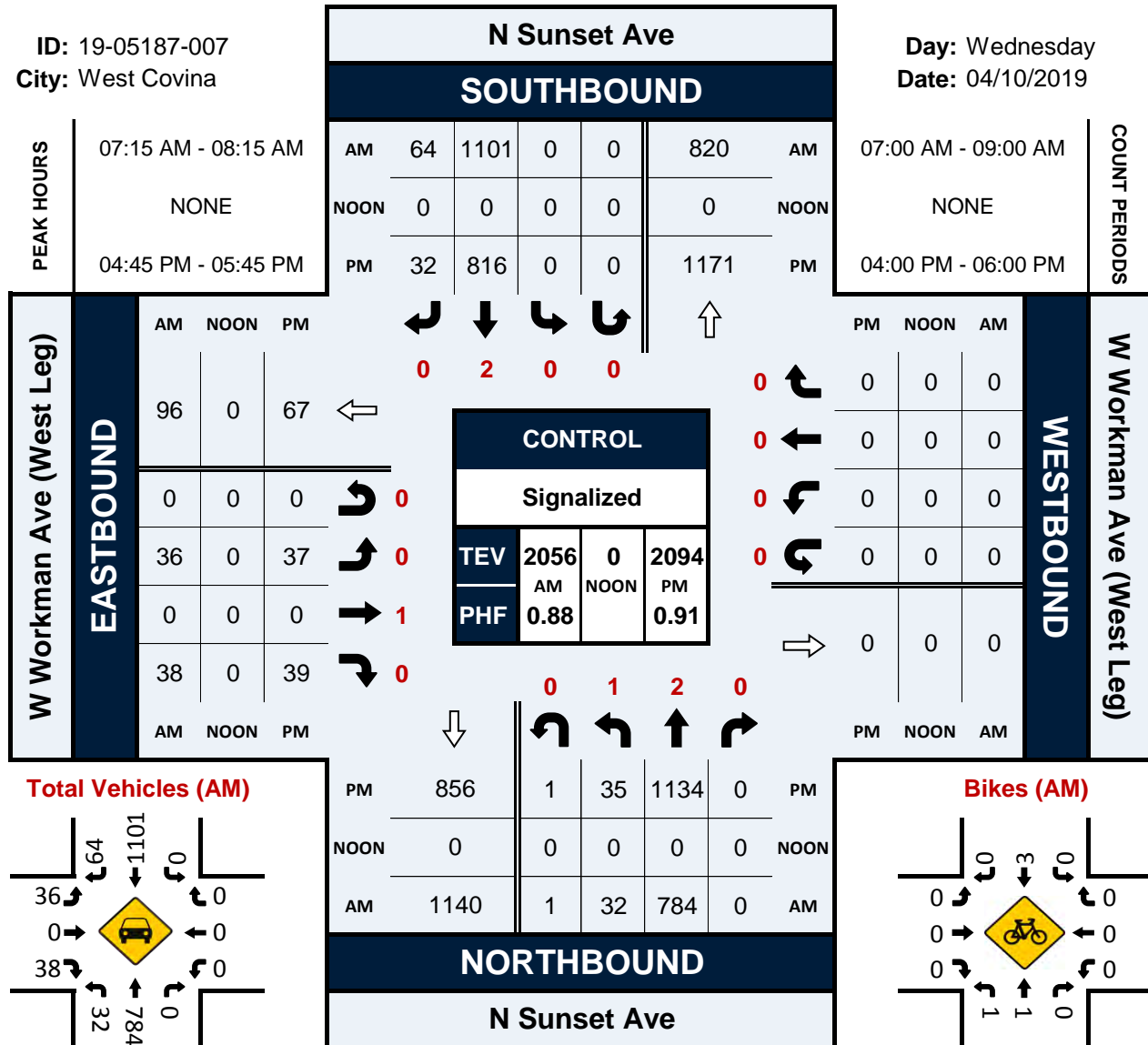
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	4	0	4
4:30 PM	0	0	1	0	0	0	1	3	5
4:45 PM	0	0	0	0	0	0	1	1	2
5:00 PM	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	2	3
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 1 100.00%	WB 0 0.00%	NB 0	SB 0	NB 9 60.00%	SB 6 40.00%	TOTAL 16
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	3	1	4
PEAK HR FACTOR :							0.750	0.250	0.500

# N Sunset Ave & W Workman Ave (West Leg)

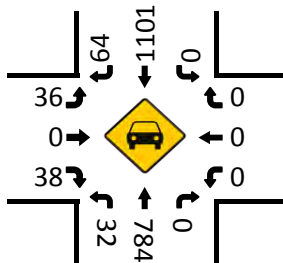
## Peak Hour Turning Movement Count

ID: 19-05187-007  
City: West Covina

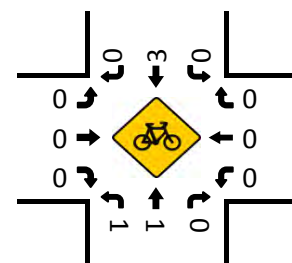
Day: Wednesday  
Date: 04/10/2019



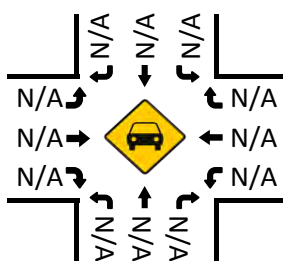
**Total Vehicles (AM)**



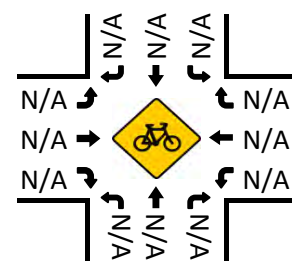
**Bikes (AM)**



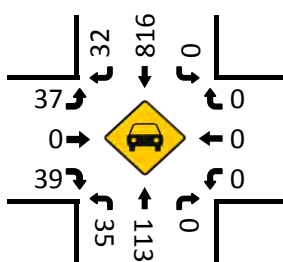
**Total Vehicles (Noon)**



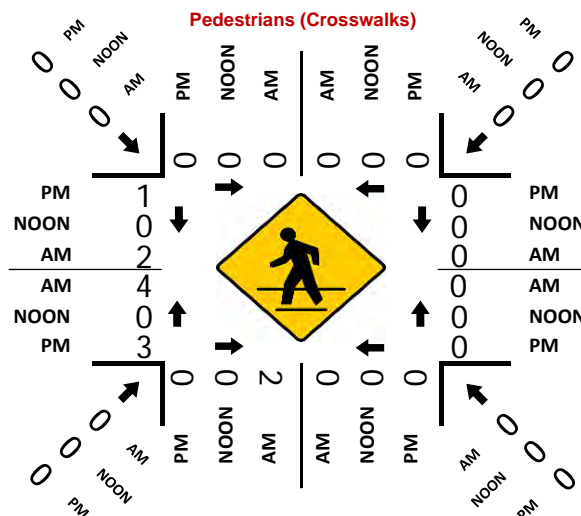
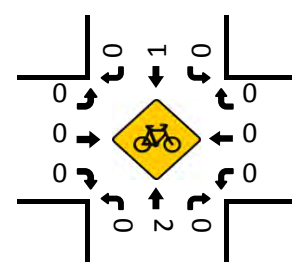
**Bikes (NOON)**



**Total Vehicles (PM)**



**Bikes (PM)**



City of West Covina  
N/S: Sunset Avenue  
E/W: West Covina Parkway  
Weather: Clear

File Name : 04\_WCO\_Sunset\_W Covina Pkwy AM  
Site Code : 04118406  
Start Date : 5/23/2018  
Page No : 1

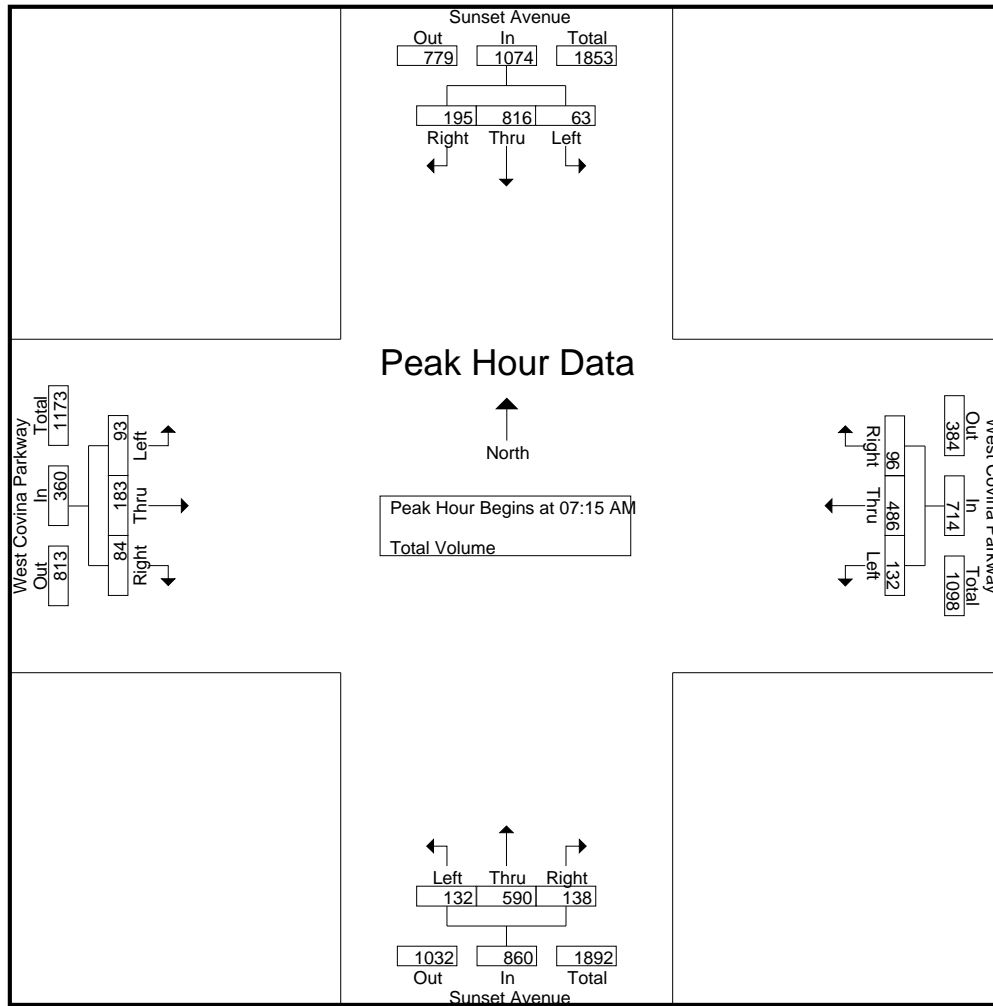
Groups Printed- Total Volume

	Sunset Avenue Southbound				West Covina Parkway Westbound				Sunset Avenue Northbound				West Covina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	121	46	177	29	109	14	152	24	90	19	133	13	37	8	58	520
07:15 AM	6	239	35	280	35	142	21	198	29	127	29	185	19	34	19	72	735
07:30 AM	17	211	62	290	40	117	21	178	31	131	33	195	21	36	21	78	741
07:45 AM	18	227	56	301	26	115	23	164	35	177	40	252	30	68	23	121	838
Total	51	798	199	1048	130	483	79	692	119	525	121	765	83	175	71	329	2834
08:00 AM	22	139	42	203	31	112	31	174	37	155	36	228	23	45	21	89	694
08:15 AM	22	158	40	220	29	101	26	156	32	119	33	184	33	46	23	102	662
08:30 AM	19	117	44	180	34	105	16	155	22	108	29	159	30	49	25	104	598
08:45 AM	21	121	51	193	43	74	16	133	34	123	32	189	30	53	27	110	625
Total	84	535	177	796	137	392	89	618	125	505	130	760	116	193	96	405	2579
Grand Total	135	1333	376	1844	267	875	168	1310	244	1030	251	1525	199	368	167	734	5413
Apprch %	7.3	72.3	20.4		20.4	66.8	12.8		16	67.5	16.5		27.1	50.1	22.8		
Total %	2.5	24.6	6.9	34.1	4.9	16.2	3.1	24.2	4.5	19	4.6	28.2	3.7	6.8	3.1	13.6	

	Sunset Avenue Southbound				West Covina Parkway Westbound				Sunset Avenue Northbound				West Covina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	<b>239</b>	35	280	35	<b>142</b>	21	<b>198</b>	29	127	29	185	19	34	19	72	735
07:30 AM	17	211	<b>62</b>	290	<b>40</b>	117	21	178	31	131	33	195	21	36	21	78	741
07:45 AM	18	227	56	<b>301</b>	26	115	23	164	35	<b>177</b>	<b>40</b>	<b>252</b>	<b>30</b>	<b>68</b>	<b>23</b>	<b>121</b>	<b>838</b>
08:00 AM	<b>22</b>	139	42	203	31	112	<b>31</b>	174	<b>37</b>	155	36	228	23	45	21	89	694
Total Volume	63	816	195	1074	132	486	96	714	132	590	138	860	93	183	84	360	3008
% App. Total	5.9	76	18.2		18.5	68.1	13.4		15.3	68.6	16		25.8	50.8	23.3		
PHF	.716	.854	.786	.892	.825	.856	.774	.902	.892	.833	.863	.853	.775	.673	.913	.744	.897

City of West Covina  
N/S: Sunset Avenue  
E/W: West Covina Parkway  
Weather: Clear

File Name : 04\_WCO\_Sunset\_W Covina Pkwy AM  
Site Code : 04118406  
Start Date : 5/23/2018  
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:45 AM			
+0 mins.	6	<b>239</b>	35	280	35	<b>142</b>	21	<b>198</b>	29	127	29	185	30	<b>68</b>	23	<b>121</b>
+15 mins.	17	211	<b>62</b>	290	<b>40</b>	117	21	178	31	131	33	195	23	45	21	89
+30 mins.	18	227	56	<b>301</b>	26	115	23	164	35	<b>177</b>	<b>40</b>	<b>252</b>	<b>33</b>	46	23	102
+45 mins.	<b>22</b>	139	42	203	31	112	<b>31</b>	174	<b>37</b>	155	36	228	30	49	<b>25</b>	104
Total Volume	63	816	195	1074	132	486	96	714	132	590	138	860	116	208	92	416
% App. Total	5.9	76	18.2		18.5	68.1	13.4		15.3	68.6	16		27.9	50	22.1	
PHF	.716	.854	.786	.892	.825	.856	.774	.902	.892	.833	.863	.853	.879	.765	.920	.860

City of West Covina  
N/S: Sunset Avenue  
E/W: West Covina Parkway  
Weather: Clear

File Name : 04\_WCO\_Sunset\_W Covina Pkwy PM  
Site Code : 04118406  
Start Date : 5/23/2018  
Page No : 1

Groups Printed- Total Volume

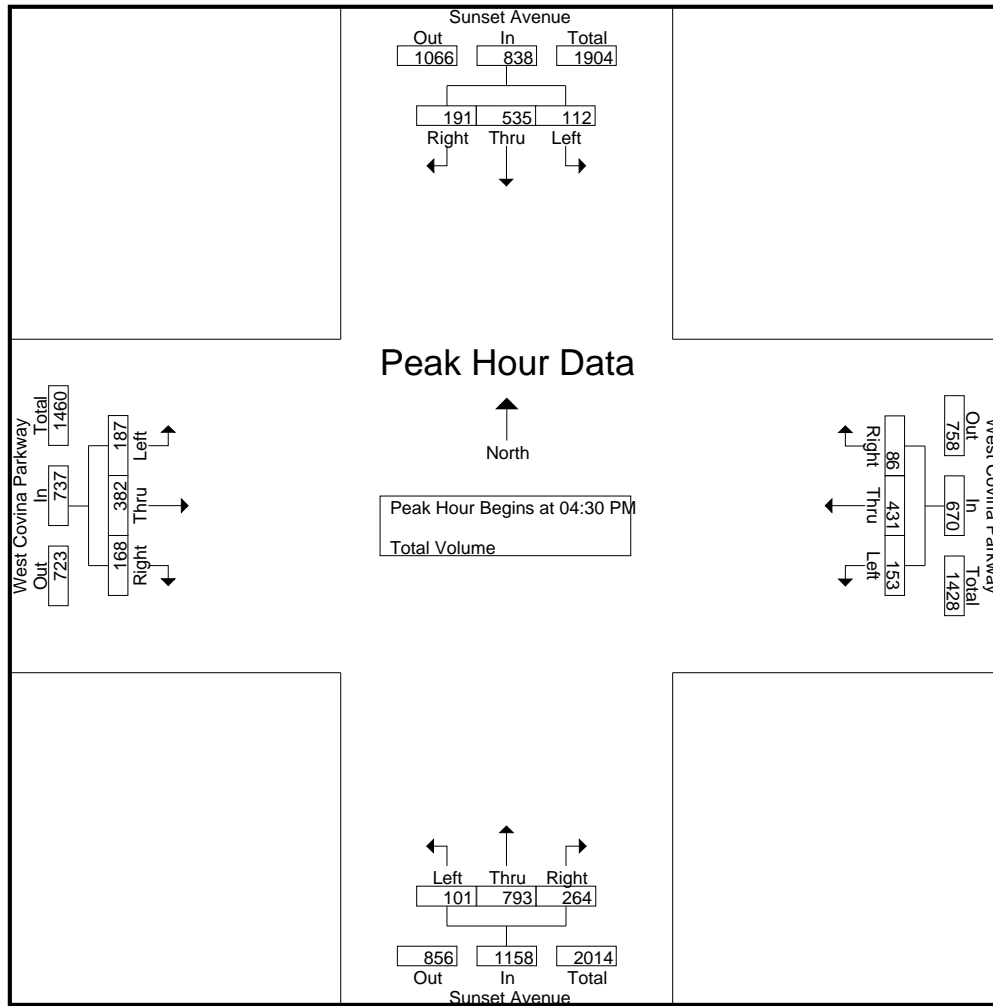
	Sunset Avenue Southbound				West Covina Parkway Westbound				Sunset Avenue Northbound				West Covina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	34	131	38	203	40	84	15	139	30	181	66	277	49	82	37	168	787
04:15 PM	22	133	34	189	42	111	18	171	21	163	84	268	47	83	46	176	804
04:30 PM	23	139	47	209	25	104	27	156	23	200	73	296	37	104	45	186	847
04:45 PM	24	131	46	201	35	84	21	140	30	203	71	304	44	93	45	182	827
Total	103	534	165	802	142	383	81	606	104	747	294	1145	177	362	173	712	3265
05:00 PM	38	124	49	211	46	122	21	189	31	168	59	258	62	100	45	207	865
05:15 PM	27	141	49	217	47	121	17	185	17	222	61	300	44	85	33	162	864
05:30 PM	32	130	42	204	28	106	20	154	28	170	76	274	54	97	48	199	831
05:45 PM	40	141	41	222	29	108	20	157	26	155	66	247	37	125	27	189	815
Total	137	536	181	854	150	457	78	685	102	715	262	1079	197	407	153	757	3375
Grand Total	240	1070	346	1656	292	840	159	1291	206	1462	556	2224	374	769	326	1469	6640
Apprch %	14.5	64.6	20.9		22.6	65.1	12.3		9.3	65.7	25		25.5	52.3	22.2		
Total %	3.6	16.1	5.2	24.9	4.4	12.7	2.4	19.4	3.1	22	8.4	33.5	5.6	11.6	4.9	22.1	

	Sunset Avenue Southbound				West Covina Parkway Westbound				Sunset Avenue Northbound				West Covina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	23	139	47	209	25	104	<b>27</b>	156	23	200	<b>73</b>	296	37	<b>104</b>	<b>45</b>	186	847
04:45 PM	24	131	46	201	35	84	21	140	30	203	71	<b>304</b>	44	93	45	182	827
05:00 PM	<b>38</b>	124	<b>49</b>	211	46	<b>122</b>	21	<b>189</b>	<b>31</b>	168	59	258	<b>62</b>	100	45	<b>207</b>	<b>865</b>
05:15 PM	27	<b>141</b>	49	<b>217</b>	<b>47</b>	121	17	185	17	<b>222</b>	61	300	44	85	33	162	864
Total Volume	112	535	191	838	153	431	86	670	101	793	264	1158	187	382	168	737	3403
% App. Total	13.4	63.8	22.8		22.8	64.3	12.8		8.7	68.5	22.8		25.4	51.8	22.8		
PHF	.737	.949	.974	.965	.814	.883	.796	.886	.815	.893	.904	.952	.754	.918	.933	.890	.984



City of West Covina  
N/S: Sunset Avenue  
E/W: West Covina Parkway  
Weather: Clear

File Name : 04\_WCO\_Sunset\_W Covina Pkwy PM  
Site Code : 04118406  
Start Date : 5/23/2018  
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:30 PM				05:00 PM			
+0 mins.	38	124	<b>49</b>	211	46	<b>122</b>	<b>21</b>	<b>189</b>	23	200	<b>73</b>	296	<b>62</b>	100	45	<b>207</b>
+15 mins.	27	<b>141</b>	49	217	<b>47</b>	121	17	185	30	203	71	<b>304</b>	44	85	33	162
+30 mins.	32	130	42	204	28	106	20	154	<b>31</b>	168	59	258	54	97	<b>48</b>	199
+45 mins.	<b>40</b>	141	41	<b>222</b>	29	108	20	157	17	<b>222</b>	61	300	37	<b>125</b>	27	189
Total Volume	137	536	181	854	150	457	78	685	101	793	264	1158	197	407	153	757
% App. Total	16	62.8	21.2		21.9	66.7	11.4		8.7	68.5	22.8		26	53.8	20.2	
PHF	.856	.950	.923	.962	.798	.936	.929	.906	.815	.893	.904	.952	.794	.814	.797	.914

---




**APPENDIX B**  
**Existing LOS Worksheets**

---

**Intersection Level Of Service Report****Intersection 1: Sunset Avenue and Workman Avenue E. Leg**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.450

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	115.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	724	90	41	994	168	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	724	90	41	994	168	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	23	10	249	42	14
Total Analysis Volume [veh/h]	724	90	41	994	168	55
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal group	2	0	1	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.25	0.25	0.03	0.31	0.11	0.14
Intersection LOS	A					
Intersection V/C	0.450					

**Intersection Level Of Service Report****Intersection 2: Sunset Avenue and W. Garvey Avenue North**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			15.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name												
Base Volume Input [veh/h]	2	751	25	23	1099	1	18	7	22	180	2	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	751	25	23	1099	1	18	7	22	180	2	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	188	6	6	275	0	5	2	6	45	1	11
Total Analysis Volume [veh/h]	2	751	25	23	1099	1	18	7	22	180	2	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.00	0.24	0.24	0.01	0.35	0.35	0.01	0.03	0.03	0.11	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.494											

### Intersection Level Of Service Report

#### Intersection 3: Sunset Avenue and Plaza Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.440

#### Intersection Setup

Name	Sunset Avenue											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	190.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			15.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

#### Volumes

Name	Sunset Avenue											
Base Volume Input [veh/h]	77	735	27	61	1167	86	7	1	8	40	22	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	735	27	61	1167	86	7	1	8	40	22	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	184	7	15	292	22	2	0	2	10	6	9
Total Analysis Volume [veh/h]	77	735	27	61	1167	86	7	1	8	40	22	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	2	0	5	6	0	7	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.05	0.23	0.02	0.04	0.36	0.05	0.00	0.00	0.01	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.440											



**Intersection Level Of Service Report**  
**Intersection 4: Sunset Avenue and West Covina Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.615

**Intersection Setup**

Name	Sunset Avenue			Sunset Avenue			West Covina Parkway			West Covina Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	168.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	140.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Sunset Avenue			Sunset Avenue			West Covina Parkway			West Covina Parkway		
Base Volume Input [veh/h]	127	632	158	59	872	237	113	181	37	119	505	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	632	158	59	872	237	113	181	37	119	505	111
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	158	40	15	218	59	28	45	9	30	126	28
Total Analysis Volume [veh/h]	127	632	158	59	872	237	113	181	37	119	505	111
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	3	8	8	7	4	4	1	6	0	5	2	0
Auxiliary Signal Groups			8			4						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.20	0.10	0.04	0.27	0.15	0.07	0.07	0.07	0.07	0.19	0.19
Intersection LOS	B											
Intersection V/C	0.615											

**Intersection Level Of Service Report****Intersection 5: West Covina Parkway and W. Garvey Avenue South/ I-10**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.769

**Intersection Setup**

Name	I-10 Off ramp			Garvey Avenue South			West Covina Pkwy			West Covina Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

**Volumes**

Name	I-10 Off ramp			Garvey Avenue South			West Covina Pkwy			West Covina Pkwy		
Base Volume Input [veh/h]	124	56	174	11	4	68	39	371	717	225	399	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	58	179	11	4	70	40	382	739	232	411	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	15	45	3	1	18	10	96	185	58	103	4
Total Analysis Volume [veh/h]	128	58	179	11	4	70	40	382	739	232	411	15
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.04	0.11	0.01	0.00	0.04	0.03	0.12	0.46	0.07	0.13	0.13
Intersection LOS	C											
Intersection V/C	0.769											

**Intersection Level Of Service Report****Intersection 6: Pacific Avenue and W. Garvey Avenue North/ I-10**





Control Type:  
Analysis Method:  
Analysis Period:

Signalized  
ICU 1  
15 minutes

Delay (sec / veh):  
Level Of Service:  
Volume to Capacity (v/c):

-  
E  
0.970

**Intersection Setup**

Name										West Covina Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	120.00	100.00	100.00	315.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

**Volumes**

Name										West Covina Pkwy		
Base Volume Input [veh/h]	157	6	192	176	197	200	21	760	104	223	234	134
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	162	6	198	181	203	206	22	783	107	230	241	138
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	2	50	45	51	52	6	196	27	58	60	35
Total Analysis Volume [veh/h]	162	6	198	181	203	206	22	783	107	230	241	138
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.11	0.12	0.11	0.37	0.37	0.01	0.24	0.07	0.14	0.12	0.12
Intersection LOS	E											
Intersection V/C	0.970											

**Intersection Level Of Service Report****Intersection 7: Sunset Avenue and Workman Avenue W. Leg**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.430

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach						
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	32	784	1101	64	36	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	784	1101	64	36	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	196	275	16	9	10
Total Analysis Volume [veh/h]	32	784	1101	64	36	38
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	5	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.02	0.25	0.36	0.36	0.02	0.05
Intersection LOS	A					
Intersection V/C	0.430					



**Intersection Level Of Service Report****Intersection 1: Sunset Avenue and Workman Avenue E. Leg**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

**Intersection Setup**

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	115.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name						
Base Volume Input [veh/h]	959	197	97	784	83	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	959	197	97	784	83	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	240	49	24	196	21	13
Total Analysis Volume [veh/h]	959	197	97	784	83	52
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal group	2	0	1	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.36	0.36	0.06	0.25	0.05	0.08
Intersection LOS	A					
Intersection V/C	0.506					

**Intersection Level Of Service Report****Intersection 2: Sunset Avenue and W. Garvey Avenue North**





Control Type:  
Analysis Method:  
Analysis Period:

Signalized  
ICU 1  
15 minutes

Delay (sec / veh):  
Level Of Service:  
Volume to Capacity (v/c):

-  
A  
0.558

**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			15.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name												
Base Volume Input [veh/h]	17	975	91	26	826	1	8	1	4	312	7	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	975	91	26	826	1	8	1	4	312	7	143
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	244	23	7	207	0	2	0	1	78	2	36
Total Analysis Volume [veh/h]	17	975	91	26	826	1	8	1	4	312	7	143
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.34	0.34	0.02	0.27	0.27	0.01	0.01	0.01	0.20	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.558											

### Intersection Level Of Service Report Intersection 3: Sunset Avenue and Plaza Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.444

**Intersection Setup**

Name	Sunset Avenue											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	190.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			15.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Sunset Avenue											
Base Volume Input [veh/h]	5	882	122	199	930	20	31	10	28	86	0	166
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	882	122	199	930	20	31	10	28	86	0	166
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	221	31	50	233	5	8	3	7	22	0	42
Total Analysis Volume [veh/h]	5	882	122	199	930	20	31	10	28	86	0	166
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	2	0	5	6	0	7	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.28	0.08	0.12	0.29	0.01	0.02	0.01	0.02	0.03	0.00	0.10
Intersection LOS	A											
Intersection V/C	0.444											

**Intersection Level Of Service Report**  
**Intersection 4: Sunset Avenue and West Covina Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.718

**Intersection Setup**

Name	Sunset Avenue			Sunset Avenue			West Covina Parkway			West Covina Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	168.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	140.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Sunset Avenue			Sunset Avenue			West Covina Parkway			West Covina Parkway		
Base Volume Input [veh/h]	112	535	191	153	431	86	101	793	264	187	382	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	540	193	155	435	87	102	801	267	189	386	170
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	135	48	39	109	22	26	200	67	47	97	43
Total Analysis Volume [veh/h]	113	540	193	155	435	87	102	801	267	189	386	170
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	3	8	8	7	4	4	1	6	0	5	2	0
Auxiliary Signal Groups			8			4						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.07	0.17	0.12	0.10	0.14	0.05	0.06	0.33	0.33	0.12	0.17	0.17
Intersection LOS	C											
Intersection V/C	0.718											



**Intersection Level Of Service Report****Intersection 5: West Covina Parkway and W. Garvey Avenue South/ I-10**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.706

**Intersection Setup**

Name	I-10 Off ramp			Garvey Avenue South			West Covina Pkwy			West Covina Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

**Volumes**

Name	I-10 Off ramp			Garvey Avenue South			West Covina Pkwy			West Covina Pkwy		
Base Volume Input [veh/h]	103	78	185	19	84	203	116	475	435	367	570	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	80	191	20	87	209	119	489	448	378	587	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	20	48	5	22	52	30	122	112	95	147	2
Total Analysis Volume [veh/h]	106	80	191	20	87	209	119	489	448	378	587	9
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.05	0.12	0.01	0.05	0.13	0.07	0.15	0.28	0.12	0.19	0.19
Intersection LOS	C											
Intersection V/C	0.706											

**Intersection Level Of Service Report****Intersection 6: Pacific Avenue and W. Garvey Avenue North/ I-10**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.972

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			West Covina Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	120.00	100.00	100.00	315.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

**Volumes**

Name	Northbound			Southbound			Eastbound			West Covina Pkwy		
Base Volume Input [veh/h]	230	12	150	151	162	99	19	726	91	331	371	174
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	237	12	155	156	167	102	20	748	94	341	382	179
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	3	39	39	42	26	5	187	24	85	96	45
Total Analysis Volume [veh/h]	237	12	155	156	167	102	20	748	94	341	382	179
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.16	0.10	0.10	0.27	0.27	0.01	0.23	0.06	0.21	0.18	0.18
Intersection LOS	E											
Intersection V/C	0.972											

**Intersection Level Of Service Report****Intersection 7: Sunset Avenue and Workman Avenue W. Leg**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.402

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach						
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	35	1134	816	32	37	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	1134	816	32	37	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	284	204	8	9	10
Total Analysis Volume [veh/h]	35	1134	816	32	37	39
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	5	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.35	0.27	0.27	0.02	0.05
Intersection LOS	A					
Intersection V/C	0.402					

---




**APPENDIX C**  
**Existing with-Project LOS Worksheets**

---

**Intersection Level Of Service Report****Intersection 1: Sunset Avenue and Workman Avenue E. Leg**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.451

**Intersection Setup**

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	115.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name						
Base Volume Input [veh/h]	724	90	41	994	168	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	2	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	725	90	41	996	169	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	23	10	249	42	14
Total Analysis Volume [veh/h]	725	90	41	996	169	55
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal group	2	0	1	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.25	0.25	0.03	0.31	0.11	0.14
Intersection LOS	A					
Intersection V/C	0.451					





**Intersection Level Of Service Report****Intersection 2: Sunset Avenue and W. Garvey Avenue North**

Control Type:  
Analysis Method:  
Analysis Period:

Signalized  
ICU 1  
15 minutes

Delay (sec / veh): -  
Level Of Service: A  
Volume to Capacity (v/c): 0.497

**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			15.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name												
Base Volume Input [veh/h]	2	751	25	23	1099	1	18	7	22	180	2	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	3	3	0	0	0	0	0	3	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	751	28	26	1099	1	18	7	22	183	2	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	188	7	7	275	0	5	2	6	46	1	11
Total Analysis Volume [veh/h]	2	751	28	26	1099	1	18	7	22	183	2	45
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.00	0.24	0.24	0.02	0.35	0.35	0.01	0.03	0.03	0.11	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.497											

### Intersection Level Of Service Report

#### Intersection 3: Sunset Avenue and Plaza Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.441

#### Intersection Setup

Name	Sunset Avenue											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	190.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			15.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

#### Volumes

Name	Sunset Avenue											
Base Volume Input [veh/h]	77	735	27	61	1167	86	7	1	8	40	22	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	0	3	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	738	27	61	1170	86	7	1	8	40	22	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	185	7	15	293	22	2	0	2	10	6	9
Total Analysis Volume [veh/h]	77	738	27	61	1170	86	7	1	8	40	22	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	2	0	5	6	0	7	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.23	0.02	0.04	0.37	0.05	0.00	0.00	0.01	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.441											

**Intersection Level Of Service Report**  
**Intersection 4: Sunset Avenue and West Covina Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

**Intersection Setup**

Name	Sunset Avenue			Sunset Avenue			West Covina Parkway			West Covina Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	168.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	140.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Sunset Avenue			Sunset Avenue			West Covina Parkway			West Covina Parkway		
Base Volume Input [veh/h]	127	632	158	59	872	237	113	181	37	119	505	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	1	1	1	0	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	634	158	60	873	238	113	181	37	119	505	112
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	159	40	15	218	60	28	45	9	30	126	28
Total Analysis Volume [veh/h]	127	634	158	60	873	238	113	181	37	119	505	112
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	3	8	8	7	4	4	1	6	0	5	2	0
Auxiliary Signal Groups			8			4						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.20	0.10	0.04	0.27	0.15	0.07	0.07	0.07	0.07	0.19	0.19
Intersection LOS	B											
Intersection V/C	0.616											

**Intersection Level Of Service Report****Intersection 5: West Covina Parkway and W. Garvey Avenue South/ I-10**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.773

**Intersection Setup**

Name	I-10 Off ramp			Garvey Avenue South			West Covina Pkwy			West Covina Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

**Volumes**

Name	I-10 Off ramp			Garvey Avenue South			West Covina Pkwy			West Covina Pkwy		
Base Volume Input [veh/h]	124	56	174	11	4	68	39	371	717	225	399	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	0	0	0	0	0	0	2	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	58	179	11	4	70	40	382	741	233	411	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	15	45	3	1	18	10	96	185	58	103	4
Total Analysis Volume [veh/h]	131	58	179	11	4	70	40	382	741	233	411	15
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.04	0.11	0.01	0.00	0.04	0.03	0.12	0.46	0.07	0.13	0.13
Intersection LOS	C											
Intersection V/C	0.773											

**Intersection Level Of Service Report****Intersection 6: Pacific Avenue and W. Garvey Avenue North/ I-10**





Control Type:  
Analysis Method:  
Analysis Period:

Signalized  
ICU 1  
15 minutes

Delay (sec / veh):  
Level Of Service:  
Volume to Capacity (v/c):

-  
E  
0.972

**Intersection Setup**

Name										West Covina Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	120.00	100.00	100.00	315.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

**Volumes**

Name										West Covina Pkwy		
Base Volume Input [veh/h]	157	6	192	176	197	200	21	760	104	223	234	134
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	2	1	1	1	0	0	0	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	162	6	198	183	204	207	23	783	107	230	241	141
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	2	50	46	51	52	6	196	27	58	60	35
Total Analysis Volume [veh/h]	162	6	198	183	204	207	23	783	107	230	241	141
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.11	0.12	0.11	0.37	0.37	0.01	0.24	0.07	0.14	0.12	0.12
Intersection LOS	E											
Intersection V/C	0.972											

**Intersection Level Of Service Report****Intersection 7: Sunset Avenue and Workman Avenue W. Leg**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.431

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach						
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	32	784	1101	64	36	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	3	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	785	1104	64	36	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	196	276	16	9	10
Total Analysis Volume [veh/h]	32	785	1104	64	36	38
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	5	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.25	0.37	0.37	0.02	0.05
Intersection LOS	A					
Intersection V/C	0.431					

**Intersection Level Of Service Report****Intersection 1: Sunset Avenue and Workman Avenue E. Leg**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.508

**Intersection Setup**

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	115.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name						
Base Volume Input [veh/h]	959	197	97	784	83	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	1	0	1	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	961	198	97	785	84	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	240	50	24	196	21	13
Total Analysis Volume [veh/h]	961	198	97	785	84	52
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal group	2	0	1	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.36	0.36	0.06	0.25	0.05	0.09
Intersection LOS	A					
Intersection V/C	0.508					





**Intersection Level Of Service Report****Intersection 2: Sunset Avenue and W. Garvey Avenue North**

Control Type:  
Analysis Method:  
Analysis Period:

Signalized  
ICU 1  
15 minutes

Delay (sec / veh): -  
Level Of Service: A  
Volume to Capacity (v/c): 0.563

**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			15.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name												
Base Volume Input [veh/h]	17	975	91	26	826	1	8	1	4	312	7	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	3	2	0	0	0	0	0	5	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	975	94	28	826	1	8	1	4	317	7	146
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	244	24	7	207	0	2	0	1	79	2	37
Total Analysis Volume [veh/h]	17	975	94	28	826	1	8	1	4	317	7	146
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.01	0.34	0.34	0.02	0.27	0.27	0.01	0.01	0.01	0.20	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.563											

### Intersection Level Of Service Report

#### Intersection 3: Sunset Avenue and Plaza Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.445

#### Intersection Setup

Name	Sunset Avenue											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	190.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			15.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

#### Volumes

Name	Sunset Avenue											
Base Volume Input [veh/h]	5	882	122	199	930	20	31	10	28	86	0	166
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	0	5	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	885	122	199	935	20	31	10	28	86	0	166
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	221	31	50	234	5	8	3	7	22	0	42
Total Analysis Volume [veh/h]	5	885	122	199	935	20	31	10	28	86	0	166
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	2	0	5	6	0	7	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.28	0.08	0.12	0.29	0.01	0.02	0.01	0.02	0.03	0.00	0.10
Intersection LOS	A											
Intersection V/C	0.445											

**Intersection Level Of Service Report**  
**Intersection 4: Sunset Avenue and West Covina Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.719

**Intersection Setup**

Name	Sunset Avenue			Sunset Avenue			West Covina Parkway			West Covina Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	168.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	140.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Sunset Avenue			Sunset Avenue			West Covina Parkway			West Covina Parkway		
Base Volume Input [veh/h]	112	535	191	153	431	86	101	793	264	187	382	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	1	3	1	0	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	542	193	156	438	88	102	801	267	189	386	171
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	136	48	39	110	22	26	200	67	47	97	43
Total Analysis Volume [veh/h]	113	542	193	156	438	88	102	801	267	189	386	171
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	3	8	8	7	4	4	1	6	0	5	2	0
Auxiliary Signal Groups			8			4						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.17	0.12	0.10	0.14	0.06	0.06	0.33	0.33	0.12	0.17	0.17
Intersection LOS	C											
Intersection V/C	0.719											

**Intersection Level Of Service Report****Intersection 5: West Covina Parkway and W. Garvey Avenue South/ I-10**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

**Intersection Setup**

Name	I-10 Off ramp			Garvey Avenue South			West Covina Pkwy			West Covina Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

**Volumes**

Name	I-10 Off ramp			Garvey Avenue South			West Covina Pkwy			West Covina Pkwy		
Base Volume Input [veh/h]	103	78	185	19	84	203	116	475	435	367	570	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	0	0	0	0	0	0	4	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	80	191	20	87	209	119	489	452	379	587	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	20	48	5	22	52	30	122	113	95	147	2
Total Analysis Volume [veh/h]	108	80	191	20	87	209	119	489	452	379	587	9
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.05	0.12	0.01	0.05	0.13	0.07	0.15	0.28	0.12	0.19	0.19
Intersection LOS	C											
Intersection V/C	0.710											

**Intersection Level Of Service Report****Intersection 6: Pacific Avenue and W. Garvey Avenue North/ I-10**





Control Type:  
Analysis Method:  
Analysis Period:

Signalized  
ICU 1  
15 minutes

Delay (sec / veh):  
Level Of Service:  
Volume to Capacity (v/c):

-  
E  
0.977

**Intersection Setup**

Name										West Covina Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	120.00	100.00	100.00	315.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

**Volumes**

Name										West Covina Pkwy		
Base Volume Input [veh/h]	230	12	150	151	162	99	19	726	91	331	371	174
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	4	3	2	1	0	0	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	237	12	155	160	170	104	21	748	94	341	382	181
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	3	39	40	43	26	5	187	24	85	96	45
Total Analysis Volume [veh/h]	237	12	155	160	170	104	21	748	94	341	382	181
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.16	0.10	0.10	0.27	0.27	0.01	0.23	0.06	0.21	0.18	0.18
Intersection LOS	E											
Intersection V/C	0.977											

**Intersection Level Of Service Report****Intersection 7: Sunset Avenue and Workman Avenue W. Leg**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.403

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach						
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	35	1134	816	32	37	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	1137	818	32	37	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	284	205	8	9	10
Total Analysis Volume [veh/h]	35	1137	818	32	37	39
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	5	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.36	0.27	0.27	0.02	0.05
Intersection LOS	A					
Intersection V/C	0.403					

---




**APPENDIX D**  
**Future Without-Project LOS Worksheets**

---

**Intersection Level Of Service Report****Intersection 1: Sunset Avenue and Workman Avenue E. Leg**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.466

**Intersection Setup**

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	115.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name						
Base Volume Input [veh/h]	724	90	41	994	168	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	0	0	8	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	755	93	42	1032	173	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	189	23	11	258	43	14
Total Analysis Volume [veh/h]	755	93	42	1032	173	57
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal group	2	0	1	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.27	0.27	0.03	0.32	0.11	0.14
Intersection LOS	A					
Intersection V/C	0.466					





**Intersection Level Of Service Report****Intersection 2: Sunset Avenue and W. Garvey Avenue North**

Control Type:  
Analysis Method:  
Analysis Period:

Signalized  
ICU 1  
15 minutes

Delay (sec / veh): -  
Level Of Service: A  
Volume to Capacity (v/c): 0.516

**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			15.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name												
Base Volume Input [veh/h]	2	751	25	23	1099	1	18	7	22	180	2	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	1	3	5	0	0	0	0	7	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	780	27	27	1137	1	19	7	23	192	2	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	195	7	7	284	0	5	2	6	48	1	12
Total Analysis Volume [veh/h]	2	780	27	27	1137	1	19	7	23	192	2	48
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.25	0.25	0.02	0.36	0.36	0.01	0.03	0.03	0.12	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.516											







### Intersection Level Of Service Report

#### Intersection 3: Sunset Avenue and Plaza Drive

Control Type: Signalized  
 Analysis Method: ICU 1  
 Analysis Period: 15 minutes

Delay (sec / veh): -  
 Level Of Service: A  
 Volume to Capacity (v/c): 0.457

#### Intersection Setup

Name	Sunset Avenue											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	190.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			15.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

#### Volumes

Name	Sunset Avenue											
Base Volume Input [veh/h]	77	735	27	61	1167	86	7	1	8	40	22	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	0	12	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	764	28	63	1214	89	7	1	8	41	23	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	191	7	16	304	22	2	0	2	10	6	10
Total Analysis Volume [veh/h]	79	764	28	63	1214	89	7	1	8	41	23	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	2	0	5	6	0	7	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.24	0.02	0.04	0.38	0.06	0.00	0.00	0.01	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.457											

**Intersection Level Of Service Report**  
**Intersection 4: Sunset Avenue and West Covina Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

**Intersection Setup**

Name	Sunset Avenue			Sunset Avenue			West Covina Parkway			West Covina Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	168.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	140.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Sunset Avenue			Sunset Avenue			West Covina Parkway			West Covina Parkway		
Base Volume Input [veh/h]	127	632	158	59	872	237	113	181	37	119	505	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	6	0	8	3	3	5	4	4	1	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	652	169	61	906	247	119	191	42	127	521	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	163	42	15	227	62	30	48	11	32	130	29
Total Analysis Volume [veh/h]	131	652	169	61	906	247	119	191	42	127	521	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	3	8	8	7	4	4	1	6	0	5	2	0
Auxiliary Signal Groups			8			4						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.20	0.11	0.04	0.28	0.15	0.07	0.07	0.07	0.08	0.20	0.20
Intersection LOS	B											
Intersection V/C	0.639											

**Intersection Level Of Service Report****Intersection 5: West Covina Parkway and W. Garvey Avenue South/ I-10**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

**Intersection Setup**

Name	I-10 Off ramp			Garvey Avenue South			West Covina Pkwy			West Covina Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

**Volumes**

Name	I-10 Off ramp			Garvey Avenue South			West Covina Pkwy			West Covina Pkwy		
Base Volume Input [veh/h]	124	56	174	11	4	68	39	371	717	225	399	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	5	0	0	0	0	4	6	8	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	59	189	12	4	72	41	397	766	247	433	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	15	47	3	1	18	10	99	192	62	108	4
Total Analysis Volume [veh/h]	131	59	189	12	4	72	41	397	766	247	433	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.04	0.12	0.01	0.00	0.05	0.03	0.12	0.48	0.08	0.14	0.14
Intersection LOS	C											
Intersection V/C	0.794											

**Intersection Level Of Service Report****Intersection 6: Pacific Avenue and W. Garvey Avenue North/ I-10**





Control Type:  
Analysis Method:  
Analysis Period:

Signalized  
ICU 1  
15 minutes

Delay (sec / veh):  
Level Of Service:  
Volume to Capacity (v/c):

-  
F  
1.007

**Intersection Setup**

Name										West Covina Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	120.00	100.00	100.00	315.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

**Volumes**

Name										West Covina Pkwy		
Base Volume Input [veh/h]	157	6	192	176	197	200	21	760	104	223	234	134
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	2	0	3	1	0	8	1	7	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	171	6	206	187	212	213	22	814	111	243	251	142
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	2	52	47	53	53	6	204	28	61	63	36
Total Analysis Volume [veh/h]	171	6	206	187	212	213	22	814	111	243	251	142
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.11	0.11	0.13	0.12	0.38	0.38	0.01	0.25	0.07	0.15	0.12	0.12
Intersection LOS	F											
Intersection V/C	1.007											



**Intersection Level Of Service Report****Intersection 7: Sunset Avenue and Workman Avenue W. Leg**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.446

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach						
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	32	784	1101	64	36	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	8	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	817	1142	66	37	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	204	286	17	9	10
Total Analysis Volume [veh/h]	33	817	1142	66	37	39
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	5	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.26	0.38	0.38	0.02	0.05
Intersection LOS	A					
Intersection V/C	0.446					

**Intersection Level Of Service Report****Intersection 1: Sunset Avenue and Workman Avenue E. Leg**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.527

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	115.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	959	197	97	784	83	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	16	0	0	17	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1004	203	100	825	85	54
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	251	51	25	206	21	14
Total Analysis Volume [veh/h]	1004	203	100	825	85	54
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal group	2	0	1	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.38	0.38	0.06	0.26	0.05	0.09
Intersection LOS	A					
Intersection V/C	0.527					

**Intersection Level Of Service Report****Intersection 2: Sunset Avenue and W. Garvey Avenue North**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.590

**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			15.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name												
Base Volume Input [veh/h]	17	975	91	26	826	1	8	1	4	312	7	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	1	7	10	0	0	0	0	13	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	1014	95	34	861	1	8	1	4	334	7	153
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	254	24	9	215	0	2	0	1	84	2	38
Total Analysis Volume [veh/h]	18	1014	95	34	861	1	8	1	4	334	7	153
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.01	0.35	0.35	0.02	0.28	0.28	0.01	0.01	0.01	0.21	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.590											

### Intersection Level Of Service Report

#### Intersection 3: Sunset Avenue and Plaza Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

#### Intersection Setup

Name	Sunset Avenue											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	190.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			15.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

#### Volumes

Name	Sunset Avenue											
Base Volume Input [veh/h]	5	882	122	199	930	20	31	10	28	86	0	166
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	0	0	23	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	919	126	205	981	21	32	10	29	89	0	171
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	230	32	51	245	5	8	3	7	22	0	43
Total Analysis Volume [veh/h]	5	919	126	205	981	21	32	10	29	89	0	171
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	2	0	5	6	0	7	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.00	0.29	0.08	0.13	0.31	0.01	0.02	0.01	0.02	0.03	0.00	0.11
Intersection LOS	A											
Intersection V/C	0.461											



**Intersection Level Of Service Report**  
**Intersection 4: Sunset Avenue and West Covina Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.748

**Intersection Setup**

Name	Sunset Avenue			Sunset Avenue			West Covina Parkway			West Covina Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	168.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	140.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Sunset Avenue			Sunset Avenue			West Covina Parkway			West Covina Parkway		
Base Volume Input [veh/h]	112	535	191	153	431	86	101	793	264	187	382	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	13	0	15	8	3	6	7	9	2	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	116	557	212	159	463	97	108	831	282	203	399	182
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	139	53	40	116	24	27	208	71	51	100	46
Total Analysis Volume [veh/h]	116	557	212	159	463	97	108	831	282	203	399	182
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	3	8	8	7	4	4	1	6	0	5	2	0
Auxiliary Signal Groups			8			4						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.17	0.13	0.10	0.14	0.06	0.07	0.35	0.35	0.13	0.18	0.18
Intersection LOS	C											
Intersection V/C	0.748											

**Intersection Level Of Service Report****Intersection 5: West Covina Parkway and W. Garvey Avenue South/ I-10**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.736

**Intersection Setup**

Name	I-10 Off ramp			Garvey Avenue South			West Covina Pkwy			West Covina Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

**Volumes**

Name	I-10 Off ramp			Garvey Avenue South			West Covina Pkwy			West Covina Pkwy		
Base Volume Input [veh/h]	103	78	185	19	84	203	116	475	435	367	570	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	8	0	0	0	0	6	13	12	12	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	83	204	20	89	215	123	510	474	401	616	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	21	51	5	22	54	31	128	119	100	154	3
Total Analysis Volume [veh/h]	110	83	204	20	89	215	123	510	474	401	616	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.05	0.13	0.01	0.06	0.13	0.08	0.16	0.30	0.13	0.20	0.20
Intersection LOS	C											
Intersection V/C	0.736											

**Intersection Level Of Service Report****Intersection 6: Pacific Avenue and W. Garvey Avenue North/ I-10**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.020

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			West Covina Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	120.00	100.00	100.00	315.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

**Volumes**

Name	Northbound			Southbound			Eastbound			West Covina Pkwy		
Base Volume Input [veh/h]	230	12	150	151	162	99	19	726	91	331	371	174
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	0	3	0	7	1	0	17	1	9	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	256	13	162	160	179	106	20	787	97	360	396	184
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	3	41	40	45	27	5	197	24	90	99	46
Total Analysis Volume [veh/h]	256	13	162	160	179	106	20	787	97	360	396	184
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.16	0.17	0.10	0.10	0.28	0.28	0.01	0.25	0.06	0.23	0.18	0.18
Intersection LOS	F											
Intersection V/C	1.020											

**Intersection Level Of Service Report****Intersection 7: Sunset Avenue and Workman Avenue W. Leg**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.419

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach						
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	35	1134	816	32	37	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	17	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	1184	857	33	38	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	296	214	8	10	10
Total Analysis Volume [veh/h]	36	1184	857	33	38	40
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	5	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.37	0.28	0.28	0.02	0.05
Intersection LOS	A					
Intersection V/C	0.419					



---




**APPENDIX E**  
**Future With-Project LOS Worksheets**

---

**Intersection Level Of Service Report****Intersection 1: Sunset Avenue and Workman Avenue E. Leg**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.468

**Intersection Setup**

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	115.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name						
Base Volume Input [veh/h]	724	90	41	994	168	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	0	10	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	756	93	42	1034	174	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	189	23	11	259	44	14
Total Analysis Volume [veh/h]	756	93	42	1034	174	57
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal group	2	0	1	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.27	0.27	0.03	0.32	0.11	0.14
Intersection LOS	A					
Intersection V/C	0.468					





**Intersection Level Of Service Report****Intersection 2: Sunset Avenue and W. Garvey Avenue North**

Control Type:  
Analysis Method:  
Analysis Period:

Signalized  
ICU 1  
15 minutes

Delay (sec / veh): -  
Level Of Service: A  
Volume to Capacity (v/c): 0.518

**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			15.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name												
Base Volume Input [veh/h]	2	751	25	23	1099	1	18	7	22	180	2	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	4	6	5	0	0	0	0	9	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	780	30	30	1137	1	19	7	23	194	2	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	195	8	8	284	0	5	2	6	49	1	12
Total Analysis Volume [veh/h]	2	780	30	30	1137	1	19	7	23	194	2	49
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.00	0.25	0.25	0.02	0.37	0.37	0.01	0.03	0.03	0.12	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.518											

### Intersection Level Of Service Report

#### Intersection 3: Sunset Avenue and Plaza Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.458

#### Intersection Setup

Name	Sunset Avenue											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	190.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			15.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

#### Volumes

Name	Sunset Avenue											
Base Volume Input [veh/h]	77	735	27	61	1167	86	7	1	8	40	22	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	0	0	14	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	767	28	63	1216	89	7	1	8	41	23	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	192	7	16	304	22	2	0	2	10	6	10
Total Analysis Volume [veh/h]	79	767	28	63	1216	89	7	1	8	41	23	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	2	0	5	6	0	7	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.24	0.02	0.04	0.38	0.06	0.00	0.00	0.01	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.458											

**Intersection Level Of Service Report**  
**Intersection 4: Sunset Avenue and West Covina Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

**Intersection Setup**

Name	Sunset Avenue			Sunset Avenue			West Covina Parkway			West Covina Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	168.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	140.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Sunset Avenue			Sunset Avenue			West Covina Parkway			West Covina Parkway		
Base Volume Input [veh/h]	127	632	158	59	872	237	113	181	37	119	505	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	6	1	9	4	3	5	4	4	1	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	654	169	62	907	248	119	191	42	127	521	118
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	164	42	16	227	62	30	48	11	32	130	30
Total Analysis Volume [veh/h]	131	654	169	62	907	248	119	191	42	127	521	118
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	3	8	8	7	4	4	1	6	0	5	2	0
Auxiliary Signal Groups			8			4						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.20	0.11	0.04	0.28	0.16	0.07	0.07	0.07	0.08	0.20	0.20
Intersection LOS	B											
Intersection V/C	0.639											

**Intersection Level Of Service Report****Intersection 5: West Covina Parkway and W. Garvey Avenue South/ I-10**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.797

**Intersection Setup**

Name	I-10 Off ramp			Garvey Avenue South			West Covina Pkwy			West Covina Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

**Volumes**

Name	I-10 Off ramp			Garvey Avenue South			West Covina Pkwy			West Covina Pkwy		
Base Volume Input [veh/h]	124	56	174	11	4	68	39	371	717	225	399	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	5	0	0	0	0	4	8	9	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	59	189	12	4	72	41	397	768	248	433	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	15	47	3	1	18	10	99	192	62	108	4
Total Analysis Volume [veh/h]	134	59	189	12	4	72	41	397	768	248	433	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.04	0.12	0.01	0.00	0.05	0.03	0.12	0.48	0.08	0.14	0.14
Intersection LOS	C											
Intersection V/C	0.797											

**Intersection Level Of Service Report****Intersection 6: Pacific Avenue and W. Garvey Avenue North/ I-10**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.009

**Intersection Setup**

Name										West Covina Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	120.00	100.00	100.00	315.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

**Volumes**

Name										West Covina Pkwy		
Base Volume Input [veh/h]	157	6	192	176	197	200	21	760	104	223	234	134
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	2	2	4	2	1	8	1	7	3	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	171	6	206	189	213	214	23	814	111	243	251	145
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	2	52	47	53	54	6	204	28	61	63	36
Total Analysis Volume [veh/h]	171	6	206	189	213	214	23	814	111	243	251	145
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.11	0.13	0.12	0.39	0.39	0.01	0.25	0.07	0.15	0.12	0.12
Intersection LOS	F											
Intersection V/C	1.009											

**Intersection Level Of Service Report****Intersection 7: Sunset Avenue and Workman Avenue W. Leg**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.447

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach						
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	32	784	1101	64	36	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	11	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	818	1145	66	37	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	205	286	17	9	10
Total Analysis Volume [veh/h]	33	818	1145	66	37	39
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	5	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.26	0.38	0.38	0.02	0.05
Intersection LOS	A					
Intersection V/C	0.447					

**Intersection Level Of Service Report****Intersection 1: Sunset Avenue and Workman Avenue E. Leg**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.528

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	115.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	959	197	97	784	83	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	1	0	18	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1006	204	100	826	86	54
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	252	51	25	207	22	14
Total Analysis Volume [veh/h]	1006	204	100	826	86	54
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal group	2	0	1	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.38	0.38	0.06	0.26	0.05	0.09
Intersection LOS	A					
Intersection V/C	0.528					





**Intersection Level Of Service Report****Intersection 2: Sunset Avenue and W. Garvey Avenue North**

Control Type:  
Analysis Method:  
Analysis Period:

Signalized  
ICU 1  
15 minutes

Delay (sec / veh): -  
Level Of Service: A  
Volume to Capacity (v/c): 0.596

**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			15.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name												
Base Volume Input [veh/h]	17	975	91	26	826	1	8	1	4	312	7	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	4	9	10	0	0	0	0	18	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	1014	98	36	861	1	8	1	4	339	7	156
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	254	25	9	215	0	2	0	1	85	2	39
Total Analysis Volume [veh/h]	18	1014	98	36	861	1	8	1	4	339	7	156
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.01	0.35	0.35	0.02	0.28	0.28	0.01	0.01	0.01	0.21	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.596											

### Intersection Level Of Service Report

#### Intersection 3: Sunset Avenue and Plaza Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.462

#### Intersection Setup

Name	Sunset Avenue											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	190.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			15.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

#### Volumes

Name	Sunset Avenue											
Base Volume Input [veh/h]	5	882	122	199	930	20	31	10	28	86	0	166
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	0	0	28	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	922	126	205	986	21	32	10	29	89	0	171
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	231	32	51	247	5	8	3	7	22	0	43
Total Analysis Volume [veh/h]	5	922	126	205	986	21	32	10	29	89	0	171
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	2	0	5	6	0	7	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.29	0.08	0.13	0.31	0.01	0.02	0.01	0.02	0.03	0.00	0.11
Intersection LOS	A											
Intersection V/C	0.462											

**Intersection Level Of Service Report**  
**Intersection 4: Sunset Avenue and West Covina Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.749

**Intersection Setup**

Name	Sunset Avenue			Sunset Avenue			West Covina Parkway			West Covina Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	168.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	140.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Sunset Avenue			Sunset Avenue			West Covina Parkway			West Covina Parkway		
Base Volume Input [veh/h]	112	535	191	153	431	86	101	793	264	187	382	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	13	1	18	9	3	6	7	9	2	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	116	559	212	160	466	98	108	831	282	203	399	183
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	140	53	40	117	25	27	208	71	51	100	46
Total Analysis Volume [veh/h]	116	559	212	160	466	98	108	831	282	203	399	183
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	3	8	8	7	4	4	1	6	0	5	2	0
Auxiliary Signal Groups			8			4						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.17	0.13	0.10	0.15	0.06	0.07	0.35	0.35	0.13	0.18	0.18
Intersection LOS	C											
Intersection V/C	0.749											

**Intersection Level Of Service Report****Intersection 5: West Covina Parkway and W. Garvey Avenue South/ I-10**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.740

**Intersection Setup**

Name	I-10 Off ramp			Garvey Avenue South			West Covina Pkwy			West Covina Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

**Volumes**

Name	I-10 Off ramp			Garvey Avenue South			West Covina Pkwy			West Covina Pkwy		
Base Volume Input [veh/h]	103	78	185	19	84	203	116	475	435	367	570	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	8	0	0	0	0	6	17	13	12	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	83	204	20	89	215	123	510	478	402	616	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	21	51	5	22	54	31	128	120	101	154	3
Total Analysis Volume [veh/h]	112	83	204	20	89	215	123	510	478	402	616	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-





**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.05	0.13	0.01	0.06	0.13	0.08	0.16	0.30	0.13	0.20	0.20
Intersection LOS	C											
Intersection V/C	0.740											

**Intersection Level Of Service Report****Intersection 6: Pacific Avenue and W. Garvey Avenue North/ I-10**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.026

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			West Covina Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	120.00	100.00	100.00	315.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

**Volumes**

Name	Northbound			Southbound			Eastbound			West Covina Pkwy		
Base Volume Input [veh/h]	230	12	150	151	162	99	19	726	91	331	371	174
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	0	3	4	10	3	1	17	1	9	3	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	256	13	162	164	182	108	21	787	97	360	396	186
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	3	41	41	46	27	5	197	24	90	99	47
Total Analysis Volume [veh/h]	256	13	162	164	182	108	21	787	97	360	396	186
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.16	0.17	0.10	0.10	0.28	0.28	0.01	0.25	0.06	0.23	0.18	0.18
Intersection LOS	F											
Intersection V/C	1.026											

**Intersection Level Of Service Report****Intersection 7: Sunset Avenue and Workman Avenue W. Leg**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.420

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach						
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	35	1134	816	32	37	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	19	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	1187	859	33	38	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	297	215	8	10	10
Total Analysis Volume [veh/h]	36	1187	859	33	38	40
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	5	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.37	0.28	0.28	0.02	0.05
Intersection LOS	A					
Intersection V/C	0.420					

## Appendix C

### Noise & Vibration Impact Study

# ASSISTED LIVING FACILITY

## Noise & Vibration Impact Study

Prepared for:  
*City of West Covina*

June 2019

## TABLE OF CONTENTS

	<u>Page No.</u>
<b>1.0 SUMMARY OF FINDINGS .....</b>	<b>1</b>
<b>2.0 INTRODUCTION .....</b>	<b>2</b>
2.1 Purpose of Report .....	2
2.2 Project Description .....	2
<b>3.0 NOISE AND VIBRATION .....</b>	<b>4</b>
3.1 Noise and Vibration Characteristics and Effects .....	4
3.2 Regulatory Setting .....	7
3.3 Existing Setting.....	10
3.4 Methodology and Significance Criteria.....	12
3.5 Environmental Impacts .....	14
<b>4.0 REFERENCES .....</b>	<b>19</b>

### APPENDIX A: NOISE MONITORING REPORTS

### APPENDIX B: NOISE AND VIBRATION CALCULATIONS

### APPENDIX C: TRAFFIC NOISE MODEL MOBILE NOISE

## LIST OF TABLES

Table 1-1	Summary of Impacts .....	1
Table 3-1	Existing Ambient Noise Levels .....	10
Table 3-2	Construction Equipment Noise Level Ranges.....	14
Table 3-3	Construction Phase Noise Levels.....	15
Table 3-4	Construction Noise Levels at Sensitive Receptors .....	15
Table 3-5	Estimated Mobile Source Noise Levels .....	17
Table 3-6	Change in Mobile Source Noise Levels.....	17
Table 3-7	Vibration Velocities for Construction Equipment.....	17

## LIST OF FIGURES

Figure 2-1	Project Location .....	3
Figure 3-1	A-Weighted Decibel Scale.....	5
Figure 3-2	City of West Covina Land Use/Noise Compatibility Matrix .....	9
Figure 3-3	Noise Monitoring Locations and Sensitive Receptors.....	11



## 1.0 SUMMARY OF FINDINGS

Terry A. Hayes Associates Inc. (TAHA) completed a Noise and Vibration Impact Study for the West Covina Assisted Living Facility Project (proposed project). The analysis assesses construction and operational impacts associated with the proposed project. Conclusions that address significance determinations under the California Environmental Quality Act (CEQA) Appendix G, Environmental Checklist are shown in **Table 1-1**. The proposed project would not result in significance impacts and no mitigation measures are required.

**TABLE 1-1: SUMMARY OF IMPACTS**

<b>Impact Statement</b>	<b>Proposed Project Level of Significance</b>	<b>Applicable Mitigation Measures</b>
Would the proposed project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No Impact	None
Would the proposed project expose people to or generate excessive ground-borne vibration or ground-borne noise levels?	No Impact	None
For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact	None
<b>SOURCE:</b> TAHA, 2019.		

## 2.0 INTRODUCTION

### 2.1 PURPOSE OF REPORT

The purpose of this report is to evaluate the potential noise and vibration impacts associated with the proposed project.

### 2.2 PROJECT DESCRIPTION

The project site is located on an approximately 1.10-acre (48,020-square-foot) lot at 1415 West Garvey Avenue North in the City of West Covina (Assessor's Parcel Numbers [APN] 8458-023-020). The project site is immediately adjacent to a motel to the west, and a multi-family apartment building to the north, a commercial retail building to the east across Sunset Avenue, and Interstate 10 (I-10) to the south. The location of the project site is shown in **Figure 2-1**.

The proposed project includes the demolition of the existing 8,029-square-foot dental office building and the construction of a five-story, 80,086-square-foot licensed elderly residential care facility with 92 suites and subterranean parking. The ground floor would include a reception area, memory care, assisted living dining room, lounge, kitchen and other associated spaces. Additionally, the ground floor building exterior features an outdoor patio, memory care courtyard, fire pit, amphitheater with a movie wall, and recreational areas, including a bocce ball court and shuffleboard court. The second floor includes a gym, common area and residential units. The third floor includes a physical therapy room and residential units. The fourth floor includes storage room, multi-purpose common area and residential units. The fifth floor includes a multi-purpose room, common area and residential units. The proposed project also includes a recreational roof deck with a roof deck garden, a dog park, community farm and dining table area.



### 3.0 NOISE AND VIBRATION

This section describes the characteristics and effects of noise and vibration, the applicable regulatory setting, existing setting, methodology and significance criteria, and environmental impacts related to noise and vibration associated with the proposed project.

#### 3.1 NOISE AND VIBRATION CHARACTERISTICS AND EFFECTS

##### 3.1.1 Noise

###### Characteristics of Sound

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch).<sup>1</sup> The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. **Figure 3-1** provides examples of A-weighted noise levels from common sounds.

###### Noise Definitions

This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level ( $L_{eq}$ ). CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL is always a higher number than the actual 24-hour average.

$L_{eq}$  is the average noise level on an energy basis for any specific time period. The  $L_{eq}$  for one hour is the average energy noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound.  $L_{eq}$  can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

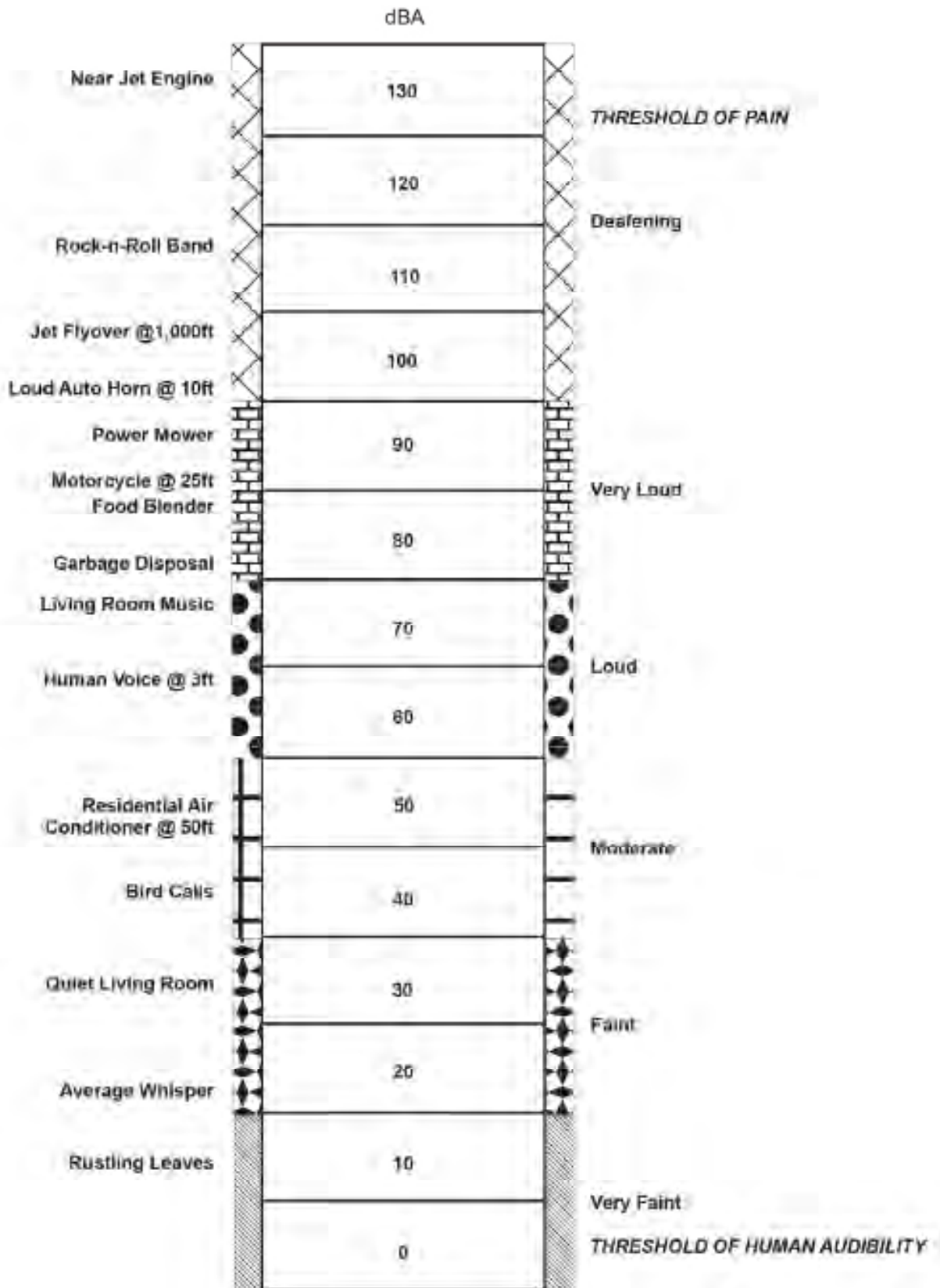
###### Sound Propagation and Shielding

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or “point source,” will decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance.<sup>2</sup> For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source will decrease by approximately 3 dBA over hard surfaces and 4.8 dBA over soft surfaces for each doubling of the distance.

---

<sup>1</sup>California Department of Transportation, *Technical Noise Supplement*, September 2013.

<sup>2</sup>*Ibid.*



Source: Cowan, James P., Handbook of Environmental Acoustics, 1993.

Noise is most audible when there is a direct line-of-sight. Line-of-sight is an unobstructed visual path between the noise source and the noise receptor. Solid barriers, such as walls, berms, or buildings that break the line-of-sight between the source and the receiver greatly reduce noise levels from the source since sound can only reach the receiver by bending over the top of the barrier. However, if a barrier is not solid, high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

### Health Effects of Noise<sup>3</sup>

The most obvious negative effects of noise are physical damage to hearing. Other obvious effects are the interference of noise with certain activities, such as sleeping and conversation. Less obvious are the stress effects of noise.

**Hearing Damage.** A person exposed to high noise levels can suffer hearing damage, either gradual or traumatic. Sustained exposure to moderately high noise levels over a period of time can cause gradual hearing loss. It starts out as a temporary hearing loss, such as immediately after a loud rock concert. The hearing usually restores itself within a few hours after exposure, although not quite to its pre-exposure level. This is also called a temporary threshold shift. Although the permanent deterioration may be negligible, it will become significant after many repetitions of the exposure. At that time, it is considered permanent hearing damage. The primary cause of permanent hearing damage is daily exposure to industrial noise.

Short, sudden exposure to an extremely high noise level, such as a gunshot or explosion at very close range, can cause a traumatic hearing loss, which is very sudden and can be permanent. Occupational exposure to noise is controlled at the federal level by Occupational Safety and Health Administration and at the state level by the California Division of Safety and Health. The maximum allowable noise exposure over an eight hours period is a level of 90 dBA. For each halving of the exposure time, the maximum noise level is allowed to increase 5 dBA. Therefore, the maximum allowable noise exposure (100 percent) is 90 dBA for 8 hours, 95 dBA for four hours, 100 dBA for 2 hours, 105 dBA for 1 hour, 110 dBA for 30 minutes, and 115 dBA for 15 minutes.

**Stress-Related Diseases.** Noise can cause stress in humans and may be responsible for stress-related diseases, such as hypertension, anxiety, and heart disease. Although noise is probably not the sole culprit in these diseases, it can be a contributor. The degree to which noise contributes to stress-related diseases depends on noise frequencies, their bandwidths, noise levels, and time patterns. In general, higher frequencies, pure tones, and fluctuating noise levels tend to be more stressful than lower frequencies, broadband, and constant-level noise.

### 3.1.2 Vibration<sup>4</sup>

#### Characteristics of Vibration

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

---

<sup>3</sup>California Department of Transportation, *Technical Noise Supplement*, September 2013.

<sup>4</sup>Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.

## Vibration Definitions

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

## Health Effects of Vibration

Ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that can affect concentration or disturb sleep. Although responses to vibration differ, 65 Vdb is the approximate threshold of perception for many people. The approximate dividing line between barely and distinctly perceptible is 75 Vdb and 85 Vdb is typically only acceptable if there are an infrequent number of events per day.

## Effects of Vibration on Buildings

High levels of ground-borne vibration can damage fragile buildings or interfere with equipment that is highly sensitive to ground-borne vibration (e.g., electron microscopes). Factors that influence ground-borne vibration effects to buildings include the foundation type and building materials (e.g., masonry).

## 3.2 REGULATORY SETTING

### 3.2.1 Noise

#### Federal

The Noise Control Act of 1972 established programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In 1981, the United States Environmental Protection Agency (USEPA) determined that subjective issues such as noise would be better addressed at local levels of government, thereby allowing more individualized control for specific issues by designated federal, state, and local government agencies. Consequently, in 1982, responsibilities for regulating noise-control policies were transferred to specific federal agencies, and state and local governments. However, noise-control guidelines and regulations contained in the USEPA rulings in prior years remain in place. No federal noise regulations are directly applicable to the proposed project.

#### State

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. State regulations governing noise levels generated by individual motor vehicles and occupational noise control are not applicable to planning efforts, nor are these areas typically subject to CEQA analysis.

#### Local

**West Covina Municipal Code (WCMC).** The City of West Covina has established noise standards to control unnecessary, excessive and annoying noise. The standards are codified in Article IV (Noise Regulations) of the WCMC. Noise created by radios, television sets, and similar devices is regulated by Section 15-94 (Radios, television sets, and similar devices) of the WCMC. The WCMC

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

Construction noise is governed by Section 15-95 (Construction and Building Projects) of the WCMC, which prohibits the use of construction tools, equipment, or the performance of any outside construction on buildings, structures, or projects within 500 feet of a residential zone which would cause the ambient noise level to be exceeded by five dB as measured at property lines, except for the hours of 7:00 a.m. to 8:00 p.m. Unloading and loading activity is prohibited within 500 feet of a residential zone, except for the hours of 6:00 a.m. to 8:00 p.m.

**West Covina General Plan.** The City of West Covina General Plan Noise Element provides guidance on improving the safety and health of the community and abatement of excessive noise. The noise section provides information on the existing noise environment and includes goals, objectives, policies, and implementation programs to ensure an acceptable noise environment. The predominant noise source in most of the City is motor vehicles on roadways within the City. Commercial activities, including air compressors and commercial compactors, landscaping maintenance equipment, and daily activities also contribute to noise levels. Although two rail lines are located just outside the City (the San Bernardino Metrolink line to the north and a freight line and the Riverside Metrolink line to the south), no major rail lines exist within City limits, and noise from these rail lines, although audible, is not a major source of noise in the community. No airports are located within or immediately adjacent to West Covina, and aircraft noise is also not a major noise source, although certain aircraft related noise (such as from low-flying helicopters) can be of concern. West Covina does not have major “point sources” of noise, such as large factories. The general plan outlines land use compatibility standards as a guideline for locating new land uses, which have been adopted from the California Office of Noise Control. The land use compatibility guidelines are outlined in **Figure 3-2**. Per Policy 6.23 (a), new developments shall reduce exterior noise levels for any usable outdoor area to the “normally acceptable range” as shown in **Figure 3-2**. Policy 6.24 requires that new developments analyze potential noise impacts on nearby noise sensitive receptors and as feasible require noise mitigation to address any identified significant impacts.

### 3.2.2 Vibration

#### Federal

State regulations governing vibration levels are primarily related to occupational vibration control are not applicable to planning efforts, nor are these areas typically subject to CEQA analysis. The Federal Transit Administration (FTA) has published guidance and impact criteria that can be used to assess the potential for impacts. The FTA impact criteria are discussed below under Significance Thresholds.

#### State





There are no adopted State vibration standards.

#### Local

There are no adopted local vibration standards.



Land Use Category	Community Noise Exposure Ldn or CNEL, dBA						
	55	60	65	70	75	80	85
Residential - Low Density Single Family, Duplex, Mobile Homes							
Residential - Multi-Family							
Transient Lodging - Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial And Professional							
Industrial, Manufacturing, Utilities, Agriculture							

-  Normally Acceptable. Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
-  Conditionally Acceptable. New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
-  Normally Unacceptable. New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
-  Clearly Unacceptable. New construction or development should generally not be undertaken.

Source: City of West Covina General Plan, Table 6.4 City of West Covina Land Use/Noise Compatibility Matrix, December 2016.

### 3.3 EXISTING SETTING

#### 3.3.1 Existing Noise and Vibration Environment

To characterize the existing noise environment around the project site, short-term noise measurements were taken using a SoundPro DL Sound Level Meter on Wednesday, April 10, 2019 between 10:30 a.m. and 2:30 p.m. Hourly noise levels within the project area ranged from 50.6 dBA  $L_{eq}$  to 72.8 dBA  $L_{eq}$ . Roadway noise was the most significant source of noise in the project area. Monitoring locations are shown in **Figure 3-3** and existing noise levels are shown in **Table 3-1**.

<b>TABLE 3-1: EXISTING AMBIENT NOISE LEVELS</b>		
<b>Key to Figure 3-3</b>	<b>Noise Monitoring Location</b>	<b>Sound Level (dBA, <math>L_{eq}</math>)</b>
1	213 Shadydale Ave. (Residence)	50.6
2	1333 W. Garvey Ave. N. (Residence)	72.8
3	217 Sunset Ave. (Residence)	67.1
4	1424 Workman Ave. (Residence)s	58.6
5	1443 Garvey Ave. N. (Motel)	68.4
6	217 Yaleton Ave. (Residence)s	56.6
SOURCE: TAHA, 2019.		

Existing vibration in the project site vicinity is largely related to heavy truck traffic along major streets. Heavy trucks can generate vibrations that depend on vehicle type, weight, and pavement conditions. Based on site visits, vibration is not perceptible at the project site.

#### 3.3.2 Sensitive Receptors

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise- and vibration-sensitive and may warrant unique measures for protection from intruding noise. A 500-foot screening distance has been used as a screening distance in the existing urban environment. Sensitive receptors within 500 feet of the project site are shown in **Figure 3-3** and include:

- The Wayside Motel adjacent and to the west;
- Residences approximately 20 feet north;
- Walnut Inn and Suites located approximately 115 feet to the west;
- Sunset Medical Plaza located approximately 210 feet to the northeast;
- Residences located approximately 225 feet to the west;
- Al-Nabi Mosque located approximately 330 feet to the west;
- Residence located approximately 350 feet to the north;
- Residences located approximately 400 feet to the northeast;
- Residences located approximately 470 feet to the east; and
- Kaiser Permanente medical facilities located approximately 475 feet to the west.



Source: TAHA, 2019.

### 3.4 METHODOLOGY AND SIGNIFICANCE CRITERIA

#### 3.4.1 Methodology

The noise and vibration analysis consider construction and operational sources. Noise levels associated with typical construction equipment were obtained from the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM).<sup>5</sup> This model predicts noise from construction based on a compilation of empirical data and the application of acoustical propagation formulas. Maximum equipment noise levels were adjusted based on anticipated percent of use. Combined construction activity noise levels were estimated by combining anticipated equipment for each activity using RCNM. The projected noise level during the construction period at receptors was calculated by (1) making a distance adjustment to the construction source sound level and (2) logarithmically adding the adjusted construction noise source level to the ambient noise level. Air temperature and humidity affect molecular absorption differently depending on the frequency spectrum and can vary significantly over long distances in a complex manner.<sup>6</sup> Molecular absorption in air also reduces noise levels with distance. This process only accounts for about 1 dBA per 1,000 feet, which is an inaudible and negligible difference in noise levels. Noise levels have been estimated using a decrease of 6 dBA over hard surfaces for each doubling of the distance. The following includes the methodology and formulas used in the analysis.<sup>7</sup>

$$\text{Noise Distance Attenuation Formula: } dBA_2 = dBA_1 + 20 \times \text{LOG}_{10} (D_1/D_2)$$

Where:

$dBA_1$  = Noise level at the reference distance of 50 feet

$dBA_2$  = Noise level at the receptor

$D_1$  = Reference distance (50 feet)

$D_2$  = Distance from source to receptor (measured distance)

Operational mobile noise was assessed using the FHWA Traffic Noise Model Version 2.5 (TNM 2.5). TNM 2.5 is a computer model based on two FHWA reports: FHWA-PD-96-009 and FHWA-PD-96-010 (FHWA 1998a, 1998b). Key inputs to the traffic noise model were roadway widths, traffic mix, and speed. Noise levels were modeled for Existing (2019) conditions; Baseline (2022) conditions; Baseline (2022) Plus Project conditions; Future Base (2022) conditions; and Future (2022) Plus Project conditions. Operational noise at rooftop patios and outdoor areas was assessed assuming conversational noise would be the primary noise source. The outdoor fire pit and amphitheater with movie wall was assessed based on compliance with Section 95-4 of the WCMC.

Vibration levels generated by construction equipment were estimated using example vibration levels and propagation formulas provided by FTA.<sup>8</sup> The following formula was used to assess potential vibration damage at nearby structures.

---

<sup>5</sup>Federal Highway Administration, *Roadway Construction Noise Model*, Version 1.1, August 2008.

<sup>6</sup>California Department of Transportation, *Technical Noise Supplement*, September 2013.

<sup>7</sup>*Ibid.*

<sup>8</sup>Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.



$$\text{Vibration Damage Attenuation Formula: } PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}$$

Where:

$PPV_{\text{equip}}$  = Peak particles velocity in inches per second of the equipment adjusted for distance

$PPV_{\text{ref}}$  = Reference vibration level in inches per second at 25 feet

$D$  = Distance from the equipment to the receptor in feet

### 3.4.2 Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would have a significant impact related to noise and vibration if it would:

- Result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Result in the generation of excessive ground-borne vibration or ground-borne noise levels; and/or
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

### Noise Significance Thresholds

Section 15-95 of the WCMC governs construction noise and prohibits the use of construction tools, equipment, or the performance of any outside construction or repair work on buildings, structures, or projects within 500 feet of a residential zone which would cause the ambient noise level to be exceeded by 5 dB as measured at property lines, except for the hours of 7:00 a.m. to 8:00 p.m. Construction that would both occur outside these times and would result in a 5 dB increase in noise levels at the property line of sensitive receptors would result in a significant impact.

The WCMC does not include a quantitative noise standard relevant to operational activities associated with the proposed project. Section 15-94 of the WCMC regulates noise created by radios, television sets, and similar devices. The WCMC states that between the hours of 10:00 p.m. on one day and 7:00 a.m. of the following day, it shall be unlawful for any person within any residential zone of the city to use or operate any radio receiving set, musical instrument, phonograph, television set, or other machine or device for the producing or reproducing of sound or any device by which voice, music, or any other sound is amplified, in such a manner as to create any noise which causes the noise level at the property line of any property (or if a condominium or apartment house, within any adjoining unit or apartment), building, structure or vehicle to be plainly audible at a distance of 50 feet therefrom. Studies have shown that a change of at least 5 dBA in existing noise levels would be noticeable and may evoke a community reaction. Therefore, the proposed project would have a significant impact related to operational noise if:

- Operational noise levels exceed 5 dBA sensitive receptors;
- Operational noise levels associated with the outdoor fire pit amphitheater movie showing would generate audible noise levels of 5 dBA or more between the hours of 10:00 p.m. to 7:00 a.m.; and/or
- Project-related traffic would increase transportation noise on the local roadway system by 5 dBA CNEL.

## Vibration Significance Thresholds

The City has not adopted construction-related vibration significance thresholds. Based on FTA guidance and the surrounding land uses, the proposed project would result in a significant vibration impact if:

- Vibration levels exceed 0.3 inches per second PPV at engineered concrete and masonry buildings.

## 3.5 ENVIRONMENTAL IMPACTS

### 3.5.1 Would the proposed project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (*No Impact*)

## Impact Analysis

### Construction

Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Typical noise levels from various types of equipment that may be used during each construction phase are listed in **Table 3-2**.

**TABLE 3-2: CONSTRUCTION EQUIPMENT NOISE LEVEL RANGES**

Construction Equipment	Noise Level at 50 feet (dBA, L <sub>eq</sub> )
<b>Demolition Phase</b>	
Concrete Saw	82.6
Dozer	77.7
Backhoe	73.6
<b>Site Preparation</b>	
Grader	81.0
Dozer	77.7
Backhoe	73.6
<b>Excavation Phase</b>	
Grader	81.0
Dozer	77.7
Backhoe	73.6
<b>Building Construction Phase</b>	
Crane	72.6
Forklift	79.4
Generator	77.6
Backhoe	73.6
Welder	70.0
<b>Paving Phase</b>	
Concrete Mixer Truck	74.8
Paver	74.2
Roller	73.0
Backhoe	73.6
<b>Architectural Coating</b>	
Air Compressor	73.7
SOURCE: FHWA, <i>Roadway Construction Noise Model, Version 1.1</i> , 2008.	

Construction activities typically require the use of numerous pieces of noise-generating equipment. In addition, truck trips would be required to export approximately 17,000 cubic yards of material. The noise levels shown in **Table 3-3** take into account the likelihood that multiple pieces of construction equipment would be operating simultaneously and the typical overall noise levels that would be expected for each phase of construction. When considered as an entire process with multiple pieces of equipment, demolition activity would generate the loudest noise level of approximately 84.2 dBA  $L_{eq}$  at 50 feet.

**TABLE 3-3: CONSTRUCTION PHASE NOISE LEVELS**

Construction Phase	Noise Level At 50 Feet (dBA)
Demolition	84.2
Site Preparation	83.2
Excavation	83.2
Building Construction	82.9
Paving	80.0
Architectural Coating	73.7
SOURCE: FHWA, Roadway Construction Noise Model, Version 1.1, 2008.	

**Table 3-4** presents the estimated noise levels at the sensitive receptors nearest to the project site for informational purposes. The most noise-intensive construction activities would occur during the early phases of construction (e.g., site preparation and structural framing). The majority of the latter phases of construction would occur within the newly constructed building, and result in lower noise levels than exterior construction.

**TABLE 3-4: CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS**

Sensitive Receptors	Distance to Construction (Feet)	Existing Ambient Noise Level (dBA, $L_{eq}$ )	Max Construction Noise Level (dBA, $L_{eq}$ )	Typical Construction Noise Level at Sensitive Receptor (dBA, $L_{eq}$ )
Wayside Motel adjacent and to the west	15	68.4	94.7	94.7
Residences to the north	20	67.1	92.2	92.2
Walnut Inn and Suites to the west /a/	115	68.4	72.5	73.9
Sunset Medical Plaza to the northeast	210	67.1	71.7	73.0
Residences to the west /a/	225	56.6	66.6	67.0
Al-Nabi Mosque to the west /a/	330	68.4	63.3	69.6
Residences to the north /a/	350	58.6	62.8	64.2
Residences to the northeast	400	50.6	66.1	66.3
Residences to the east	470	72.8	64.7	73.4
Kaiser Permanente medical facilities to the west /a/	475	68.4	60.1	69.0
SOURCE: TAHA, 2019.				

The proposed project would be constructed in a manner typical of urban infill projects and would not require unusually noisy activities such as pile driving. In addition, the proposed project would not require nighttime construction activities. Construction would comply with the allowable construction hours of 7:00 a.m. to 8:00 p.m., which is designed to control noise exposure. Therefore, the proposed project would not result in a significant impact related to construction noise.

### Operations

The potential for a substantial permanent increase in noise levels was assessed for stationary and mobile sources.

**Stationary Sources.** The proposed project would include several stationary sources of noise typical of assisted living facility developments. Heating, Ventilation, and Air Conditioning (HVAC) systems in particular may generate unwanted noise in the project vicinity. HVAC equipment without muffling or enclosures typically generates a noise level of approximately 60 dBA at 50 feet. The WCMC nor the City's General Plan Noise Element have established quantitative noise thresholds regarding HVAC equipment. Per Section 26-568 of the WCMC, mechanical equipment, including HVAC systems, are required to be placed behind a parapet wall when located on a rooftop and fully enclosed when located at ground level. This would further reduce HVAC noise levels by 10 dBA or more, resulting in a noise level of approximately 50 dBA at 50 feet. HVAC equipment would be located on the northeastern corner of the rooftop and would be more than 80 feet away from the residences to the north and elevated above ground level. HVAC noise is not anticipated to be audible above existing traffic noise along Sunset Avenue, which has an existing ambient noise level of 67.1 dBA  $L_{eq}$ . Therefore, the proposed project would not result in a significant impact related to HVAC equipment.

The proposed project's rooftop area, outdoor dining areas, shuffleboard area, and fire pit amphitheater would also be a source of stationary noise related to human speech. In social situations, people often talk at distances of approximately three to 13 feet. A typical voice level at this distance is approximately 60 dBA.<sup>9</sup> However, the conversational noise associated with the outdoor areas would not likely be audible above traffic noise along Sunset Avenue and the I-10 freeway. Therefore, the proposed project would not result in a significant impact related to conversational noise at the outdoor dining areas, shuffleboard area, and fire pit amphitheater.

Another source of stationary noise would be noise generated by movies being played at the fire pit amphitheater. The nearest sensitive receptor to the fire pit area would be the residences located approximately 50 feet to the north of the firepit area. Noise generated by the fire pit area would be subject to Section 15-94 of the WCMC, which states that no television like device shall produce sound audible at a distance of 50 feet of an adjacent property between the hours of 10:00 p.m. and 7:00 a.m. Operations of the fire pit would comply with regulations of the ordinance and are not anticipated to be a daily occurrence. Furthermore, a 6-foot CMU concrete masonry wall would be constructed at the northern property line of the Project site, which would block the line-of-sight of the residences to the north to the fire pit area. Therefore, the proposed project would not result in a significant impact related to fire pit amphitheater operations.

**Mobile Sources.** The proposed project would generate approximately 278 daily trips, 20 AM peak hour trips, and 28 PM peak hour trips. **Table 3-5** shows roadway noise levels for Existing Conditions (2019), Existing with Project (2019), Future No Project (2022), and Future With Project (2022). As shown in **Table 3-6**, the roadway noise increase attributed to the proposed project would be less than 3 dBA on the local roadway network and is not anticipated to result in a perceptible change in sound level for a person with normal hearing sensitivity or result in a 5 dBA CNEL or more increase. Therefore, the proposed project would not result in a significant impact related to mobile noise levels.

---

<sup>9</sup>The Engineering Toolbox, *Voice Level and Distance*, [http://www.engineeringtoolbox.com/voice-level-d\\_938.html](http://www.engineeringtoolbox.com/voice-level-d_938.html).



**TABLE 3-5: ESTIMATED MOBILE SOURCE NOISE LEVELS**

Roadway Segment	Estimated dBA, $L_{eq}$			
	Existing (2019)	Existing with Project (2019)	Future No Project (2022)	Future with Project (2022)
Sunset Ave. from Plaza Dr. to West Garvey Ave. N.	64.7	64.7	64.9	64.9
Workman Ave. W. from Yaelton Ave. to Sunset Ave.	49.3	49.3	49.4	49.4
Workman Ave. E. from Sunset Ave to Vincent Ave.	57.4	57.4	57.5	57.5
West Covina Pkwy. from Sunset Ave to Garvey Ave. S.	63.7	63.7	63.9	63.9
Garvey Ave. S. from Sunset Ave. to West Covina Pkwy.	58.3	58.5	58.6	58.6
SOURCE: TAHA, 2019.				

**TABLE 3-6: CHANGE IN MOBILE SOURCE NOISE LEVELS**

Roadway Segment	Estimated dBA, CNEL at 50 Feet		
	Existing (2019) vs. Existing with Project (2019)	Future with Project (2022) vs. Future No Project (2022)	Existing (2019) vs. Future with Project (2022)
Sunset Ave. from Plaza Dr. to West Garvey Ave. N.	0.0	0.0	0.2
Workman Ave. W. from Yaelton Ave. to Sunset Ave.	0.0	0.0	0.1
Workman Ave. E. from Sunset Ave to Vincent Ave.	0.0	0.0	0.1
West Covina Pkwy. from Sunset Ave to Garvey Ave. S.	0.0	0.0	0.2
Garvey Ave. S. from Sunset Ave. to West Covina Pkwy	0.2	0.0	0.3
SOURCE: TAHA, 2019.			

### 3.5.2 Would the proposed project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (No Impact)

#### Impact Analysis

##### Construction

Construction activity can generate varying degrees of vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, and to damage at the highest levels.

Because construction activity is short-term and equipment moves around a project site, the primary concern regarding construction vibration relates to building damage. Activities that can result in damage include demolition and site preparation in close proximity to sensitive structures. Typical vibration levels associated with relevant construction equipment are provided in **Table 3-7**. Importantly, construction would not require pile driving.

**TABLE 3-7: VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT**

Equipment	PPV at 25 feet (Inches/Second)
Loaded Truck	0.076
Large Bulldozer	0.089
Small Bulldozer	0.003
SOURCE: FTA, <i>Transit Noise and Vibration Impact Assessment</i> , September 2018.	

The City has not established vibration standards for construction activities. The FTA has published guidance stating that engineered concrete and masonry buildings (e.g., typical commercial and multi-family residential buildings) can withstand vibration of levels of at least 0.3 inches per second PPV without experiencing damage. Heavy-duty equipment operating within 12 feet of a structure would generate vibration levels that exceed 0.3 inches per second PPV. Heavy-duty equipment would typically operate at least 15 feet away from the property line of the motel to the west and at least 20 feet from the multi-family residences to the north. Vibration is a localized event and attenuates rapidly with distance and at this distance vibration damage would not occur. The City regulates construction disturbances through limiting the allowable hours of activities to between 7:00 a.m. to 8:00 p.m. Commercial construction is typically over by 4:00 p.m. even though later construction is allowed. Complying with the City standards is considered sufficient for limiting exposure to vibration levels. Therefore, the proposed project would not result in a significant impact related to construction vibration.

### **Operations**

The proposed project would not include significant sources of vibration. Vehicle trips associated with the project would not generate perceptible as rubber-tired vehicles rarely create ground-borne vibration problems unless there is a discontinuity or bump in the road that causes the vibration.<sup>10</sup> Therefore, the proposed project would not result in a significant impact related to operational vibration.

### **Mitigation Measures**

No mitigation measures are required.

#### **3.5.3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (No Impact)**

The proposed project is not located within an airport land use plan nor is it located within two miles of a private airstrip or public airport. There is no potential to expose people working or residing in the area to excessive aircraft noise. Therefore, the proposed project would not result in a significant impact related to excessive noise levels associated with public airports.

### **Mitigation Measures**

No mitigation measures are required.

---

<sup>10</sup>FTA, *Transit Noise and Vibration Impact Assessment*, September 2018.

#### 4.0 REFERENCES

California Department of Transportation, *Technical Noise Supplement*, September 2013.

City of West Covina General Plan, *Table 6.4 City of West Covina Land Use/Noise Compatibility Matrix*, December 2016.

Federal Highway Administration, *Roadway Noise Construction Model*, Software Version 1.1.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.

KOA, *Traffic Impact Study for Assisted Living Facility*, May 2019.

The Engineering Toolbox, *Voice Level and Distance*, [http://www.engineeringtoolbox.com/voice-level-d\\_938.html](http://www.engineeringtoolbox.com/voice-level-d_938.html).

West Covina General Plan, *Noise Element*, December 2016.

West Covina Municipal Code, *Chapter 15, Article IV (Noise Regulations)*.

## APPENDIX A

---

### Noise Monitoring Reports

# West Covina Assisted Living Facility ST-1

4/30/2019

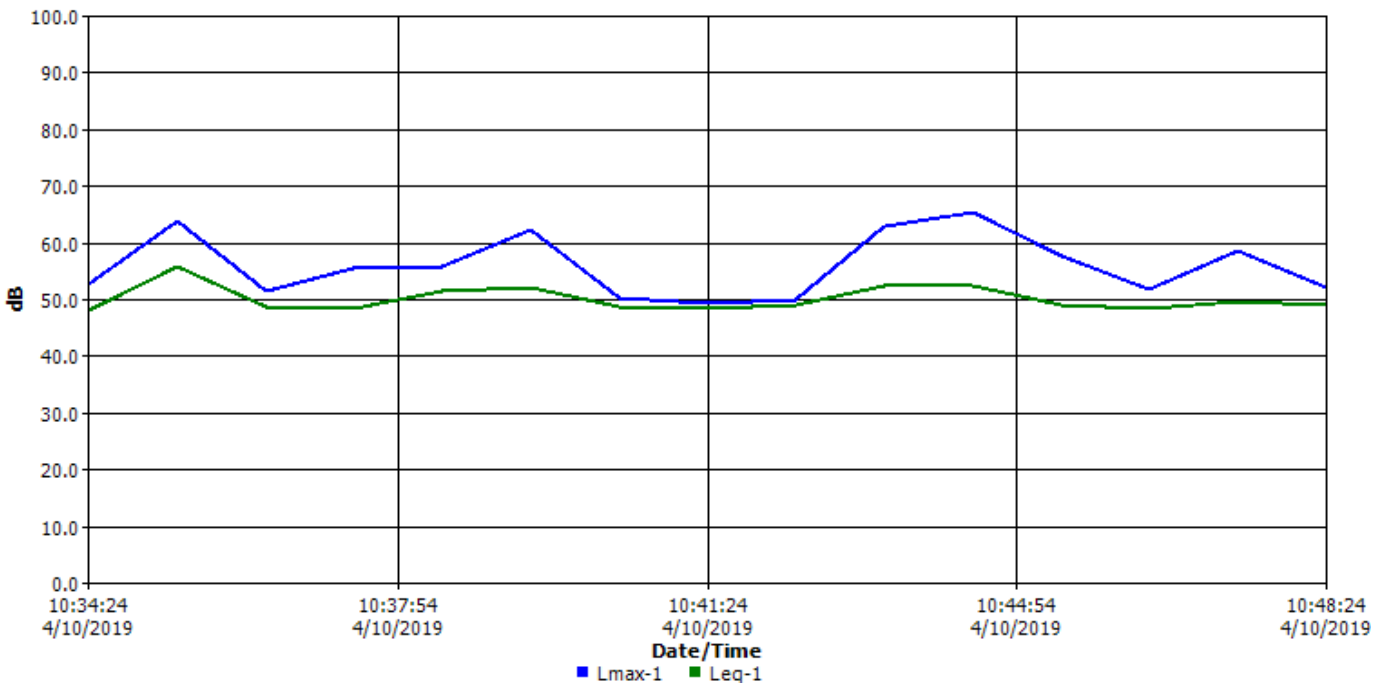
## Information Panel

Name West Covina Assisted Living Facility ST-1  
 Start Time Wednesday, April 10, 2019 10:33:24  
 Stop Time Wednesday, April 10, 2019 10:48:24  
 Device Model Type SoundPro DL  
 Comments

## General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	50.6 dB	Exchange Rate	1	3 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3 dB
Weighting	2	A	Response	2	SLOW

## Logged Data Chart



## Logged Data Table

Timestamp	Lmax-1	Leq-1
4/10/2019 10:34:24 AM	52.7	48.1
4/10/2019 10:35:24 AM	63.7	55.7
4/10/2019 10:36:24 AM	51.3	48.6
4/10/2019 10:37:24 AM	55.4	48.4
4/10/2019 10:38:24 AM	55.8	51.5
4/10/2019 10:39:24 AM	62.3	52.1
4/10/2019 10:40:24 AM	50.2	48.6
4/10/2019 10:41:24 AM	49.3	48.4
4/10/2019 10:42:24 AM	49.8	48.9
4/10/2019 10:43:24 AM	62.9	52.4
4/10/2019 10:44:24 AM	65.4	52.2
4/10/2019 10:45:24 AM	57.7	49.0
4/10/2019 10:46:24 AM	51.6	48.4
4/10/2019 10:47:24 AM	58.4	49.4
4/10/2019 10:48:24 AM	52.1	48.8

## Noise Measurement Report Form

Project: West Conna Assisted Living Contract No (s): N/A 2019-17  
 Date: 4/10/19 Day of Week: Wednesday Time: ~~10:27~~ 10:33  
 Monitoring Site Number: 1 Monitoring Site Address: 213N Shadydale Ave  
 Measurement Taken By: B.B  
 Approximate Wind Speed: 4 mph (km/hr) Approximate Wind Direction: From the West  
 Approximate distance of Sound Level Meter from Receptor Location: 5 ft  
 Approximate distance of Sound Level Meter from Project Site: 0.12 miles

Receptor Land Use (Check One) ☒ Residential / Institutional ☐ Commercial / Recreational  
 Sound Level Meter: Make and Model: \_\_\_\_\_ Serial Number: \_\_\_\_\_  
 Meter Setting ☒ A-Weighted Sound Level (SLOW) ☐ C-Weighted Sound Level (FAST) for Impacts  
 Duration of Measurement: 15 min  
 Check the measurement purpose:  
☒ Baseline condition ☐ Ongoing construction ☐ Major change ☐ Complaint response

dB LA

### Measurement Results:

Measurement Type	Measured Level	Noise Criteria Threshold	Exceedance
Calibration	114.0	n/a	n/a
L <sub>eq</sub>	58.2		
L <sub>max</sub>			
L <sub>dn</sub>			
CNEL			

### Field Notes:

1. Birds chirping
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_

# West Covina Assisted Living Facility ST-2

4/30/2019

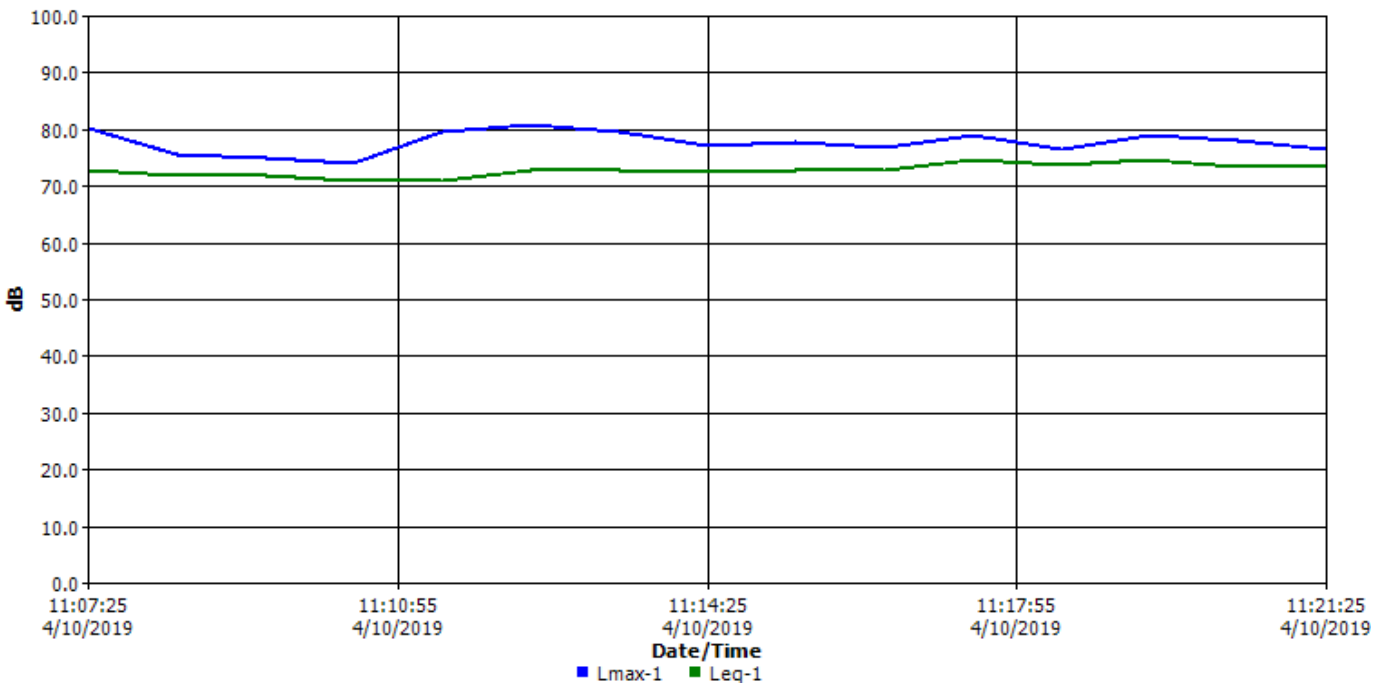
## Information Panel

Name West Covina Assisted Living Facility ST-2  
 Start Time Wednesday, April 10, 2019 11:06:25  
 Stop Time Wednesday, April 10, 2019 11:21:25  
 Device Model Type SoundPro DL  
 Comments

## General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	72.8 dB	Exchange Rate	1	3 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3 dB
Weighting	2	A	Response	2	SLOW

## Logged Data Chart



## Logged Data Table

Timestamp	Lmax-1	Leq-1
4/10/2019 11:07:25 AM	80.0	72.6
4/10/2019 11:08:25 AM	75.6	71.8
4/10/2019 11:09:25 AM	74.7	71.8
4/10/2019 11:10:25 AM	74.0	70.7
4/10/2019 11:11:25 AM	79.6	70.9
4/10/2019 11:12:25 AM	80.8	72.7
4/10/2019 11:13:25 AM	79.5	72.8
4/10/2019 11:14:25 AM	77.0	72.3
4/10/2019 11:15:25 AM	77.6	72.6
4/10/2019 11:16:25 AM	76.7	72.6
4/10/2019 11:17:25 AM	78.8	74.5
4/10/2019 11:18:25 AM	76.3	73.6
4/10/2019 11:19:25 AM	79.0	74.6
4/10/2019 11:20:25 AM	78.0	73.4
4/10/2019 11:21:25 AM	76.3	73.3

## Noise Measurement Report Form

Project: West Contra Assisted Contract No (s): N/A 2019-17  
 Date: 4/10/19 Day of Week: Wednesday Time: 11:06 am  
 Monitoring Site Number: 2 Monitoring Site Address: 1541 W Carvey Ave  
 Measurement Taken By: BSB  
 Approximate Wind Speed: 6 mph (km/hr) Approximate Wind Direction: From the West  
 Approximate distance of Sound Level Meter from Receptor Location: 5 ft  
 Approximate distance of Sound Level Meter from Project Site: 0.09 miles

Receptor Land Use (Check One) ☐ Residential / Institutional ☒ Commercial / Recreational  
 Sound Level Meter: Make and Model: \_\_\_\_\_ Serial Number: \_\_\_\_\_  
 Meter Setting ☒ A-Weighted Sound Level (SLOW) ☐ C-Weighted Sound Level (FAST) for Impacts  
 Duration of Measurement: 15 min  
 Check the measurement purpose:  
☒ Baseline condition ☐ Ongoing construction ☐ Major change ☐ Complaint response

### Measurement Results:

Measurement Type	Measured Level	Noise Criteria Threshold	Exceedance
Calibration	<u>114.0</u>	n/a	n/a
<u>Leg</u>	<u>72.8</u>		
L <sub>max</sub>			
L <sub>dn</sub>			
CNEL			

### Field Notes:

1. Near Freeway
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_



4/30/2019

Name	West Covina Assisted Living Facility ST-3
Start Time	Wednesday, April 10, 2019 11:38:20
Stop Time	Wednesday, April 10, 2019 11:53:20
Device Model Type	SoundPro DL
Comments	

Description	Meter	Value	Description	Meter	Value
Leq	1	67.1 dB	Exchange Rate	1	3 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3 dB
Weighting	2	A	Response	2	SLOW

The graph displays two data series: Lmax-1 (blue line) and Leq-1 (green line). The x-axis represents time in HH:MM:SS format, and the y-axis represents sound level in dB. The blue line (Lmax-1) shows higher peaks and more frequent fluctuations compared to the green line (Leq-1), which represents the equivalent continuous sound level.

Date/Time	Lmax-1 (dB)	Leq-1 (dB)
11:39:20	78.0	70.0
11:42:50	77.0	67.0
11:46:20	79.0	69.0
11:49:50	76.0	68.0
11:53:20	77.0	66.0

Timestamp	Lmax-1	Leq-1
4/10/2019 11:39:20 AM	77.6	70.0
4/10/2019 11:40:20 AM	72.2	66.8
4/10/2019 11:41:20 AM	75.9	67.4
4/10/2019 11:42:20 AM	75.6	67.2
4/10/2019 11:43:20 AM	76.8	66.5
4/10/2019 11:44:20 AM	63.8	57.5
4/10/2019 11:45:20 AM	73.9	67.1
4/10/2019 11:46:20 AM	77.8	68.4
4/10/2019 11:47:20 AM	77.9	70.0
4/10/2019 11:48:20 AM	68.2	59.6
4/10/2019 11:49:20 AM	76.2	68.1
4/10/2019 11:50:20 AM	74.1	65.4
4/10/2019 11:51:20 AM	77.6	69.1
4/10/2019 11:52:20 AM	72.4	64.9
4/10/2019 11:53:20 AM	76.0	65.0

## Noise Measurement Report Form

Project: West Covina Assisted Living Contract No (s): N/A 2019-17  
 Date: 4/10/19 Day of Week: Wednesday Time: 11:38 am  
 Monitoring Site Number: 3 Monitoring Site Address: N Sunset Ave West Covina  
 Measurement Taken By: BB  
 Approximate Wind Speed: 6 mph (km/hr) Approximate Wind Direction: From the West  
 Approximate distance of Sound Level Meter from Receptor Location: 5 ft  
 Approximate distance of Sound Level Meter from Project Site: 0.07 miles

Receptor Land Use (Check One) ☒ Residential / Institutional ☐ Commercial / Recreational  
 Sound Level Meter: Make and Model: \_\_\_\_\_ Serial Number: \_\_\_\_\_  
 Meter Setting ☒ A-Weighted Sound Level (SLOW) ☐ C-Weighted Sound Level (FAST) for Impacts  
 During of Measurement: 15 min  
 Check the measurement purpose:  
☒ Baseline condition ☐ Ongoing construction ☐ Major change ☐ Complaint response

### Measurement Results:

Measurement Type	Measured Level	Noise Criteria Threshold	Exceedance
Calibration	<u>114.0</u>	<u>n/a</u>	<u>n/a</u>
Leq	<u>67.2</u>		
L <sub>max</sub>			
L <sub>dn</sub>			
CNEL			

### Field Notes:

1. Busy Street
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_

# West Covina Assisted Living Facility ST-4

4/30/2019

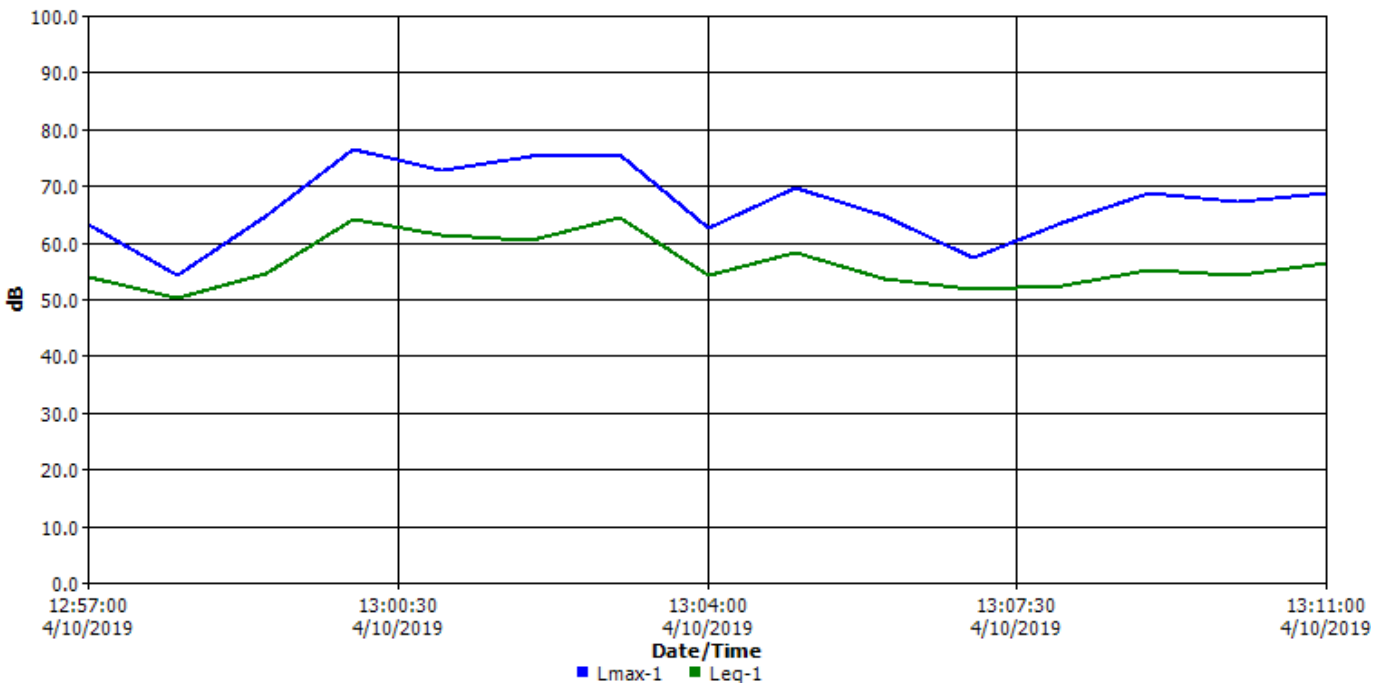
## Information Panel

Name West Covina Assisted Living Facility ST-4  
 Start Time Wednesday, April 10, 2019 12:56:00  
 Stop Time Wednesday, April 10, 2019 13:11:00  
 Device Model Type SoundPro DL  
 Comments

## General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	58.6 dB	Exchange Rate	1	3 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3 dB
Weighting	2	A	Response	2	SLOW

## Logged Data Chart



## Logged Data Table

Timestamp	Lmax-1	Leq-1
4/10/2019 12:57:00 PM	63.0	53.9
4/10/2019 12:58:00 PM	54.2	50.1
4/10/2019 12:59:00 PM	64.7	54.5
4/10/2019 1:00:00 PM	76.3	64.1
4/10/2019 1:01:00 PM	72.6	61.2
4/10/2019 1:02:00 PM	75.0	60.3
4/10/2019 1:03:00 PM	75.5	64.5
4/10/2019 1:04:00 PM	62.6	54.3
4/10/2019 1:05:00 PM	69.6	58.2
4/10/2019 1:06:00 PM	64.8	53.6
4/10/2019 1:07:00 PM	57.2	51.7
4/10/2019 1:08:00 PM	63.3	52.2
4/10/2019 1:09:00 PM	68.7	55.1
4/10/2019 1:10:00 PM	67.0	54.2
4/10/2019 1:11:00 PM	68.6	56.3

## Noise Measurement Report Form

Project: West Covina Assisted Living Contract No (s): N/A 2019-17  
Date: 9/10/19 Day of Week: Wednesday Time: 12:56 pm  
Monitoring Site Number: 4 Monitoring Site Address: 41 Natchez Ave  
Measurement Taken By: BB  
Approximate Wind Speed: 0 mph [km/hr] Approximate Wind Direction: From the Southwest  
Approximate distance of Sound Level Meter from Receptor Location: 5 ft  
Approximate distance of Sound Level Meter from Project Site: 0.11 miles

Receptor Land Use (Check One) ☒ Residential / Institutional ☐ Commercial / Recreational  
Sound Level Meter: Make and Model: \_\_\_\_\_ Serial Number: \_\_\_\_\_  
Meter Setting ☒ A-Weighted Sound Level (SLOW) ☐ C-Weighted Sound Level (FAST) for Impacts  
Duration of Measurement: 15 min  
Check the measurement purpose:  
☒ Baseline condition ☐ Ongoing construction ☐ Major change ☐ Complaint response

### Measurement Results:

Measurement Type	Measured Level	Noise Criteria Threshold	Exceedance
Calibration	<u>114.0</u>	n/a	n/a
<u>Leq</u>	<u>58.6</u>		
L <sub>max</sub>			
L <sub>dn</sub>			
CNEL			

### Field Notes:

- Quiet neighborhood
- 
- 
-

# West Covina Assisted Living Facility ST-5

4/30/2019

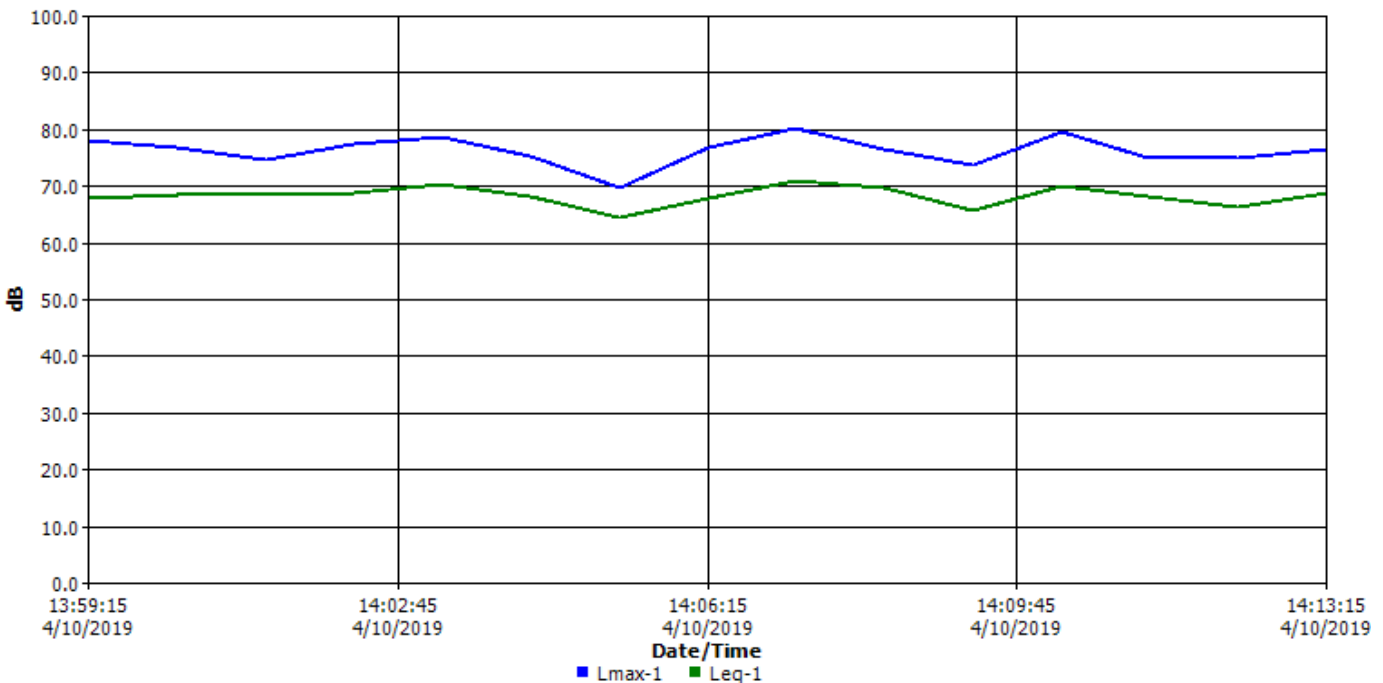
## Information Panel

Name West Covina Assisted Living Facility ST-5  
 Start Time Wednesday, April 10, 2019 13:58:15  
 Stop Time Wednesday, April 10, 2019 14:13:15  
 Device Model Type SoundPro DL  
 Comments

## General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	68.4 dB	Exchange Rate	1	3 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3 dB
Weighting	2	A	Response	2	SLOW

## Logged Data Chart



## Logged Data Table

Timestamp	Lmax-1	Leq-1
4/10/2019 1:59:15 PM	77.8	67.7
4/10/2019 2:00:15 PM	76.7	68.3
4/10/2019 2:01:15 PM	74.5	68.4
4/10/2019 2:02:15 PM	77.3	68.7
4/10/2019 2:03:15 PM	78.4	70.2
4/10/2019 2:04:15 PM	75.0	68.2
4/10/2019 2:05:15 PM	69.5	64.2
4/10/2019 2:06:15 PM	76.7	67.7
4/10/2019 2:07:15 PM	80.1	70.9
4/10/2019 2:08:15 PM	76.4	69.5
4/10/2019 2:09:15 PM	73.6	65.6
4/10/2019 2:10:15 PM	79.6	69.9
4/10/2019 2:11:15 PM	74.9	68.2
4/10/2019 2:12:15 PM	74.9	66.1
4/10/2019 2:13:15 PM	76.5	68.6

## Noise Measurement Report Form

Project: West Covina Assisted Living Contract No (s): 2019-17  
 Date: 4/10/19 Day of Week: Wednesday Time: 1:58 pm  
 Monitoring Site Number: 5 Monitoring Site Address: W Garvey Ave N  
 Measurement Taken By: BB  
 Approximate Wind Speed: 8 mph [km/hr] Approximate Wind Direction: From the West  
 Approximate distance of Sound Level Meter from Receptor Location: 5 ft  
 Approximate distance of Sound Level Meter from Construction Site: 0.06 miles  
 (Leave Blank for Baseline Ambient)  
 Receptor Land Use (Check One) ☐ Residential / Institutional ☒ Commercial / Recreational  
 Sound Level Meter: Make and Model: \_\_\_\_\_ Serial Number: \_\_\_\_\_  
 Meter Setting ☒ A-Weighted Sound Level (SLOW) ☐ C-Weighted Sound Level (FAST) for Impacts  
 Duration of Measurement: 15 min  
 Check the measurement purpose: \_\_\_\_\_  
☒ Baseline condition ☐ Ongoing construction ☐ Major change ☐ Complaint response

### Measurement Results:

Measurement Type	Measured Level	Noise Criteria Threshold	Exceedance
Calibration	<u>114.0</u>	n/a	n/a
$L_{eq}$	<u>68.4</u>		
$L_{max}$			
$L_{dn}$			
CNEL			

### Field Notes:

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_

# West Covina Assisted Living Facility ST-6

4/30/2019

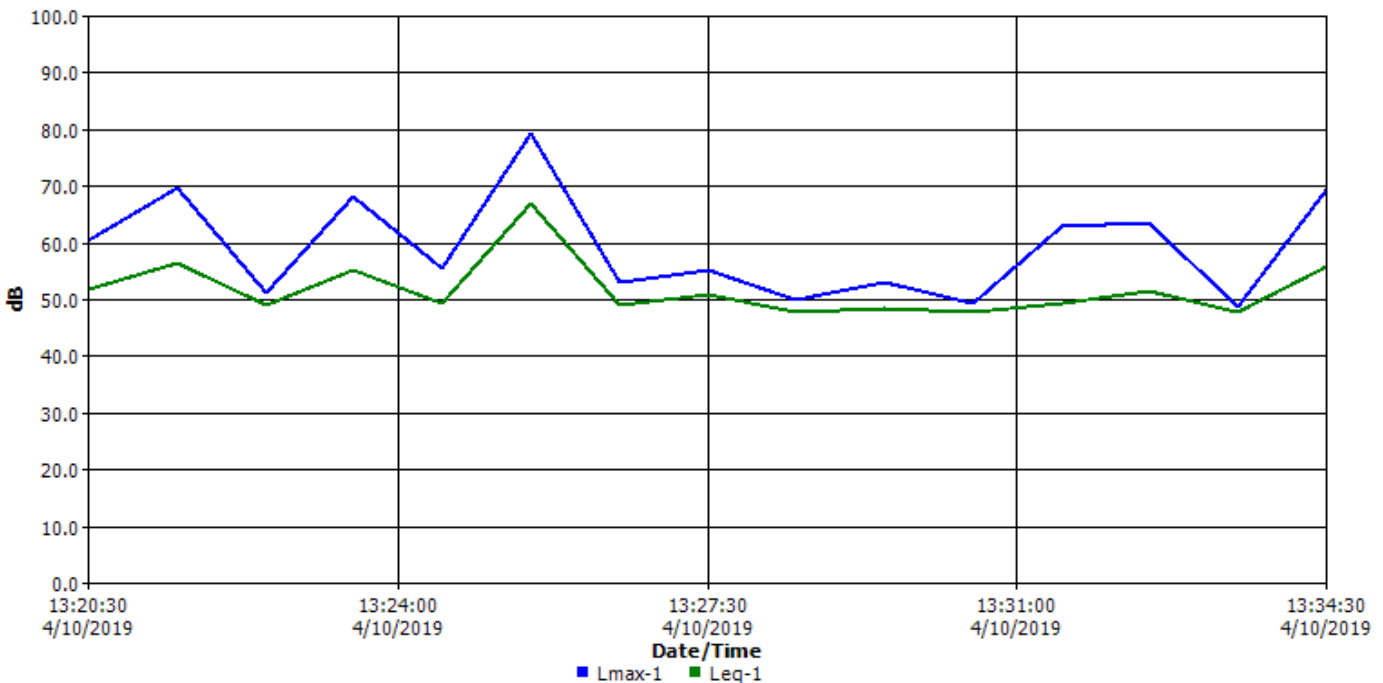
## Information Panel

Name West Covina Assisted Living Facility ST-6  
 Start Time Wednesday, April 10, 2019 13:19:30  
 Stop Time Wednesday, April 10, 2019 13:34:30  
 Device Model Type SoundPro DL  
 Comments

## General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	56.6 dB	Exchange Rate	1	3 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3 dB
Weighting	2	A	Response	2	SLOW

## Logged Data Chart



## Logged Data Table

Timestamp	Lmax-1	Leq-1
4/10/2019 1:20:30 PM	60.3	51.7
4/10/2019 1:21:30 PM	69.5	56.2
4/10/2019 1:22:30 PM	51.0	49.0
4/10/2019 1:23:30 PM	68.2	55.1
4/10/2019 1:24:30 PM	55.5	49.2
4/10/2019 1:25:30 PM	79.1	66.9
4/10/2019 1:26:30 PM	52.9	49.0
4/10/2019 1:27:30 PM	55.1	50.9
4/10/2019 1:28:30 PM	49.8	47.8
4/10/2019 1:29:30 PM	52.9	48.3
4/10/2019 1:30:30 PM	49.3	47.7
4/10/2019 1:31:30 PM	62.7	49.3
4/10/2019 1:32:30 PM	63.3	51.3
4/10/2019 1:33:30 PM	48.5	47.8
4/10/2019 1:34:30 PM	69.2	55.7

## Noise Measurement Report Form

Project: West Canna Assisted Living Contract No (s): 2019-17  
 Date: 4/10/19 Day of Week: Wednesday Time: 1:20  
 Monitoring Site Number: 6 Monitoring Site Address: N Yaleten Ave  
 Measurement Taken By: BJS  
 Approximate Wind Speed: 0 mph [km/hr] Approximate Wind Direction: From the SW  
 Approximate distance of Sound Level Meter from Receptor Location: 5 ft  
 Approximate distance of Sound Level Meter from Construction Site: 0.10 miles  
 (Leave Blank for Baseline Ambient)  
 Receptor Land Use (Check One) ☒ Residential / Institutional ☐ Commercial / Recreational  
 Sound Level Meter: Make and Model: \_\_\_\_\_ Serial Number: \_\_\_\_\_  
 Meter Setting ☒ A-Weighted Sound Level (SLOW) ☐ C-Weighted Sound Level (FAST) for Impacts  
 Duration of Measurement: 15 min  
 Check the measurement purpose: \_\_\_\_\_  
☒ Baseline condition ☐ Ongoing construction ☐ Major change ☐ Complaint response

### Measurement Results:

Measurement Type	Measured Level	Noise Criteria Threshold	Exceedance
Calibration	<u>114.0</u>	n/a	n/a
<u>L<sub>eq</sub></u>	<u>56.7</u>		
L <sub>max</sub>			
L <sub>dn</sub>			
CNEL			

### Field Notes:

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_



## Noise and Vibration Calculations

Noise Formulas

Noise Distance Attenuation

Hard Site

Equation:  $N_i = N_o - 20 \cdot (\log D_i / D_o)$        $D_i$  = distance to receptor ( $D_i > D_o$ )

$N_i$  = attenuated noise level of interest       $D_o$  = reference distance  
 $N_o$  = reference noise level

Source: (Bolt, Beranek, and Newman, 1971)

Summation of Noise Levels

Equation:  $N_s = 10 \times \log_{10}((10^{(N_1/10)}) + (10^{(N_2/10)}) + (10^{(N_3/10)}) + (10^{(N_4/10)}))$

$N_s$  = Noise Level Sum  
 $N_1$  = Noise Level 1  
 $N_2$  = Noise Level 2  
 $N_3$  = Noise Level 3  
 $N_4$  = Noise Level 4

Source: California Department of Transportation, Technical Noise Supplement, 2013

Construction Noise Analysis

Outdoor Construction Noise Levels	
Construction Phase	Noise Level at 50 feet (dBA)
Demolition	84.2
Site Preparation	83.2
Excavation	83.2
Building Construction	82.9
Paving	80.0
Architectural Coating	73.7

Source: Federal Highway Administration, Roadway Construction Noise Model, 2008

Construction: Resulting Noise Level Increases						
Sensitive Receptor	Distance (feet)	Intervening Building (-4.5 dBA)	Reference Noise Level (dBA)	Max Construction Noise (dBA, Leq)	Existing Ambient (dBA, Leq)	New Ambient (dBA, Leq)
Wayside Motel	15	No	84.2	94.7	68.4	94.7
Residences to the north	20	No	84.2	92.2	67.1	92.2
Walnut Inn and Suites to the west	115	Yes	84.2	72.5	68.4	73.9
Sunset Medical Plaza	210	No	84.2	71.7	67.1	73.0
Residences to the west	225	Yes	84.2	66.6	56.6	67.0
Al-Nabi Mosqure	330	Yes	84.2	63.3	68.4	69.6
Residences to the north	350	Yes	84.2	62.8	58.6	64.2
Residences to the northeast	400	No	84.2	66.1	50.6	66.3
Residences to the east	470	No	84.2	64.7	72.8	73.4
Kaiser Permanente medical facilities	475	Yes	84.2	60.1	68.4	69.0

Vibration Formulas

Vibration PPV Attenuation

Equation:  $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$   
**PPV (equip)** is the peak particle velocity in in/sec of the equipment adjusted for distance  
**PPV (ref)** is the reference vibration level in in/sec at 25 feet from Table 12-2  
**D** is the distance from the equipment to the receiver.

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.

Vibration VdB Attenuation

Equation:  $L_v(D) = L_v(25 \text{ ft}) - 30 \log(D/25)$   
**D** = Distance (feet)  
**L<sub>v</sub>(D)** = Vibration Level

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.

## APPENDIX C

---

### TNM Mobile Noise

**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>								12 June 2019					
<Analysis By?>								TNM 2.5					
								Calculated with TNM 2.5					
<b>RESULTS: SOUND LEVELS</b>													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		<Run Title?>											
BARRIER DESIGN:		INPUT HEIGHTS											
		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.											
ATMOSPHERICS:		68 deg F, 50% RH											
<b>Receiver</b>													
<b>Name</b>	<b>No.</b>	<b>#DUs</b>	<b>Existing LAeq1h</b>	<b>No Barrier LAeq1h Calculated</b>	<b>Crit'n</b>	<b>Increase over existing Calculated</b>	<b>Crit'n Sub'l Inc</b>	<b>Type Impact</b>	<b>With Barrier Calculated LAeq1h</b>	<b>Noise Reduction Calculated</b>	<b>Goal</b>	<b>Calculated minus Goal</b>	
			dB	dB	dB	dB	dB		dB	dB	dB	dB	
Receiver1	1	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8	-8.0	
<b>Dwelling Units</b>		<b># DUs</b>	<b>Noise Reduction</b>										
			<b>Min</b>	<b>Avg</b>	<b>Max</b>								
			<b>dB</b>	<b>dB</b>	<b>dB</b>								
All Selected		1	0.0	0.0	0.0								
All Impacted		1	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>													
<Analysis By?>													
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		<Run Title?>											
BARRIER DESIGN:		INPUT HEIGHTS											
ATMOSPHERICS:		68 deg F, 50% RH											
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min dB	Avg dB	Max dB								
All Selected		1	0.0	0.0	0.0								
All Impacted		0	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>													
<Analysis By?>													
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		<Run Title?>											
BARRIER DESIGN:		INPUT HEIGHTS											
ATMOSPHERICS:		68 deg F, 50% RH											
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min dB	Avg dB	Max dB								
All Selected		1	0.0	0.0	0.0								
All Impacted		0	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>								12 June 2019					
<Analysis By?>								TNM 2.5					
								Calculated with TNM 2.5					
<b>RESULTS: SOUND LEVELS</b>													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		<Run Title?>											
BARRIER DESIGN:		INPUT HEIGHTS											
		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.											
ATMOSPHERICS:		68 deg F, 50% RH											
<b>Receiver</b>													
<b>Name</b>	<b>No.</b>	<b>#DUs</b>	<b>Existing LAeq1h</b>	<b>No Barrier LAeq1h Calculated</b>	<b>Crit'n</b>	<b>Increase over existing Calculated</b>	<b>Crit'n Sub'l Inc</b>	<b>Type Impact</b>	<b>With Barrier Calculated LAeq1h</b>	<b>Noise Reduction Calculated</b>	<b>Goal</b>	<b>Calculated minus Goal</b>	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0	
<b>Dwelling Units</b>		<b># DUs</b>	<b>Noise Reduction</b>										
			<b>Min dB</b>	<b>Avg dB</b>	<b>Max dB</b>								
All Selected		1	0.0	0.0	0.0								
All Impacted		1	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

**<Project Name?>**

C:\TNM25\WEST COVINA ASSISTED LIVING\EXISTING\GarveySouth\_Ex



**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>													
<Analysis By?>													
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		<Run Title?>											
BARRIER DESIGN:		INPUT HEIGHTS											
ATMOSPHERICS:		68 deg F, 50% RH											
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		1	0.0	0.0	0.0								
All Impacted		1	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>													
<Analysis By?>													
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		<Run Title?>											
BARRIER DESIGN:		INPUT HEIGHTS											
ATMOSPHERICS:		68 deg F, 50% RH											
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		1	0.0	0.0	0.0								
All Impacted		0	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>													
<Analysis By?>													
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		<Run Title?>											
BARRIER DESIGN:		INPUT HEIGHTS											
ATMOSPHERICS:		68 deg F, 50% RH											
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		1	0.0	0.0	0.0								
All Impacted		0	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>								12 June 2019					
<Analysis By?>								TNM 2.5					
								Calculated with TNM 2.5					
<b>RESULTS: SOUND LEVELS</b>													
<b>PROJECT/CONTRACT:</b>		<Project Name?>											
<b>RUN:</b>		<Run Title?>											
<b>BARRIER DESIGN:</b>		INPUT HEIGHTS											
		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.											
<b>ATMOSPHERICS:</b>		68 deg F, 50% RH											
<b>Receiver</b>													
<b>Name</b>	<b>No.</b>	<b>#DUs</b>	<b>Existing LAeq1h</b>	<b>No Barrier LAeq1h Calculated</b>	<b>Crit'n</b>	<b>Increase over existing Calculated</b>	<b>Crit'n Sub'l Inc</b>	<b>Type Impact</b>	<b>With Barrier Calculated LAeq1h</b>	<b>Noise Reduction Calculated</b>	<b>Goal</b>	<b>Calculated minus Goal</b>	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0	
<b>Dwelling Units</b>		<b># DUs</b>	<b>Noise Reduction</b>										
			<b>Min dB</b>	<b>Avg dB</b>	<b>Max dB</b>								
All Selected		1	0.0	0.0	0.0								
All Impacted		1	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>								12 June 2019					
<Analysis By?>								TNM 2.5					
								Calculated with TNM 2.5					
<b>RESULTS: SOUND LEVELS</b>													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		<Run Title?>											
BARRIER DESIGN:		INPUT HEIGHTS											
		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.											
ATMOSPHERICS:		68 deg F, 50% RH											
<b>Receiver</b>													
<b>Name</b>	<b>No.</b>	<b>#DUs</b>	<b>Existing LAeq1h</b>	<b>No Barrier LAeq1h Calculated</b>	<b>Crit'n</b>	<b>Increase over existing Calculated</b>	<b>Crit'n Sub'l Inc</b>	<b>Type Impact</b>	<b>With Barrier Calculated LAeq1h</b>	<b>Noise Reduction Calculated</b>	<b>Goal</b>	<b>Calculated minus Goal</b>	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0	
<b>Dwelling Units</b>		<b># DUs</b>	<b>Noise Reduction</b>										
			<b>Min</b>	<b>Avg</b>	<b>Max</b>								
			<b>dB</b>	<b>dB</b>	<b>dB</b>								
All Selected		1	0.0	0.0	0.0								
All Impacted		0	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>								12 June 2019					
<Analysis By?>								TNM 2.5					
								Calculated with TNM 2.5					
<b>RESULTS: SOUND LEVELS</b>													
<b>PROJECT/CONTRACT:</b>		<Project Name?>											
<b>RUN:</b>		<Run Title?>											
<b>BARRIER DESIGN:</b>		INPUT HEIGHTS											
		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.											
<b>ATMOSPHERICS:</b>		68 deg F, 50% RH											
<b>Receiver</b>													
<b>Name</b>	<b>No.</b>	<b>#DUs</b>	<b>Existing LAeq1h</b>	<b>No Barrier LAeq1h Calculated</b>	<b>Crit'n</b>	<b>Increase over existing Calculated</b>	<b>Crit'n Sub'l Inc</b>	<b>Type Impact</b>	<b>With Barrier Calculated LAeq1h</b>	<b>Noise Reduction Calculated</b>	<b>Goal</b>	<b>Calculated minus Goal</b>	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0	
<b>Dwelling Units</b>		<b># DUs</b>	<b>Noise Reduction</b>										
			<b>Min dB</b>	<b>Avg dB</b>	<b>Max dB</b>								
All Selected		1	0.0	0.0	0.0								
All Impacted		1	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>													
<Analysis By?>													
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		<Run Title?>											
BARRIER DESIGN:		INPUT HEIGHTS											
ATMOSPHERICS:		68 deg F, 50% RH											
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min dB	Avg dB	Max dB								
All Selected		1	0.0	0.0	0.0								
All Impacted		0	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>								12 June 2019					
<Analysis By?>								TNM 2.5					
								Calculated with TNM 2.5					
<b>RESULTS: SOUND LEVELS</b>													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		<Run Title?>											
BARRIER DESIGN:		INPUT HEIGHTS											
		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.											
ATMOSPHERICS:		68 deg F, 50% RH											
<b>Receiver</b>													
<b>Name</b>	<b>No.</b>	<b>#DUs</b>	<b>Existing LAeq1h</b>	<b>No Barrier LAeq1h Calculated</b>	<b>Crit'n</b>	<b>Increase over existing Calculated</b>	<b>Crit'n Sub'l Inc</b>	<b>Type Impact</b>	<b>With Barrier Calculated LAeq1h</b>	<b>Noise Reduction Calculated</b>	<b>Goal</b>	<b>Calculated minus Goal</b>	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0	
<b>Dwelling Units</b>		<b># DUs</b>	<b>Noise Reduction</b>										
			<b>Min</b>	<b>Avg</b>	<b>Max</b>								
			<b>dB</b>	<b>dB</b>	<b>dB</b>								
All Selected		1	0.0	0.0	0.0								
All Impacted		0	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								



**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>								12 June 2019					
<Analysis By?>								TNM 2.5					
								Calculated with TNM 2.5					
<b>RESULTS: SOUND LEVELS</b>													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		<Run Title?>											
BARRIER DESIGN:		INPUT HEIGHTS											
		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.											
ATMOSPHERICS:		68 deg F, 50% RH											
<b>Receiver</b>													
<b>Name</b>	<b>No.</b>	<b>#DUs</b>	<b>Existing LAeq1h</b>	<b>No Barrier LAeq1h Calculated</b>	<b>Crit'n</b>	<b>Increase over existing Calculated</b>	<b>Crit'n Sub'l Inc</b>	<b>Type Impact</b>	<b>With Barrier Calculated LAeq1h</b>	<b>Noise Reduction Calculated</b>	<b>Goal</b>	<b>Calculated minus Goal</b>	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0	
<b>Dwelling Units</b>		<b># DUs</b>	<b>Noise Reduction</b>										
			<b>Min dB</b>	<b>Avg dB</b>	<b>Max dB</b>								
All Selected		1	0.0	0.0	0.0								
All Impacted		1	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>													
<Analysis By?>													
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		<Run Title?>											
BARRIER DESIGN:		INPUT HEIGHTS											
ATMOSPHERICS:		68 deg F, 50% RH											
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min dB	Avg dB	Max dB								
All Selected		1	0.0	0.0	0.0								
All Impacted		0	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>								12 June 2019					
<Analysis By?>								TNM 2.5					
								Calculated with TNM 2.5					
<b>RESULTS: SOUND LEVELS</b>													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		<Run Title?>											
BARRIER DESIGN:		INPUT HEIGHTS											
		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.											
ATMOSPHERICS:		68 deg F, 50% RH											
<b>Receiver</b>													
<b>Name</b>	<b>No.</b>	<b>#DUs</b>	<b>Existing LAeq1h</b>	<b>No Barrier LAeq1h Calculated</b>	<b>Crit'n</b>	<b>Increase over existing Calculated</b>	<b>Crit'n Sub'l Inc</b>	<b>Type Impact</b>	<b>With Barrier Calculated LAeq1h</b>	<b>Noise Reduction Calculated</b>	<b>Goal</b>	<b>Calculated minus Goal</b>	
			dB	dB	dB	dB	dB		dB	dB	dB	dB	
Receiver1	1	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0	
<b>Dwelling Units</b>		<b># DUs</b>	<b>Noise Reduction</b>										
			<b>Min</b>	<b>Avg</b>	<b>Max</b>								
			<b>dB</b>	<b>dB</b>	<b>dB</b>								
All Selected		1	0.0	0.0	0.0								
All Impacted		1	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>								12 June 2019					
<Analysis By?>								TNM 2.5					
								Calculated with TNM 2.5					
<b>RESULTS: SOUND LEVELS</b>													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		<Run Title?>											
BARRIER DESIGN:		INPUT HEIGHTS											
		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.											
ATMOSPHERICS:		68 deg F, 50% RH											
<b>Receiver</b>													
<b>Name</b>	<b>No.</b>	<b>#DUs</b>	<b>Existing LAeq1h</b>	<b>No Barrier LAeq1h Calculated</b>	<b>Crit'n</b>	<b>Increase over existing Calculated</b>	<b>Crit'n Sub'l Inc</b>	<b>Type Impact</b>	<b>With Barrier Calculated LAeq1h</b>	<b>Noise Reduction Calculated</b>	<b>Goal</b>	<b>Calculated minus Goal</b>	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0	
<b>Dwelling Units</b>		<b># DUs</b>	<b>Noise Reduction</b>										
			<b>Min dB</b>	<b>Avg dB</b>	<b>Max dB</b>								
All Selected		1	0.0	0.0	0.0								
All Impacted		0	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>													
<Analysis By?>													
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		<Run Title?>											
BARRIER DESIGN:		INPUT HEIGHTS											
ATMOSPHERICS:		68 deg F, 50% RH											
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min dB	Avg dB	Max dB								
All Selected		1	0.0	0.0	0.0								
All Impacted		0	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>								12 June 2019					
<Analysis By?>								TNM 2.5					
								Calculated with TNM 2.5					
<b>RESULTS: SOUND LEVELS</b>													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		<Run Title?>											
BARRIER DESIGN:		INPUT HEIGHTS											
		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.											
ATMOSPHERICS:		68 deg F, 50% RH											
<b>Receiver</b>													
<b>Name</b>	<b>No.</b>	<b>#DUs</b>	<b>Existing LAeq1h</b>	<b>No Barrier LAeq1h Calculated</b>	<b>Crit'n</b>	<b>Increase over existing Calculated</b>	<b>Crit'n Sub'l Inc</b>	<b>Type Impact</b>	<b>With Barrier Calculated LAeq1h</b>	<b>Noise Reduction Calculated</b>	<b>Goal</b>	<b>Calculated minus Goal</b>	
			dB	dB	dB	dB	dB		dB	dB	dB	dB	
Receiver1	1	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0	
<b>Dwelling Units</b>		<b># DUs</b>	<b>Noise Reduction</b>										
			<b>Min</b>	<b>Avg</b>	<b>Max</b>								
			<b>dB</b>	<b>dB</b>	<b>dB</b>								
All Selected		1	0.0	0.0	0.0								
All Impacted		1	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

**RESULTS: SOUND LEVELS**

&lt;Project Name?&gt;

<Organization?>													
<Analysis By?>													
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		<Run Title?>											
BARRIER DESIGN:		INPUT HEIGHTS											
ATMOSPHERICS:		68 deg F, 50% RH											
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min dB	Avg dB	Max dB								
All Selected		1	0.0	0.0	0.0								
All Impacted		0	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

## Appendix D

### Air Quality Impact Study



# ASSISTED LIVING FACILITY

## Air Quality Impact Study

Prepared for:  
*City of West Covina*

June 2019

## TABLE OF CONTENTS

<b>1.0</b>	<b>SUMMARY OF FINDINGS .....</b>	<b>1</b>
<b>2.0</b>	<b>INTRODUCTION .....</b>	<b>2</b>
2.1	Study Purpose .....	2
2.2	Project Description.....	2
<b>3.0</b>	<b>AIR QUALITY .....</b>	<b>4</b>
3.1	Pollutants & Effects.....	4
3.2	Regulatory Framework .....	9
3.3	Existing Setting .....	14
3.4	Methodology and Significance Thresholds .....	17
3.5	Environmental Impacts .....	19
<b>4.0</b>	<b>REFERENCES .....</b>	<b>25</b>

## APPENDIX A: CALEEMOD FILES

### LIST OF TABLES

Table 1-1	Summary Of Impact Statements.....	1
Table 3-1	Ambient Air Quality Standards And Attainment Status Designations .....	10
Table 3-2	Ambient Air Quality Data .....	15
Table 3-3	SCAQMD Daily Construction Emissions Thresholds.....	18
Table 3-4	SCAQMD Daily Regional Operational Emissions Thresholds .....	19
Table 3-5	Estimated Regional Construction Emissions – Unmitigated .....	20
Table 3-6	Estimated Localized Construction Emissions – Unmitigated .....	21
Table 3-7	Estimated Daily Operational Emissions.....	21

### LIST OF FIGURES

Figure 2-1	Project Location .....	3
Figure 3-1	South Coast Air Basin.....	13
Figure 3-2	Air Quality Sensitive Receptors .....	16

## 1.0 SUMMARY OF FINDINGS

Terry A. Hayes Associates Inc. (TAHA) completed an Air Quality Emissions Impact Study (Study) for the West Covina Assisted Living Facility (proposed project). The Study addresses potential air quality impacts associated with pollutant emissions generated by construction and operation of the proposed project in accordance with South Coast Air Quality Management District (SCAQMD) methodologies. Conclusions that address significance determinations under the California Environmental Quality Act (CEQA) Environmental Checklist criteria are shown in **Table 1-1**. All impacts were determined to be less-than-significant and no mitigation measures are required.

<b>TABLE 1-1: SUMMARY OF IMPACT STATEMENTS</b>		
<b>Impact Statement</b>	<b>Proposed Project Level of Significance</b>	<b>Applicable Mitigation Measures</b>
Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?	Less-Than-Significant Impact	None
Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	Less-Than-Significant Impact	None
Would the proposed project expose sensitive receptors to substantial pollutant concentrations?	Less-Than-Significant Impact	None
Would the proposed project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less-Than-Significant Impact	None
<b>SOURCE:</b> TAHA, 2019.		

## 2.0 INTRODUCTION

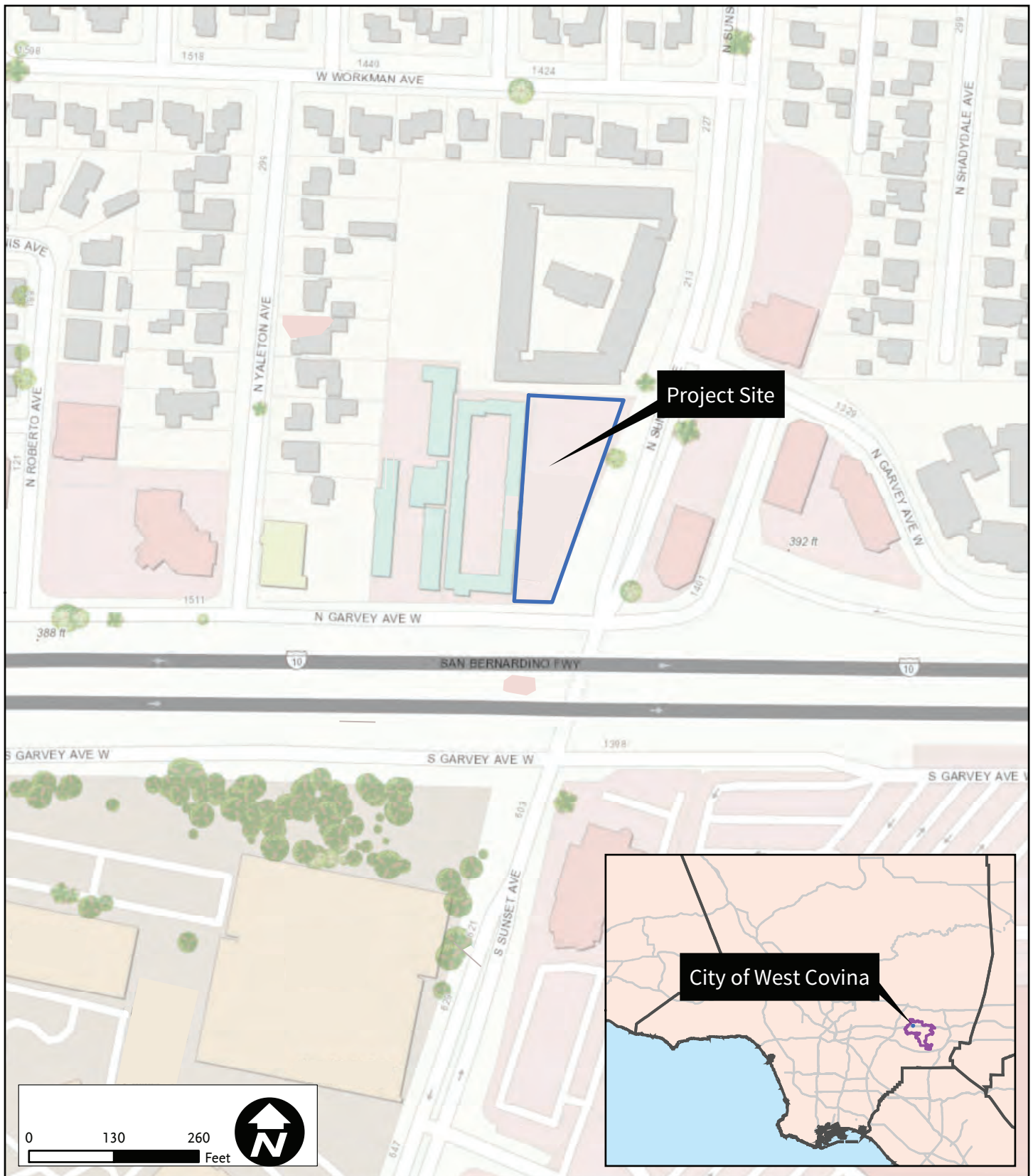
### 2.1 STUDY PURPOSE

The CEQA Guidelines require the identification and disclosure of potential environmental impacts of proposed discretionary projects prior to approval by the Lead Agency. The Lead Agency is the City of West Covina. The purpose of this Study is to evaluate the potential significance of environmental impacts related to air quality resulting from implementation of the proposed project. Consistent with SCAQMD guidance, potential impacts to air quality are characterized by comparing daily emissions of air pollutants that would be generated during construction and operation of the proposed project to the applicable Air Quality Significance Thresholds, at both regional and localized scales.

### 2.2 PROJECT DESCRIPTION

The project site is located on an approximately 1.10-acre (48,020-square-foot) lot at 1415 West Garvey Avenue North in the City of West Covina (Assessor's Parcel Numbers [APN] 8458-023-020). The project site is immediately adjacent to a motel to the west, and a multi-family apartment building to the north, a commercial retail building to the east across Sunset Avenue, and Interstate 10 (I-10) to the south. The location of the project site is shown in **Figure 2-1**.

The proposed project includes the demolition of the existing 8,029-square-foot dental office building and the construction of a five-story, 80,086-square-foot licensed elderly residential care facility with 92 suites and 55 spaces of subterranean parking. The ground floor would include a reception area, memory care, assisted living dining room, lounge, kitchen and other associated spaces. Additionally, the ground floor building exterior features an outdoor patio, memory care courtyard, fire pit, amphitheater with a movie wall, and recreational areas, including a bocce ball court and shuffleboard court. The second floor includes a gym, common area and residential units. The third floor includes a physical therapy room and residential units. The fourth floor includes storage room, multi-purpose common area and residential units. The fifth floor includes a multi-purpose room, common area and residential units. The proposed project also includes a recreational roof deck with a roof deck garden, a dog park, community farm and dining table area.



Source: TAHA, 2019.

FIGURE 2-1  
 PROJECT LOCATION

### 3.0 AIR QUALITY

This section examines the degree to which the proposed project may result in significant and/or adverse changes to air quality following an introductory discussion of air pollutants and their associated effects, an overview of relevant regulations, and a discussion of the existing ambient air quality conditions in the project area. Short-term emissions resulting from construction activities and long-term effects related to the future operation of the proposed project are discussed in this section. This analysis focuses on air pollution from two perspectives: daily emissions and resulting pollutant concentrations. Emissions refer to the mass of pollutant released into the air, measured in pounds per day (lbs/day). Concentrations refer to the amount of pollutant material per volumetric unit of air, measured in parts per million (ppm) or micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ).

#### 3.1 POLLUTANTS & EFFECTS

##### State and Federal Criteria Pollutants

Air quality is commonly characterized by ambient concentrations of seven specific pollutants identified by the United States Environmental Protection Agency (USEPA) to be of concern with respect to health and welfare of the general public. These specific pollutants, known as “criteria air pollutants,” are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include ground-level ozone ( $\text{O}_3$ ), carbon monoxide (CO), nitrogen dioxide ( $\text{NO}_2$ ), sulfur dioxide ( $\text{SO}_2$ ), particulate matter ten microns or less in diameter ( $\text{PM}_{10}$ ), particulate matter 2.5 microns or less in diameter ( $\text{PM}_{2.5}$ ), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.<sup>1</sup>

**Ozone ( $\text{O}_3$ ).**  $\text{O}_3$ , a colorless gas with a sharp odor, is a highly reactive form of oxygen. High  $\text{O}_3$  concentrations exist naturally in the stratosphere. However, it is also formed in the atmosphere when reactive organic gases (ROG), which include volatile organic compounds (VOC) and nitrogen oxides ( $\text{NO}_x$ ), react in the presence of ultraviolet sunlight (also known as smog). The primary sources of ROG and  $\text{NO}_x$ , the components of  $\text{O}_3$ , are automobile exhaust and industrial sources. Some mixing of stratospheric  $\text{O}_3$  downward through the troposphere to the earth’s surface does occur; however, the extent of  $\text{O}_3$  transport is limited.

While  $\text{O}_3$  is beneficial in the stratosphere because it filters out skin-cancer-causing ultraviolet radiation, it is a highly reactive oxidant. It is this reactivity which accounts for its damaging effects on materials, plants, and human health at the earth’s surface. The propensity of  $\text{O}_3$  for reacting with organic materials causes it to be damaging to living cells and cause health effects.  $\text{O}_3$  enters the human body primarily through the respiratory tract and causes respiratory irritation and discomfort, makes breathing more difficult during exercise, and reduces the respiratory system’s ability to remove inhaled particles and fight infection. Individuals exercising outdoors, children and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible subgroups for  $\text{O}_3$  effects.

Short-term exposures (lasting for a few hours) to  $\text{O}_3$  at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. In recent years, a correlation between elevated ambient  $\text{O}_3$  levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in communities with high  $\text{O}_3$ . Elevated  $\text{O}_3$  levels are also associated with increased school absences.  $\text{O}_3$  exposure under

---

<sup>1</sup>SCAQMD, *Final Program Environmental Impact Report for the 2016 AQMP*, December 7, 2012.

exercising conditions is known to increase the severity of the above-mentioned observed responses. Animal studies suggest that exposures to a combination of pollutants which include  $O_3$  may be more toxic than exposure to  $O_3$  alone. Although changes to lung volume and resistance observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

**Carbon Monoxide (CO).** CO is a colorless, odorless, relatively inert gas. It is a trace constituent in the unpolluted troposphere and is produced by both natural processes and human activities. In remote areas far from human habitation, CO occurs in the atmosphere at an average background concentration of 0.04 ppm, primarily as a result of natural processes such as forest fires and the oxidation of methane. Global atmospheric mixing of CO from urban and industrial sources creates higher background concentrations (up to 0.20 ppm) near urban areas. The major source of CO in urban areas is incomplete combustion of carbon-containing fuels, mainly gasoline.

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes. Studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels. These include pre-term births and heart abnormalities.

**Nitrogen Dioxide ( $NO_2$ ).**  $NO_2$  is a reddish-brown gas with a bleach-like odor. Nitric oxide (NO) is a colorless gas, formed from nitrogen ( $N_2$ ) and oxygen under conditions of high temperature and pressure which are generally present during combustion of fuels (e.g., motor vehicles); NO reacts rapidly with the oxygen in air to form  $NO_2$ .  $NO_2$  is responsible for the brownish tinge of polluted air. The two gases, NO and  $NO_2$ , are referred to collectively as  $NO_x$ . In the presence of sunlight,  $NO_2$  reacts to form NO and an oxygen atom. The oxygen atom can react further to form  $O_3$ , via a complex series of chemical reactions involving hydrocarbons.

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposures to  $NO_2$  at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California (fewer or no stoves). In healthy subjects, increase in resistance to air flow and airway contraction is observed after short-term exposure to  $NO_2$ . Larger decreases in lung functions are observed in individuals with asthma and/or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups. More recent studies have found associations between  $NO_2$  exposures and cardiopulmonary mortality, decreased lung function, respiratory symptoms and emergency room asthma visits. The severity of lung tissue damage associated with high levels of  $O_3$  exposure increases when animals are exposed to a combination of  $O_3$  and  $NO_2$ .

**Sulfur Dioxide ( $SO_2$ ).**  $SO_2$  is a colorless gas with a sharp odor. It reacts in air to form sulfuric acid, which contributes to acid precipitation, and sulfates, which are components of particulate matter. Main sources of  $SO_2$  include coal and oil used in power plants and industries. Exposure of a few minutes to low levels of  $SO_2$  can result in airway constriction in some asthmatics. All asthmatics are sensitive to the effects of  $SO_2$ . In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, is observed after acute higher exposure to  $SO_2$ . In contrast, healthy individuals do not exhibit similar acute responses, even after exposure to higher concentrations of  $SO_2$ .

Animal studies suggest that despite SO<sub>2</sub> being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO<sub>2</sub> levels. In these studies, efforts to separate the effects of SO<sub>2</sub> from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor.

**Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>).** Particles small enough to be inhaled into the deepest parts of the lung are of great concern to public health. Major sources of PM<sub>10</sub> include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions. PM<sub>2.5</sub> results from fuel combustion (e.g., motor vehicles, power generation and industrial facilities), residential fireplaces and wood stoves. In addition, PM<sub>2.5</sub> can be formed in the atmosphere from gases such as SO<sub>2</sub>, NO<sub>x</sub>, and VOC.

Respirable particles (PM<sub>10</sub>) can accumulate in the respiratory system and aggravate health problems such as asthma, bronchitis and other lung diseases. Children, the elderly, exercising adults, and those suffering from asthma are especially vulnerable to adverse health effects of PM. A consistent correlation between elevated ambient fine particulate matter (PM<sub>2.5</sub>) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. Studies have reported an association between long-term exposure to air pollution dominated by PM<sub>2.5</sub> and increased mortality, reduction in lifespan, and an increased mortality from lung cancer.

Daily fluctuations in PM<sub>2.5</sub> concentration levels have also been related to hospital admissions for acute respiratory conditions, to school and kindergarten absences, to a decrease in respiratory function in normal children and to increased medication use in children and adults with asthma. Studies have also shown lung function growth in children is reduced with long-term exposure to PM. In addition to children, the elderly, and people with pre-existing respiratory and/or cardiovascular disease appear to be more susceptible to the effects of PM<sub>10</sub> and PM<sub>2.5</sub>.

**Lead (Pb).** Pb in the atmosphere is present as a mixture of a number of lead compounds. Leaded gasoline and lead smelters have been the main sources of lead emitted into the air. Due to the phasing out of leaded gasoline, there was a dramatic reduction in atmospheric Pb over the past three decades. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. In adults, increased Pb levels are associated with increased blood pressure. Pb poisoning can cause anemia, lethargy, seizures, and death.

There is no evidence to suggest that there are direct effects of Pb on the respiratory system. Pb can be stored in the bone from early-age environmental exposure, and elevated blood Pb levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland), and osteoporosis (breakdown of bone tissue). Fetuses and breast-fed babies can be exposed to higher levels of Pb because of previous environmental Pb exposure of their mothers.



## State-Only Criteria Pollutants

**Visibility-Reducing Particles.** Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and  $\text{NO}_x$ , as well as PM.

**Sulfates.** Sulfates are chemical compounds which contain the sulfate ion and are part of the mixture of solid materials which make up  $\text{PM}_{10}$ . Sulfates in the atmosphere are mostly produced by oxidation of  $\text{SO}_2$ . Oxidation of sulfur dioxide yields sulfur trioxide, which reacts with water to form sulfuric acid, which contributes to acid deposition. The reaction of sulfuric acid with basic substances such as ammonia yields sulfate, a component of  $\text{PM}_{10}$  and  $\text{PM}_{2.5}$ .

Most of the health effects associated with  $\text{PM}_{2.5}$  and  $\text{SO}_2$  at ambient levels are also associated with sulfates. Thus, both mortality and morbidity effects have been observed with an increase in ambient  $\text{SO}_x$  concentrations. However, studies to separate the effects of sulfates from the effects of other pollutants have generally not been successful. Clinical studies of asthmatics exposed to sulfuric acid suggest that adolescent asthmatics are possibly a subgroup susceptible to acid aerosol exposure. Animal studies suggest that acidic particles such as gaseous sulfuric acid and ammonium bisulfate are more toxic than nonacidic particles like ammonium sulfate. Whether the effects are attributable to acidity or to particles, remains unresolved.

**Hydrogen Sulfide.** Hydrogen sulfide is a colorless, flammable, poisonous compound having a characteristic rotten-egg odor. It is used as a reagent and as an intermediate in the preparation of other reduced sulfur compounds. It is also a by-product of the desulfurization processes in the oil and gas industries and rayon production, sewage treatment, and leather tanning. Geothermal power plants, petroleum production and refining, and sewer gas are specific sources of hydrogen sulfide in California. Hydrogen sulfide exposure is a cause of sudden death in the workplace.

**Vinyl Chloride.** Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is polyvinyl chloride in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the polyvinyl chloride into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

## Air Toxics

Air toxics are generally defined as those contaminants that are known or suspected to cause serious health problems, but do not have a corresponding ambient air quality standard. Air toxics are also defined as an air pollutant that may increase a person's risk of developing cancer and/or other serious health effects; however, the emission of a toxic chemical does not automatically create a health hazard. Other factors, such as the amount of the chemical; its toxicity, and how it is released into the air, the weather, and the terrain, all influence whether the emission could be hazardous to human health.

Air toxics are emitted by a variety of industrial processes that include petroleum refining, electric utility and chrome plating operations, commercial operations, such as gasoline stations and dry cleaners, and motor vehicle exhaust and may exist as PM<sub>10</sub> and PM<sub>2.5</sub> or as vapors (gases). Air toxics include metals, other particles, gases absorbed by particles, and certain vapors from fuels and other sources.

The emission of toxic substances into the air can be damaging to human health and to the environment. Human exposure to these pollutants at sufficient concentrations and durations can result in cancer, poisoning, and rapid onset of sickness, such as nausea or difficulty in breathing. Other less measurable effects include immunological, neurological, reproductive, developmental, and respiratory problems. Pollutants deposited onto soil or into lakes and streams affect ecological systems and eventually human health through consumption of contaminated food or water. The carcinogenic potential of air toxics is a particular public health concern because many scientists currently believe that there is no "safe" level of exposure to carcinogens. Any exposure to a carcinogen poses some risk of contracting cancer.

The majority of the estimated health risks from air toxics can be attributed to relatively few compounds, the most important being PM from the exhaust of diesel-fueled engines (diesel PM). Diesel PM differs from other air toxics in that it is a complex mixture of hundreds of substances rather than a single substance. Diesel PM is composed of two phases, gas and particle, and both phases contribute to the health risk. The gas phase is composed of many of the urban hazardous air pollutants, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde and polycyclic aromatic hydrocarbons. The particle phase is also composed of many different types of particles by size or composition. Fine and ultra-fine diesel PM are of the greatest health concern and may be composed of elemental carbon with adsorbed compounds such as organic compounds, SO<sub>x</sub>, nitrates, metals and other trace elements. Diesel PM is emitted from a broad range of diesel engines; the on-road diesel engines of trucks, buses and cars and the off-road diesel engines that include locomotives, marine vessels and heavy-duty equipment.

Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present. The most common exposure to diesel PM is breathing the air that contains diesel PM. The fine and ultra-fine particles are respirable (similar to PM<sub>2.5</sub>), which means that they can avoid many of the human respiratory system defense mechanisms and enter deeply into the lung. Exposure to diesel PM comes from both on-road and off-road engine exhaust that is either directly emitted from the engines or lingering in the atmosphere.

Diesel PM causes health effects from both short-term or acute exposures, and long-term chronic exposures. The type and severity of health effects depends upon several factors including the amount of chemical exposure and the duration of exposure. Individuals also react differently to different levels of exposure. There is limited information on exposure to just diesel PM but there is enough evidence to indicate that inhalation exposure to diesel exhaust causes acute and chronic health effects. Acute exposure to diesel exhaust may cause irritation to the eyes, nose, throat and lungs, and some neurological effects, such as lightheadedness. Acute exposure may also elicit a cough or nausea, as well as exacerbate asthma. Chronic exposure to diesel PM in experimental animal inhalation studies has shown a range of dose-dependent lung inflammation and cellular changes in the lung and immunological effects. Based upon human and laboratory studies, there is considerable evidence that diesel PM is a likely carcinogen. Human epidemiological studies have demonstrated an association between diesel PM exposure and increased lung cancer rates in occupational settings.

## 3.2 REGULATORY FRAMEWORK

### Federal

The Clean Air Act (CAA) governs air quality in the United States and is enforced by the USEPA. The USEPA is also responsible for establishing the National Ambient Air Quality Standards (NAAQS). The NAAQS are required under the 1977 CAA and subsequent amendments. The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. The USEPA has jurisdiction over emission sources outside State waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by the California Air Resource Board (CARB).

As required by the CAA, the NAAQS have been established for seven major air pollutants: O<sub>3</sub>, NO<sub>2</sub>, CO, PM<sub>2.5</sub>, PM<sub>10</sub>, SO<sub>2</sub>, and Pb. The ambient air quality standards for SO<sub>2</sub> are designed to protect against exposure to the entire group of sulfur oxides (SO<sub>x</sub>). Primary standards set limits to protect public health, including the health of at-risk populations such as people with pre-existing heart or lung disease (such as asthmatics), children, and older adults. Secondary standards set limits to protect public welfare, including protection against visibility impairment, damage to animals, crops, vegetation, and buildings. The CAA requires the USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for primary standards based on whether the NAAQS have been achieved. The primary federal standards are summarized in **Table 3-1**. The South Coast Air Basin (Basin) does not meet the NAAQS for O<sub>3</sub> and PM<sub>2.5</sub>.

In addition to the criteria pollutants, the air toxics provisions of the CAA require the USEPA to develop and enforce regulations to protect the public from exposure to airborne contaminants that are known to be hazardous to human health. In accordance with Section 112 of the CAA, the USEPA establishes National Emission Standards for Hazardous Air Pollutants (HAP). The list of HAP or air toxics includes specific compounds that are known or suspected to cause cancer or other serious health effects.

### State

In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, the CCAA is administered by CARB at the State level and by air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency (Cal/EPA) in 1991, is responsible for meeting the State requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA was amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. The State standards are also summarized in **Table 3-1**.

The CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications, which became effective in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels.

TABLE 3-1: AMBIENT AIR QUALITY STANDARDS AND ATTAINMENT STATUS DESIGNATIONS					
Pollutant	Averaging Period	California		Federal	
		Standards (CAAQS)	Attainment Status	Standards (NAAQS)	Attainment Status
Ozone (O <sub>3</sub> )	1-Hour Average	0.09 ppm (180 µg/m³)	Nonattainment	--	--
	8-Hour Average	0.070 ppm (137 µg/m³)	Nonattainment	0.070 ppm (137 µg/m³)	Nonattainment
Carbon Monoxide (CO)	1-Hour Average	20 ppm (23 mg/m³)	Attainment	35.0 ppm (40 mg/m³)	Attainment
	8-Hour Average	9.0 ppm (10 mg/m³)	Attainment	9.0 ppm (10 mg/m³)	Attainment
Nitrogen Dioxide (NO <sub>2</sub> )	1-Hour Average	0.18 ppm (338 µg/m³)	Attainment	0.10 ppm (188 µg/m³)	Attainment
	Annual Arithmetic Mean	0.03 ppm (57 µg/m³)	Attainment	0.053 ppm (100 µg/m³)	Attainment
Sulfur Dioxide (SO <sub>2</sub> )	1-Hour Average	0.25 ppm (655 µg/m³)	Attainment	0.075 ppm (196 µg/m³)	Attainment
	24-Hour Average	0.04 ppm (105 µg/m³)	Attainment	0.14 ppm (365 µg/m³)	Attainment
	Annual Arithmetic Mean	--	--	0.030 ppm (80 µg/m³)	Attainment
Respirable Particulate Matter (PM <sub>10</sub> )	24-Hour Average	50 µg/m³	Nonattainment	150 µg/m³	Attainment
	Annual Arithmetic Mean	20 µg/m³	Nonattainment	--	--
Fine Particulate Matter (PM <sub>2.5</sub> )	24-Hour Average	--	--	35 µg/m³	Nonattainment
	Annual Arithmetic Mean	12 µg/m³	Nonattainment	12.0 µg/m³	Nonattainment
Lead (Pb)	30-day Average	1.5 µg/m³	Attainment	--	--
	Calendar Quarter	--	--	1.5 µg/m³	Attainment (Project Area)
	Rolling 3-Month Average	--	--	0.15 µg/m³	Attainment (Project Area)
Sulfates	24-Hour Average	25 µg/m³	Attainment	No Federal Standards	
Hydrogen Sulfide	1-Hour Average	0.03 ppm (42 µg/m³)	Attainment		
Vinyl Chloride	24-Hour Average	0.01 ppm (26 µg/m³)	Attainment		
ppm = Parts per million; µg/m³ = micrograms per cubic meter.					
SOURCE: CARB, <i>Air Quality Standards and Area Designations</i> , May 9, 2019.					

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard and are not used as a basis for designating areas as nonattainment.

Under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O<sub>3</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub>.<sup>2</sup>

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community".<sup>3</sup> The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act (Health and Safety Code Section 44360) to include in the prioritization of compounds.

California has established a two-step process of risk identification and risk management to address the potential health effects from air toxic substances and protect the public health of Californians. During the first step (identification), CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified as a TAC in California. During this process, CARB and the OEHHA staff draft a report that serves as the basis for this determination. In the second step (risk management), CARB reviews the emission sources of an identified TAC to determine if any regulatory action is necessary to reduce the risk. The analysis includes a review of controls already in place, the available technologies and associated costs for reducing emissions, and the associated risk.

The Air Toxics "Hot Spots" Information and Assessment Act supplements the Toxic Air Contaminant Identification and Control Act by requiring a statewide air toxics inventory, notification of people exposed to a significant health risk, and facility plans to reduce these risks. This Act also requires facilities that pose a significant health risk to the community to reduce their risk through a risk management plan.

CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program.

For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The CARB Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase.

During the control measure phase, specific statewide regulations designed to further reduce diesel PM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions.

Regarding odors, the hydrogen sulfide standard has been established to protect public health and substantially reduce odor annoyance. The State does not regulate other odors.

---

<sup>2</sup>CARB, *Area Designation Maps*, <http://www.arb.ca.gov/design/adm/adm.htm>, accessed April 8, 2019.

<sup>3</sup>Health and Safety Code Section 39666(f).

## Local

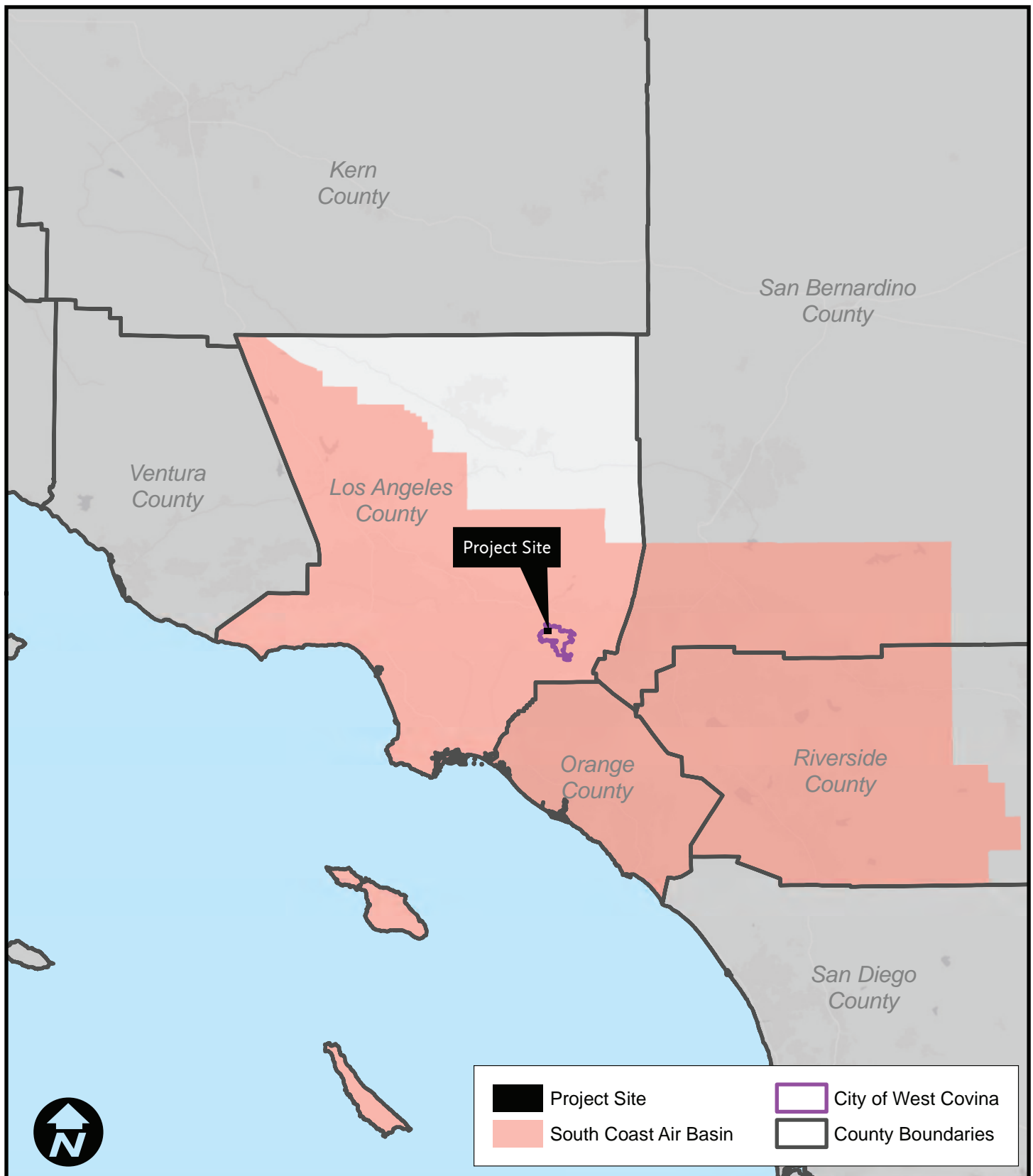
The SCAQMD was created to coordinate air quality planning efforts in non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, the Riverside County portion of the Salton Sea and Mojave Desert Air Basins, and all of Orange County (**Figure 3-1**).

The SCAQMD is tasked with preparing regional programs and policies designed to improve air quality within the Basin, which are assessed and published in the form of the Air Quality Management Plan (AQMP). The AQMP is updated every four years to evaluate the effectiveness of the adopted programs and policies and to forecast attainment dates for nonattainment pollutants to support the SIP based on measured regional air quality and anticipated implementation of new technologies and emissions reductions. The most recent publication is the 2016 AQMP, which is intended to serve as a regional blueprint for achieving the federal air quality standards and healthful air. The AQMP includes strategies to ensure that attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the air quality standards are not met by the established date.

The AQMP also includes an element that is related to transportation and sustainable communities planning. Pursuant to California Health and Safety Code Section 40450, the Southern California Association of Governments (SCAG)—the Metropolitan Planning Organization (MPO) for Southern California—has the responsibility of preparing and approving the portions of the AQMP relating to regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. The analysis incorporated into the 2016 AQMP is based on the forecasts contained within the SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Land use strategies outlined in the 2016–2040 RTP/SCS that will contribute to regional air quality improvements include: focusing new growth around transit/high quality transit areas, planning for growth around livable corridors, providing more options for short trips/neighborhood mobility areas, and supporting local sustainability planning.

The SCAQMD has also established various rules to manage and improve air quality in the Basin. The City of Los Angeles would be required to comply with all applicable SCAQMD Rules and Regulations pertaining to construction activities, including, but not limited to:

- Rule 402 (Nuisance) states that a person should not emit air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- Rule 403 (Fugitive Dust) controls fugitive dust through various requirements including, but not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, limiting vehicle speeds on unpaved roads to 15 miles per hour (mph), and maintaining effective cover over exposed areas. Rule 403 also prohibits the release of fugitive dust emissions from any active operation, open storage piles, or disturbed surface area beyond the property line of the emission source and prohibits particulate matter deposits on public roadways.



Source: TAHA, 2019.

FIGURE 3-1  
 SOUTH COAST AIR BASIN

### 3.3 EXISTING SETTING

#### 3.3.1 Air Pollution Climatology

The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O<sub>3</sub> and the majority of PM.

#### 3.3.2 Local Climate

The mountains and hills within the Basin contribute to the variation of rainfall, temperature, and winds throughout the region. Within the project site and its vicinity, the average wind speed is approximately 3.8 miles per hour. Wind direction in the vicinity of the project site predominantly blows from the southwest.<sup>4</sup> The annual average temperature in the project area is 62.7 degrees Fahrenheit (°F). The project site and vicinity experience an average winter temperature of approximately 53.3°F and an average summer temperature of approximately 72.5°F. Total precipitation at the project site and in the surrounding vicinity average approximately 18.96 inches annually. Precipitation occurs mostly during the winter and relatively infrequently during the summer. Precipitation averages approximately 10.75 inches during the winter, approximately 5.25 inches during the spring, approximately 2.79 inches during the fall, and less than one inch during the summer.<sup>5</sup>

#### 3.3.3 Air Monitoring Data

The SCAQMD monitors air quality conditions at 37 locations throughout the Basin. Each monitoring station measures concentrations of air pollutants that are considered representative of the air quality in the respective subregion of the Basin, referred to as the Source Receptor Area (SRA). The project site is located in SRA 11. The monitoring station that collects ambient air quality data in SRA 11 is the Azusa Monitoring Station located at 803 North Loren Avenue in the City of Azusa. This monitoring station is approximately 4.4 miles north of the project site.<sup>6</sup>

**Table 3-2** below displays measured pollutant concentrations, the State and federal standards, and the frequency of concentrations recorded above the standards during the three-year period from 2015 to 2017.<sup>7</sup> The SCAQMD does not monitor SO<sub>2</sub> in the project area due to continued demonstration of attainment status in recent years. Concentrations of O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> exceeded applicable standards at various times throughout the most recent three-year period with data available. The concentrations measured at these monitors are consistent with the attainment status designations for the Basin.

---

<sup>4</sup>SCAQMD, *Meteorological Data*, <http://www.aqmd.gov/home/air-quality/air-quality-data-studies/meteorological-data/data-for-aermod>, accessed on May 9, 2019.

<sup>5</sup>Western Regional Climate Center, *Historical Climate Information*, Station#(04010) Azusa City Park FC 143, <http://www.wrrc.dri.edu>, accessed on May 9, 2019.

<sup>6</sup>CARB, *PM<sub>2.5</sub> Monitoring Sites in California*, Appendix A, <https://www.arb.ca.gov/aqd/pm25/pmfmon.htm>, accessed on May 9, 2019.

<sup>7</sup>CARB, *Air Quality Data Statistics, Top 4 Summary*, <http://www.arb.ca.gov/adam/topfour/topfour1.php>, accessed on May 9, 2019.



**TABLE 3-2: AMBIENT AIR QUALITY DATA**

Pollutant	Air Quality Standards	Annual Maximum Concentrations and Frequencies of Exceeded Standards		
		2015	2016	2017
Ozone (O <sub>3</sub> )	Maximum 1-hr Concentration (ppm)	0.104	0.111	0.118
	Days > 0.09 ppm (CAAQS)	1	9	7
	Maximum 8-hr Concentration (ppm)	0.074	0.081	0.086
	Days > 0.070 ppm (CAAQS) Days > 0.070 ppm (NAAQS)	6 6	6 6	9 9
Respirable Particulate Matter (PM <sub>10</sub> )	Maximum 24-hr Concentration (µg/m <sup>3</sup> )	101.0	74.0	83.9
	Days > 50 µg/m <sup>3</sup> (CAAQS)	76	N/A	N/A
	Days > 150 µg/m <sup>3</sup> (NAAQS)	0	0	0
	Annual Concentration (µg/m <sup>3</sup> ) Exceed 20 µg/m <sup>3</sup> (CAAQS)	43 Yes	43 Yes	36 Yes
Fine Particulate Matter (PM <sub>2.5</sub> )	Maximum 24-hr Concentration (µg/m <sup>3</sup> )	52.7	46.6	49.5
	Days > 35 µg/m <sup>3</sup> (NAAQS)	2	2	1
	Annual Concentration (µg/m <sup>3</sup> )	11.1	11.8	12.9
	Exceed 12 µg/m <sup>3</sup> (CAAQS) Exceed 12.0 µg/m <sup>3</sup> (NAAQS)	No No	No No	Yes Yes
Carbon Monoxide (CO)	Maximum 1-hr Concentration (ppm)	2.8	2.8	2.5
	Days > 20 ppm (CAAQS)	0	0	0
	Days > 35 ppm (NAAQS)	0	0	0
	Maximum 8-hr Concentration (ppm)	1.7	1.7	2.2
	Days > 9.0 ppm (CAAQS)	0	0	0
	Days > 9 ppm (NAAQS)	0	0	0
Nitrogen Dioxide (NO <sub>2</sub> )	Maximum 1-hr Concentration (ppm)	0.070	0.063	0.075
	Days > 0.18 ppm (CAAQS)	0	0	0
	Days > 0.100 ppm (NAAQS)	0	0	0

**SOURCE:** CARB, *Air Quality Data Statistics, Top 4 Summary*, <http://www.arb.ca.gov/adam/topfour/topfour1.php>, accessed on May 9, 2019; SCAQMD, <http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year>, accessed on May 9, 2019.

### 3.3.4 Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. Sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.<sup>8</sup> The SCAQMD has established 500 meters, or 1,640 feet, as the distance for assessing localized air quality impacts. Sensitive receptors nearest to the project site are listed below and shown in **Figure 3-2**.

Sensitive receptors in closest radial proximity to the project site include:

- Residences located approximately 20 feet (six meters) to the north;
- Residences located approximately 350 feet (105 meters) to the east; and,
- Residences located approximately 225 feet (70 meters) to the west.

<sup>8</sup>SCAQMD, *CEQA Air Quality Handbook*, 1993.



Source: TAHA, 2019.



### 3.4 METHODOLOGY AND SIGNIFICANCE THRESHOLDS

#### 3.4.1 Methodology

##### Construction

The air quality analysis conducted for the proposed project is consistent with the methods described in the SCAQMD *CEQA Air Quality Handbook* (1993 edition), as well as the updates to the *CEQA Air Quality Handbook*, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2016.3.2) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the construction site. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required. Details pertaining to the schedule and equipment can be found in **Appendix A**.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the project site. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy duty equipment and passenger vehicles that have been derived by CARB.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology. The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values for SRA 11.

##### Operations

CalEEMod also generates estimates of daily and annual air pollutant emissions resulting from future operation of a project. Operational emissions of air pollutants are produced primarily by vehicular travel and energy use. The project site is serviced by Southern California Edison, for which CalEEMod has default emissions factors that are applied to the size and land use type of the project. CalEEMod also generates an estimated population for future inhabitation, which the model uses to produce emissions estimates associated with vehicle travel, water demand, and solid waste. Details on the operational emissions of the proposed project can be found in **Appendix A**.

#### 3.4.2 Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would have a significant impact related to air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The SCAQMD is responsible for regulatory oversight of air quality in the Basin; therefore, the significance criteria and analysis methodologies in the SCAQMD's *CEQA Air Quality Handbook* were used in evaluating proposed project impacts in the context of the CEQA significance criteria listed above. The SCAQMD LSTs for NO<sub>2</sub>, CO, and PM<sub>10</sub> were initially published in *Final Localized Significance Threshold Methodology* (June 2003) and revised in July 2008. The LSTs for PM<sub>2.5</sub> were established in the *Final Methodology to Calculate Particulate Matter PM<sub>2.5</sub> and PM<sub>2.5</sub> Significance Thresholds* (October 2006). Updated LSTs were published on the SCAQMD website on October 21, 2009.<sup>9</sup>

**Construction.** The proposed project would have a significant impact related to construction if:

- Daily emissions exceed the SCAQMD construction thresholds presented in **Table 3-3**;
- The proposed project would generate significant emissions of TACs; and/or
- The proposed project would create an odor nuisance.

<b>TABLE 3-3: SCAQMD DAILY CONSTRUCTION EMISSIONS THRESHOLDS</b>		
<b>Criteria Pollutant</b>	<b>Pounds per Day</b>	
	<b>Regional Emissions</b>	<b>Localized Emissions<sup>/a/</sup></b>
Volatile Organic Compounds (VOC)	75	None Established
Nitrogen Oxides (NO <sub>x</sub> )	100	83
Carbon Monoxide (CO)	550	673
Sulfur Oxides (SO <sub>x</sub> )	150	None Established
Fine Particulates (PM <sub>2.5</sub> )	55	4
Particulates (PM <sub>10</sub> )	150	5
/a/ The project site is located in LST Source Receptors Area (SRA) 11, is approximately one acre in size, and is less than 25 meters from the nearest sensitive receptor (multi-family residences to the north). <b>SOURCE:</b> SCAQMD, 2019.		

**Operations.** The proposed project would have a significant impact related to operational activity if:

- Daily regional emissions exceed SCAQMD operational thresholds presented in **Table 3-4**;
- Project-related traffic causes CO concentrations to exceed the one- and eight-hour standards of 20 and 9.0 ppm, respectively;
- The proposed project would generate significant emissions of TACs;
- The proposed project would not be consistent with the AQMP; and/or
- The proposed project would create an odor nuisance.

<sup>9</sup>SCAQMD, 2006-2008 LST, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2>, accessed on May 9, 2019.

TABLE 3-4: SCAQMD DAILY REGIONAL OPERATIONAL EMISSIONS THRESHOLDS	
Criteria Pollutant	Pounds Per Day
Volatile Organic Compounds (VOC)	55
Nitrogen Oxides (NO <sub>x</sub> )	55
Carbon Monoxide (CO)	550
Sulfur Oxides (SO <sub>x</sub> )	150
Particulates (PM <sub>10</sub> )	150
Fine Particulates (PM <sub>2.5</sub> )	55
SOURCE: SCAQMD, 2019.	

### 3.5 ENVIRONMENTAL IMPACTS

#### 3.5-1 Would the proposed project conflict with or obstruct implementation of the applicable air quality plan? (*Less-Than-Significant Impact*)

##### Impact Analysis

The SCAQMD CEQA Air Quality Handbook identifies two key indicators of consistency with the AQMP: 1) whether the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plan; and 2) whether the project would exceed the forecasted growth incorporated into the AQMP via the RTP/SCS. The first indicator is assessed by comparing emissions to the SCAQMD significance thresholds. The second indicator is assessed by determining consistency of permanent operations with population, housing, and employment assumptions that were used in the development of the AQMP.

##### Construction

Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers and haul trucks traveling to and from the project site. Fugitive dust emissions would primarily result from site preparation (e.g., demolition and grading) activities. NO<sub>x</sub> emissions would predominantly result from the use of construction equipment and haul truck trips. The assessment of construction air quality impacts considers all of these emissions sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

It is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 for Fugitive Dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM<sub>2.5</sub> and PM<sub>10</sub> emissions associated with construction activities by approximately 61 percent.

Construction is expected to begin in 2020 and take between 20 and 22 months, with occupancy expected in 2022. Demolition would require the removal of approximately 9,000 square feet of existing building floor area and approximately 39,000 square feet of surface parking. Excavation would produce approximately 17,000 cubic yards of export material. Maximum daily emissions for each activity were estimated based on heavy duty equipment use and fugitive dust (on-site) and vehicular travel to and from the project site (off-site).

**Table 3-5** shows the maximum unmitigated daily regional emissions for activity. Maximum daily emissions of all air pollutants would remain below all applicable regional SCAQMD thresholds.

<b>TABLE 3-5: ESTIMATED REGIONAL CONSTRUCTION EMISSIONS – UNMITIGATED</b>						
<b>Construction Activity</b>	<b>Maximum Daily Emissions (Pounds Per Day)</b>					
	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>DEMOLITION</b>						
On-Site Emissions	2.1	20.9	14.7	<0.1	1.5	1.1
Off-Site Emissions	0.1	1.3	0.9	<0.1	0.2	0.1
<b>Total</b>	<b>2.2</b>	<b>22.2</b>	<b>15.5</b>	<b>&lt;0.1</b>	<b>1.7</b>	<b>1.2</b>
<b>SITE PREPARATION</b>						
On-Site Emissions	1.6	18.3	7.7	<0.1	3.1	1.9
Off-Site Emissions	<0.1	<0.1	0.3	<0.1	<0.1	<0.1
<b>Total</b>	<b>1.7</b>	<b>18.4</b>	<b>8.0</b>	<b>&lt;0.1</b>	<b>3.2</b>	<b>1.9</b>
<b>EXCAVATION</b>						
On-Site Emissions	1.3	15.1	6.5	<0.1	2.6	1.6
Off-Site Emissions	0.4	10.3	2.7	<0.1	1.0	0.3
<b>Total</b>	<b>1.7</b>	<b>25.4</b>	<b>9.2</b>	<b>&lt;0.1</b>	<b>3.6</b>	<b>1.9</b>
<b>BUILDING CONSTRUCTION</b>						
On-Site Emissions	1.8	13.6	12.9	<0.1	0.7	0.7
Off-Site Emissions	0.3	1.2	2.7	<0.1	0.8	0.2
<b>Total</b>	<b>2.2</b>	<b>14.8</b>	<b>15.6</b>	<b>&lt;0.1</b>	<b>1.5</b>	<b>0.9</b>
<b>PAVING</b>						
On-Site Emissions	0.7	6.8	8.8	<0.1	0.3	0.03
Off-Site Emissions	0.1	<0.1	0.5	<0.1	0.2	<0.1
<b>Total</b>	<b>0.8</b>	<b>6.8</b>	<b>9.3</b>	<b>&lt;0.1</b>	<b>0.5</b>	<b>0.4</b>
<b>ARCHITECTURAL COATING</b>						
On-Site Emissions	10.8	1.4	1.8	<0.1	0.1	0.1
Off-Site Emissions	0.1	<0.1	0.5	<0.1	0.2	<0.1
<b>Total</b>	<b>10.9</b>	<b>1.4</b>	<b>2.3</b>	<b>&lt;0.1</b>	<b>0.2</b>	<b>0.1</b>
<b>BUILDING CONSTRUCTION + PAVING + ARCHITECTURAL COATING OVERLAP</b>						
On-Site Emissions	13.3	21.8	23.5	<0.1	1.1	1.1
Off-Site Emissions	0.5	1.3	3.7	<0.1	1.1	0.3
<b>Total</b>	<b>13.8</b>	<b>23.1</b>	<b>27.2</b>	<b>&lt;0.1</b>	<b>2.2</b>	<b>1.4</b>
<b>REGIONAL ANALYSIS</b>						
<b>Maximum Daily Emissions</b>	<b>13.8</b>	<b>25.4</b>	<b>27.2</b>	<b>&lt;0.1</b>	<b>3.6</b>	<b>1.9</b>
Regional Significance Threshold	75	100	550	150	150	55
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Emissions modeling files can be found in <b>Appendix A</b> . <b>SOURCE:</b> TAHA, 2019.						

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. **Table 3-6** presents the results of emissions modeling from on-site construction sources. The LSTs selected for comparison values are for a one-acre construction site in SRA 11 with a sensitive receptor within 25 meters. Maximum on-site emissions during project construction would not exceed the applicable LST values.

<b>TABLE 3-6: ESTIMATED LOCALIZED CONSTRUCTION EMISSIONS – UNMITIGATED</b>				
Construction Activity	Maximum Daily On-Site Emissions (Pounds Per Day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>EMISSIONS ANALYSIS</b>				
Demolition	20.9	14.7	1.5	1.1
Site Preparation	18.3	7.7	3.1	1.9
Excavation	15.1	6.5	2.6	1.6
Building Construction + Paving + Architectural Coating	21.8	23.5	1.1	1.1
<b>IMPACT ANALYSIS</b>				
<b>Maximum Daily Localized Emissions</b>	<b>21.8</b>	<b>23.5</b>	<b>3.1</b>	<b>1.9</b>
Localized Significance Threshold	83	673	5	4
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Emissions modeling files can be found in <b>Appendix A</b> . <b>SOURCE:</b> TAHA, 2019.				

Construction of the proposed project would result in a less-than-significant impact related to consistency with the AQMP.

### Operations

The proposed project would generate regional operational emissions from vehicle trips and energy use. The proposed land uses would generate 278 daily trips.<sup>10</sup> CalEEMod program generates estimates of emissions from energy use based on the land use type and size of the project. **Table 3-7** presents the CalEEMod results for operation of the proposed project. Future occupation of the proposed project would not result in daily emissions that exceed any applicable SCAQMD thresholds.

<b>TABLE 3-7: ESTIMATED DAILY OPERATIONAL EMISSIONS</b>						
Operational Activity	Daily Emissions (Pounds Per Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>EMISSIONS ANALYSIS</b>						
Area Sources	1.9	<0.1	7.6	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.3	0.1	<0.1	<0.1	<0.1
Mobile Sources	0.5	2.5	6.5	<0.1	2.0	0.6
<b>IMPACT ANALYSIS</b>						
<b>Maximum Daily Operational Emissions</b>	<b>2.5</b>	<b>2.9</b>	<b>14.2</b>	<b>&lt;0.1</b>	<b>2.1</b>	<b>0.6</b>
Regional Threshold	55	55	550	150	150	55
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Emissions modeling files can be found in <b>Appendix A</b> . <b>SOURCE:</b> TAHA, 2019.						

The second consistency criterion requires that the proposed project not exceed the assumptions in the AQMP. Regarding growth forecasts, the residential land use would add 92 assisted living dwelling units providing 107 beds. The specific number of employees was not known at the time of this analysis, although it is anticipated that combined senior facility and retail space would create between 25 and 50 jobs. The proposed small-scale infill development of this size has no potential

<sup>10</sup>KOA, *Traffic Impact Study Assisted Living Facility 1415 West Garvey Avenue North*, May 2019.

to interfere with regional and City growth projections, which are orders of magnitude greater than the population, housing, and employment numbers associated with the proposed project. Therefore, operation of the proposed project would have no potential to result in growth that would exceed the projections incorporated into the AQMP.

#### **Mitigation Measure**

Impacts would be less-than-significant, and no mitigation measures are required.

#### **3.5-2 Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard? (Less-Than-Significant Impact)**

##### **Impact Analysis**

The SCAB is designated as nonattainment of the CAAQS and NAAQS for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Therefore, there is an ongoing regional cumulative impact associated with these air pollutants. Considering the existing environmental conditions, the SCAQMD propagated guidance that an individual project can emit allowable quantities of these pollutants on a regional scale without significantly contributing to the cumulative impacts. As discussed above, air pollutant emissions associated with construction of the proposed project would not exceed any applicable SCAQMD air quality thresholds of significance. The SCAQMD does not consider individual project emissions of lesser magnitude than the mass daily thresholds to be cumulatively considerable. Therefore, the proposed project would not result in a cumulatively considerable net increase of nonattainment pollutants.

#### **Mitigation Measure**

Impacts would be less-than-significant, and no mitigation measures are required.

#### **3.5-3 Would the proposed project expose sensitive receptors to substantial pollutant concentrations? (Less-Than-Significant Impact)**

##### **Impact Analysis**

##### **Construction**

With regards to emissions of air toxics, carcinogenic risks, and non-carcinogenic hazards, the use of heavy-duty construction equipment and haul trucks during construction activities would release diesel PM to the atmosphere through exhaust emissions. Diesel PM is a known carcinogen, and extended exposure to elevated concentrations of diesel PM can increase excess cancer risks in individuals. However, carcinogenic risks are typically assessed over timescales of several years to decades, as the carcinogenic dose response is cumulative in nature. Short-term exposures to diesel PM would have to involve extremely high concentrations in order to exceed the SCAQMD air quality significance threshold of 10 excess cancers per million. Over the course of construction activities, average diesel PM emissions from on-site equipment would be approximately 0.65 pounds per day. It is unlikely that diesel PM concentrations would be of any public health concern during the 22-month construction period, and diesel PM emissions would cease upon completion of construction activities. Therefore, construction of the proposed project would result in a less-than-significant impact related to TAC emissions and pollutant concentrations.

##### **Operations**

The proposed assisted living facility does not include an industrial component that would constitute a new substantial stationary source of operational air pollutant emissions, nor does it include a land



use that would generate a substantial number of heavy-duty truck trips within the region. There would be no substantial source of air toxic emissions associated with operation of the proposed project.

CO hotspots may occur at congested intersections with high traffic volumes. Level of Service (LOS) describes the quality of traffic flow ranging from excellent conditions at LOS A to failure conditions at LOS F. The SCAQMD recommends a CO hotspot evaluation when a proposed project increases the volume-to-capacity ratio at an impacted intersection by two percent at intersections with a LOS of D or worse. The SCAQMD also recommends a CO hotspot evaluation when an intersection decreases in LOS by one level beginning when LOS changes from C to D.

The proposed project would result in 20 AM peak hour trips and 28 PM peak hour trips.<sup>11</sup> The proposed project would not result in any intersections decreasing in LOS by one level beginning when LOS changes from C to D or increase the volume-to-capacity ratio by more than one percent at an intersection. There would be no potential for the proposed project to generate a CO hotspot, therefore operation of the proposed project would not have the potential to expose sensitive receptors to substantial pollutant concentrations.

### **Mitigation Measure**

Impacts would be less-than-significant, and no mitigation measures are required.

### **3.5-4 Would the proposed project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Less-Than-Significant Impact)**

#### **Impact Analysis**

##### **Construction**

Odors are the only potential construction emissions other than the sources addressed above. Potential sources that may produce objectionable odors during construction activities include equipment exhaust, application of asphalt and architectural coatings, and other interior and exterior finishes. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site and would be temporary in nature and would not persist beyond the termination of construction activities. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. Therefore, the proposed project would result in a less-than-significant impact related to construction odors.

##### **Operations**

Odors are the only potential operational emissions other than the sources addressed above. Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding.<sup>12</sup> The bistro would produce some odors and smells associated with the preparation of food. The operations would comply with SCAQMD Rule 402, which would prohibit any air quality discharge that would be a nuisance or pose any harm to individuals of the public. The dog park would be a source of odors, although residents would be required to immediately pick up waste and the area would be maintained by management on a regular basis. On-site trash receptacles would have the potential to create adverse odors. The

---

<sup>11</sup>KOA, *Traffic Impact Study Assisted Living Facility 1415 West Garvey Avenue North*, May 2019.

<sup>12</sup>SCAMD, *CEQA Air Quality Handbook*, 1993.

facility would properly maintain odors associated with trash in compliance with the West Covina Municipal Code. Therefore, the proposed project would result in a less-than-significant impact related to operations odors.

**Mitigation Measure**

Impacts would be less-than-significant, and no mitigation measures are required.

#### 4.0 REFERENCES

- CAPCOA, *California Emissions Estimator Model (CalEEMod)*, 2016.
- CARB, *Air Quality and Land Use Handbook: A Community Health Perspective*, <http://www.arb.ca.gov/ch/handbook.pdf>, accessed on May 9, 2019.
- CARB, *Air Quality Data Statistics, Top 4 Summary*, available at <http://www.arb.ca.gov/adam/topfour/topfour1.php>, accessed on May 9, 2019.
- CARB, *Ambient Air Quality Standards*, accessed on May 9, 2019.
- CARB, *Area Designation Maps*, <http://www.arb.ca.gov/desig/adm/adm.htm>, accessed on May 9, 2019.
- CARB, *State Standard Area Designations*, <http://www.arb.ca.gov/desig/statedesig.htm>, accessed on May 9, 2019.
- KOA, *Traffic Impact Study Assisted Living Facility 1415 West Garvey Avenue North*, May 2019.
- OEHHA, *Air Toxics Hot Spots Program Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments*, February 2015.
- SCAG, *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy*, 2016.
- SCAQMD, *2006–2008 Localized Significance Thresholds*, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-1st-look-up-tables.pdf?sfvrsn=2>, accessed on February 6, 2019.
- SCAQMD, *Air Quality Issues Regarding Land Use*, <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/chapter-2---air-quality-issues-regarding-land-use.pdf?sfvrsn=2>, accessed on May 9, 2019.
- SCAQMD, *CEQA Air Quality Handbook*, 1993.
- SCAQMD, *Final 2016 Air Quality Management Plan (AQMP)*, March 2017.
- SCAQMD, *Final Localized Significance Threshold Methodology*, June 2003 (revised July 2008).
- SCAQMD, *Final Program Environmental Impact Report for the 2012 AQMP*, December 7, 2012.
- SCAQMD, *Final–Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds*, October 2006.
- SCAQMD, *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions*, December 2002.
- SCAQMD, *Meteorological Data*, <http://www.aqmd.gov/home/air-quality/air-quality-data-studies/meteorological-data/data-for-aermod>, accessed on May 9, 2019.
- USEPA, *The Green Book Nonattainment Areas for Criteria Pollutants*, <https://www.epa.gov/green-book>, accessed on May 9, 2019.
- Western Regional Climate Center, *Historical Climate Information*, <http://www.wrrc.dri.edu>, accessed on May 9, 2019.

## APPENDIX A

---

### CalEEMod Files

- Daily Output File

1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**1415 W. Garvey Avenue Assisted Living Facility**  
**Los Angeles-South Coast County, Winter**

## 1.0 Project Characteristics

---

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	55.00	Space	0.00	22,000.00	0
Congregate Care (Assisted Living)	92.00	Dwelling Unit	1.10	80,086.00	102

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	9			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	702.44	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

## Project Characteristics - Construction Start: 2020

Project Occupancy: 2022

## Land Use - Site Plans: Project Summary

### Construction Phase - Project Schedule

Trips and VMT - Even numbers represent round trips.

Demolition - Approximately 9,000 square feet of demolished building area and 39,000 square feet of asphalt parking lot.

Grading -

## Vehicle Trips - KOA TIS (2019)

## Woodstoves - No Woodstoves or Fireplaces

### Energy Use -

## Construction Off-road Equipment Mitigation - SCAQMD Rule 403 Compliance

### Architectural Coating -

Area Coating -

Fleet Mix -

[illegible]

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	78.20	0.00
tblFireplaces	NumberNoFireplace	9.20	0.00
tblFireplaces	NumberWood	4.60	0.00
tblGrading	MaterialExported	0.00	17,000.00
tblLandUse	LandUseSquareFeet	92,000.00	80,086.00
tblLandUse	LotAcreage	0.49	0.00
tblLandUse	LotAcreage	5.75	1.10
tblLandUse	Population	263.00	102.00
tblTripsAndVMT	HaulingTripNumber	127.00	128.00
tblTripsAndVMT	HaulingTripNumber	2,125.00	2,126.00
tblTripsAndVMT	VendorTripNumber	13.00	10.00
tblTripsAndVMT	WorkerTripNumber	13.00	14.00
tblTripsAndVMT	WorkerTripNumber	75.00	66.00
tblTripsAndVMT	WorkerTripNumber	13.00	14.00
tblTripsAndVMT	WorkerTripNumber	15.00	14.00
tblVehicleTrips	ST_TR	2.20	3.02
tblVehicleTrips	SU_TR	2.44	3.02
tblVehicleTrips	WD_TR	2.74	3.02
tblWoodstoves	NumberCatalytic	4.60	0.00
tblWoodstoves	NumberNoncatalytic	4.60	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

## 2.0 Emissions Summary

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2359	25.4348	15.5076	0.0425	5.8895	1.1578	6.7107	2.9774	1.0811	3.7334	0.0000	4,434.588 6	4,434.588 6	0.6584	0.0000	4,451.048 8
2021	2.1591	23.9780	15.6106	0.0421	6.5922	0.6924	7.2605	2.9540	0.6683	3.5699	0.0000	4,398.129 7	4,398.129 7	0.6547	0.0000	4,414.497 9
2022	13.5592	21.8830	26.8001	0.0508	1.1147	1.0281	2.1428	0.2971	0.9804	1.2775	0.0000	4,817.835 3	4,817.835 3	0.8216	0.0000	4,838.376 4
Maximum	13.5592	25.4348	26.8001	0.0508	6.5922	1.1578	7.2605	2.9774	1.0811	3.7334	0.0000	4,817.835 3	4,817.835 3	0.8216	0.0000	4,838.376 4

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2359	25.4348	15.5076	0.0425	2.8722	1.1578	3.5904	1.2379	1.0811	1.9316	0.0000	4,434.588 6	4,434.588 6	0.6584	0.0000	4,451.048 8
2021	2.1591	23.9780	15.6106	0.0421	3.5750	0.6924	4.2432	1.4104	0.6683	2.0263	0.0000	4,398.129 7	4,398.129 7	0.6547	0.0000	4,414.497 9
2022	13.5592	21.8830	26.8001	0.0508	1.1147	1.0281	2.1428	0.2971	0.9804	1.2775	0.0000	4,817.835 3	4,817.835 3	0.8216	0.0000	4,838.376 4
Maximum	13.5592	25.4348	26.8001	0.0508	3.5750	1.1578	4.2432	1.4104	1.0811	2.0263	0.0000	4,817.835 3	4,817.835 3	0.8216	0.0000	4,838.376 4



## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	44.38	0.00	38.09	52.71	0.00	38.99	0.00	0.00	0.00	0.00	0.00	0.00

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.9625	0.0877	7.6039	4.0000e-004		0.0420	0.0420		0.0420	0.0420	0.0000	13.6789	13.6789	0.0132	0.0000	14.0093
Energy	0.0364	0.3112	0.1324	1.9900e-003		0.0252	0.0252		0.0252	0.0252		397.2434	397.2434	7.6100e-003	7.2800e-003	399.6040
Mobile	0.4866	2.4592	6.4690	0.0236	2.0202	0.0201	2.0404	0.5407	0.0188	0.5594		2,406.5082	2,406.5082	0.1260		2,409.6570
<b>Total</b>	<b>2.4855</b>	<b>2.8581</b>	<b>14.2053</b>	<b>0.0260</b>	<b>2.0202</b>	<b>0.0873</b>	<b>2.1075</b>	<b>0.5407</b>	<b>0.0859</b>	<b>0.6266</b>	<b>0.0000</b>	<b>2,817.4305</b>	<b>2,817.4305</b>	<b>0.1468</b>	<b>7.2800e-003</b>	<b>2,823.2703</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.9625	0.0877	7.6039	4.0000e-004		0.0420	0.0420		0.0420	0.0420	0.0000	13.6789	13.6789	0.0132	0.0000	14.0093
Energy	0.0364	0.3112	0.1324	1.9900e-003		0.0252	0.0252		0.0252	0.0252		397.2434	397.2434	7.6100e-003	7.2800e-003	399.6040
Mobile	0.4866	2.4592	6.4690	0.0236	2.0202	0.0201	2.0404	0.5407	0.0188	0.5594		2,406.5082	2,406.5082	0.1260		2,409.6570
<b>Total</b>	<b>2.4855</b>	<b>2.8581</b>	<b>14.2053</b>	<b>0.0260</b>	<b>2.0202</b>	<b>0.0873</b>	<b>2.1075</b>	<b>0.5407</b>	<b>0.0859</b>	<b>0.6266</b>	<b>0.0000</b>	<b>2,817.4305</b>	<b>2,817.4305</b>	<b>0.1468</b>	<b>7.2800e-003</b>	<b>2,823.2703</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

---

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/7/2020	10/10/2020	6	30	
2	Site Preparation	Site Preparation	10/12/2020	11/14/2020	6	30	
3	Grading	Grading	11/16/2020	1/23/2021	6	60	
4	Building Construction	Building Construction	1/25/2021	7/2/2022	6	450	
5	Paving	Paving	5/9/2022	7/2/2022	6	48	
6	Architectural Coating	Architectural Coating	5/9/2022	7/2/2022	6	48	

**Acres of Grading (Site Preparation Phase): 15**

**Acres of Grading (Grading Phase): 22.5**

**Acres of Paving: 0**

**Residential Indoor: 162,174; Residential Outdoor: 54,058; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,320 (Architectural Coating – sqft)**

#### OffRoad Equipment

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	14.00	0.00	128.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	2,126.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	66.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	14.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Demolition - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.9166	0.0000	0.9166	0.1388	0.0000	0.1388			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761		2,322.3127	2,322.3127	0.5970		2,337.2363
<b>Total</b>	<b>2.1262</b>	<b>20.9463</b>	<b>14.6573</b>	<b>0.0241</b>	<b>0.9166</b>	<b>1.1525</b>	<b>2.0691</b>	<b>0.1388</b>	<b>1.0761</b>	<b>1.2149</b>		<b>2,322.3127</b>	<b>2,322.3127</b>	<b>0.5970</b>		<b>2,337.2363</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**3.2 Demolition - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0382	1.2427	0.2889	3.3100e-003	0.0746	3.9800e-003	0.0786	0.0205	3.8000e-003	0.0243		358.8668	358.8668	0.0258		359.5108
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0508	0.5614	1.5600e-003	0.1565	1.3100e-003	0.1578	0.0415	1.2100e-003	0.0427		155.0389	155.0389	4.8900e-003		155.1610
<b>Total</b>	<b>0.1097</b>	<b>1.2935</b>	<b>0.8503</b>	<b>4.8700e-003</b>	<b>0.2311</b>	<b>5.2900e-003</b>	<b>0.2364</b>	<b>0.0620</b>	<b>5.0100e-003</b>	<b>0.0670</b>		<b>513.9057</b>	<b>513.9057</b>	<b>0.0307</b>		<b>514.6718</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3575	0.0000	0.3575	0.0541	0.0000	0.0541			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761	0.0000	2,322.3127	2,322.3127	0.5970		2,337.2363
<b>Total</b>	<b>2.1262</b>	<b>20.9463</b>	<b>14.6573</b>	<b>0.0241</b>	<b>0.3575</b>	<b>1.1525</b>	<b>1.5100</b>	<b>0.0541</b>	<b>1.0761</b>	<b>1.1303</b>	<b>0.0000</b>	<b>2,322.3127</b>	<b>2,322.3127</b>	<b>0.5970</b>		<b>2,337.2363</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**3.2 Demolition - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0382	1.2427	0.2889	3.3100e-003	0.0746	3.9800e-003	0.0786	0.0205	3.8000e-003	0.0243		358.8668	358.8668	0.0258		359.5108
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0508	0.5614	1.5600e-003	0.1565	1.3100e-003	0.1578	0.0415	1.2100e-003	0.0427		155.0389	155.0389	4.8900e-003		155.1610
<b>Total</b>	<b>0.1097</b>	<b>1.2935</b>	<b>0.8503</b>	<b>4.8700e-003</b>	<b>0.2311</b>	<b>5.2900e-003</b>	<b>0.2364</b>	<b>0.0620</b>	<b>5.0100e-003</b>	<b>0.0670</b>		<b>513.9057</b>	<b>513.9057</b>	<b>0.0307</b>		<b>514.6718</b>

**3.3 Site Preparation - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553		1,667.4119	1,667.4119	0.5393		1,680.8937
<b>Total</b>	<b>1.6299</b>	<b>18.3464</b>	<b>7.7093</b>	<b>0.0172</b>	<b>5.7996</b>	<b>0.8210</b>	<b>6.6205</b>	<b>2.9537</b>	<b>0.7553</b>	<b>3.7090</b>		<b>1,667.4119</b>	<b>1,667.4119</b>	<b>0.5393</b>		<b>1,680.8937</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**3.3 Site Preparation - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0409	0.0290	0.3208	8.9000e-004	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		88.5936	88.5936	2.7900e-003		88.6634
<b>Total</b>	<b>0.0409</b>	<b>0.0290</b>	<b>0.3208</b>	<b>8.9000e-004</b>	<b>0.0894</b>	<b>7.5000e-004</b>	<b>0.0902</b>	<b>0.0237</b>	<b>6.9000e-004</b>	<b>0.0244</b>		<b>88.5936</b>	<b>88.5936</b>	<b>2.7900e-003</b>		<b>88.6634</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2618	0.0000	2.2618	1.1519	0.0000	1.1519			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553	0.0000	1,667.4119	1,667.4119	0.5393		1,680.8937
<b>Total</b>	<b>1.6299</b>	<b>18.3464</b>	<b>7.7093</b>	<b>0.0172</b>	<b>2.2618</b>	<b>0.8210</b>	<b>3.0828</b>	<b>1.1519</b>	<b>0.7553</b>	<b>1.9072</b>	<b>0.0000</b>	<b>1,667.4119</b>	<b>1,667.4119</b>	<b>0.5393</b>		<b>1,680.8937</b>



## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**3.3 Site Preparation - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0409	0.0290	0.3208	8.9000e-004	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		88.5936	88.5936	2.7900e-003		88.6634
<b>Total</b>	<b>0.0409</b>	<b>0.0290</b>	<b>0.3208</b>	<b>8.9000e-004</b>	<b>0.0894</b>	<b>7.5000e-004</b>	<b>0.0902</b>	<b>0.0237</b>	<b>6.9000e-004</b>	<b>0.0244</b>		<b>88.5936</b>	<b>88.5936</b>	<b>2.7900e-003</b>		<b>88.6634</b>

**3.4 Grading - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.9463	0.0000	4.9463	2.5305	0.0000	2.5305			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296		1,365.718 3	1,365.718 3	0.4417		1,376.760 9
<b>Total</b>	<b>1.3498</b>	<b>15.0854</b>	<b>6.4543</b>	<b>0.0141</b>	<b>4.9463</b>	<b>0.6844</b>	<b>5.6307</b>	<b>2.5305</b>	<b>0.6296</b>	<b>3.1601</b>		<b>1,365.718 3</b>	<b>1,365.718 3</b>	<b>0.4417</b>		<b>1,376.760 9</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**3.4 Grading - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3170	10.3204	2.3994	0.0275	0.8538	0.0330	0.8868	0.2273	0.0316	0.2589		2,980.2767	2,980.2767	0.2139		2,985.6245
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0409	0.0290	0.3208	8.9000e-004	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		88.5936	88.5936	2.7900e-003		88.6634
<b>Total</b>	<b>0.3579</b>	<b>10.3494</b>	<b>2.7202</b>	<b>0.0284</b>	<b>0.9432</b>	<b>0.0338</b>	<b>0.9770</b>	<b>0.2510</b>	<b>0.0323</b>	<b>0.2833</b>		<b>3,068.8703</b>	<b>3,068.8703</b>	<b>0.2167</b>		<b>3,074.2880</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.9291	0.0000	1.9291	0.9869	0.0000	0.9869			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296	0.0000	1,365.7183	1,365.7183	0.4417		1,376.7609
<b>Total</b>	<b>1.3498</b>	<b>15.0854</b>	<b>6.4543</b>	<b>0.0141</b>	<b>1.9291</b>	<b>0.6844</b>	<b>2.6134</b>	<b>0.9869</b>	<b>0.6296</b>	<b>1.6165</b>	<b>0.0000</b>	<b>1,365.7183</b>	<b>1,365.7183</b>	<b>0.4417</b>		<b>1,376.7609</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**3.4 Grading - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3170	10.3204	2.3994	0.0275	0.8538	0.0330	0.8868	0.2273	0.0316	0.2589		2,980.2767	2,980.2767	0.2139		2,985.6245
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0409	0.0290	0.3208	8.9000e-004	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		88.5936	88.5936	2.7900e-003		88.6634
<b>Total</b>	<b>0.3579</b>	<b>10.3494</b>	<b>2.7202</b>	<b>0.0284</b>	<b>0.9432</b>	<b>0.0338</b>	<b>0.9770</b>	<b>0.2510</b>	<b>0.0323</b>	<b>0.2833</b>		<b>3,068.8703</b>	<b>3,068.8703</b>	<b>0.2167</b>		<b>3,074.2880</b>

**3.4 Grading - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.9463	0.0000	4.9463	2.5305	0.0000	2.5305			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869		1,365.0648	1,365.0648	0.4415		1,376.1020
<b>Total</b>	<b>1.2884</b>	<b>14.3307</b>	<b>6.3314</b>	<b>0.0141</b>	<b>4.9463</b>	<b>0.6379</b>	<b>5.5842</b>	<b>2.5305</b>	<b>0.5869</b>	<b>3.1173</b>		<b>1,365.0648</b>	<b>1,365.0648</b>	<b>0.4415</b>		<b>1,376.1020</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**3.4 Grading - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3026	9.6212	2.3632	0.0272	1.5565	0.0296	1.5861	0.3998	0.0283	0.4281		2,947.2848	2,947.2848	0.2107		2,952.5527
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0382	0.0261	0.2946	8.6000e-004	0.0894	7.2000e-004	0.0901	0.0237	6.7000e-004	0.0244		85.7801	85.7801	2.5200e-003		85.8432
<b>Total</b>	<b>0.3407</b>	<b>9.6473</b>	<b>2.6578</b>	<b>0.0280</b>	<b>1.6459</b>	<b>0.0303</b>	<b>1.6763</b>	<b>0.4235</b>	<b>0.0290</b>	<b>0.4525</b>		<b>3,033.0649</b>	<b>3,033.0649</b>	<b>0.2132</b>		<b>3,038.3959</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.9291	0.0000	1.9291	0.9869	0.0000	0.9869			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869	0.0000	1,365.0648	1,365.0648	0.4415		1,376.1020
<b>Total</b>	<b>1.2884</b>	<b>14.3307</b>	<b>6.3314</b>	<b>0.0141</b>	<b>1.9291</b>	<b>0.6379</b>	<b>2.5670</b>	<b>0.9869</b>	<b>0.5869</b>	<b>1.5738</b>	<b>0.0000</b>	<b>1,365.0648</b>	<b>1,365.0648</b>	<b>0.4415</b>		<b>1,376.1020</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**3.4 Grading - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3026	9.6212	2.3632	0.0272	1.5565	0.0296	1.5861	0.3998	0.0283	0.4281		2,947.2848	2,947.2848	0.2107		2,952.5527
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0382	0.0261	0.2946	8.6000e-004	0.0894	7.2000e-004	0.0901	0.0237	6.7000e-004	0.0244		85.7801	85.7801	2.5200e-003		85.8432
<b>Total</b>	<b>0.3407</b>	<b>9.6473</b>	<b>2.6578</b>	<b>0.0280</b>	<b>1.6459</b>	<b>0.0303</b>	<b>1.6763</b>	<b>0.4235</b>	<b>0.0290</b>	<b>0.4525</b>		<b>3,033.0649</b>	<b>3,033.0649</b>	<b>0.2132</b>		<b>3,038.3959</b>

**3.5 Building Construction - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
<b>Total</b>	<b>1.8125</b>	<b>13.6361</b>	<b>12.8994</b>	<b>0.0221</b>		<b>0.6843</b>	<b>0.6843</b>		<b>0.6608</b>	<b>0.6608</b>		<b>2,001.2200</b>	<b>2,001.2200</b>	<b>0.3573</b>		<b>2,010.1517</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0319	0.9689	0.2808	2.5000e-003	0.0640	2.0500e-003	0.0661	0.0184	1.9600e-003	0.0204		267.3455	267.3455	0.0173		267.7770
Worker	0.3147	0.2153	2.4305	7.1000e-003	0.7377	5.9600e-003	0.7437	0.1957	5.4900e-003	0.2011		707.6857	707.6857	0.0208		708.2063
<b>Total</b>	<b>0.3466</b>	<b>1.1842</b>	<b>2.7113</b>	<b>9.6000e-003</b>	<b>0.8017</b>	<b>8.0100e-003</b>	<b>0.8098</b>	<b>0.2141</b>	<b>7.4500e-003</b>	<b>0.2215</b>		<b>975.0313</b>	<b>975.0313</b>	<b>0.0381</b>		<b>975.9833</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
<b>Total</b>	<b>1.8125</b>	<b>13.6361</b>	<b>12.8994</b>	<b>0.0221</b>		<b>0.6843</b>	<b>0.6843</b>		<b>0.6608</b>	<b>0.6608</b>	<b>0.0000</b>	<b>2,001.2200</b>	<b>2,001.2200</b>	<b>0.3573</b>		<b>2,010.1517</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0319	0.9689	0.2808	2.5000e-003	0.0640	2.0500e-003	0.0661	0.0184	1.9600e-003	0.0204		267.3455	267.3455	0.0173		267.7770
Worker	0.3147	0.2153	2.4305	7.1000e-003	0.7377	5.9600e-003	0.7437	0.1957	5.4900e-003	0.2011		707.6857	707.6857	0.0208		708.2063
<b>Total</b>	<b>0.3466</b>	<b>1.1842</b>	<b>2.7113</b>	<b>9.6000e-003</b>	<b>0.8017</b>	<b>8.0100e-003</b>	<b>0.8098</b>	<b>0.2141</b>	<b>7.4500e-003</b>	<b>0.2215</b>		<b>975.0313</b>	<b>975.0313</b>	<b>0.0381</b>		<b>975.9833</b>

**3.5 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
<b>Total</b>	<b>1.6487</b>	<b>12.5031</b>	<b>12.7264</b>	<b>0.0221</b>		<b>0.5889</b>	<b>0.5889</b>		<b>0.5689</b>	<b>0.5689</b>		<b>2,001.5429</b>	<b>2,001.5429</b>	<b>0.3486</b>		<b>2,010.2581</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0300	0.9208	0.2658	2.4800e-003	0.0640	1.7900e-003	0.0658	0.0184	1.7100e-003	0.0202		264.9703	264.9703	0.0167		265.3866
Worker	0.2956	0.1944	2.2386	6.8500e-003	0.7377	5.7700e-003	0.7435	0.1957	5.3200e-003	0.2010		682.8158	682.8158	0.0188		683.2859
<b>Total</b>	<b>0.3255</b>	<b>1.1152</b>	<b>2.5043</b>	<b>9.3300e-003</b>	<b>0.8017</b>	<b>7.5600e-003</b>	<b>0.8093</b>	<b>0.2141</b>	<b>7.0300e-003</b>	<b>0.2211</b>		<b>947.7861</b>	<b>947.7861</b>	<b>0.0355</b>		<b>948.6725</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
<b>Total</b>	<b>1.6487</b>	<b>12.5031</b>	<b>12.7264</b>	<b>0.0221</b>		<b>0.5889</b>	<b>0.5889</b>		<b>0.5689</b>	<b>0.5689</b>	<b>0.0000</b>	<b>2,001.5429</b>	<b>2,001.5429</b>	<b>0.3486</b>		<b>2,010.2581</b>



## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0300	0.9208	0.2658	2.4800e-003	0.0640	1.7900e-003	0.0658	0.0184	1.7100e-003	0.0202		264.9703	264.9703	0.0167		265.3866
Worker	0.2956	0.1944	2.2386	6.8500e-003	0.7377	5.7700e-003	0.7435	0.1957	5.3200e-003	0.2010		682.8158	682.8158	0.0188		683.2859
<b>Total</b>	<b>0.3255</b>	<b>1.1152</b>	<b>2.5043</b>	<b>9.3300e-003</b>	<b>0.8017</b>	<b>7.5600e-003</b>	<b>0.8093</b>	<b>0.2141</b>	<b>7.0300e-003</b>	<b>0.2211</b>		<b>947.7861</b>	<b>947.7861</b>	<b>0.0355</b>		<b>948.6725</b>

**3.6 Paving - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205		1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.6877</b>	<b>6.7738</b>	<b>8.8060</b>	<b>0.0135</b>		<b>0.3474</b>	<b>0.3474</b>		<b>0.3205</b>	<b>0.3205</b>		<b>1,297.3789</b>	<b>1,297.3789</b>	<b>0.4113</b>		<b>1,307.6608</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**3.6 Paving - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0627	0.0412	0.4749	1.4500e-003	0.1565	1.2200e-003	0.1577	0.0415	1.1300e-003	0.0426		144.8397	144.8397	3.9900e-003		144.9394
<b>Total</b>	<b>0.0627</b>	<b>0.0412</b>	<b>0.4749</b>	<b>1.4500e-003</b>	<b>0.1565</b>	<b>1.2200e-003</b>	<b>0.1577</b>	<b>0.0415</b>	<b>1.1300e-003</b>	<b>0.0426</b>		<b>144.8397</b>	<b>144.8397</b>	<b>3.9900e-003</b>		<b>144.9394</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205	0.0000	1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.6877</b>	<b>6.7738</b>	<b>8.8060</b>	<b>0.0135</b>		<b>0.3474</b>	<b>0.3474</b>		<b>0.3205</b>	<b>0.3205</b>	<b>0.0000</b>	<b>1,297.3789</b>	<b>1,297.3789</b>	<b>0.4113</b>		<b>1,307.6608</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**3.6 Paving - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0627	0.0412	0.4749	1.4500e-003	0.1565	1.2200e-003	0.1577	0.0415	1.1300e-003	0.0426		144.8397	144.8397	3.9900e-003		144.9394
<b>Total</b>	<b>0.0627</b>	<b>0.0412</b>	<b>0.4749</b>	<b>1.4500e-003</b>	<b>0.1565</b>	<b>1.2200e-003</b>	<b>0.1577</b>	<b>0.0415</b>	<b>1.1300e-003</b>	<b>0.0426</b>		<b>144.8397</b>	<b>144.8397</b>	<b>3.9900e-003</b>		<b>144.9394</b>

**3.7 Architectural Coating - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.5674					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>10.7720</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**3.7 Architectural Coating - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0627	0.0412	0.4749	1.4500e-003	0.1565	1.2200e-003	0.1577	0.0415	1.1300e-003	0.0426		144.8397	144.8397	3.9900e-003		144.9394
<b>Total</b>	<b>0.0627</b>	<b>0.0412</b>	<b>0.4749</b>	<b>1.4500e-003</b>	<b>0.1565</b>	<b>1.2200e-003</b>	<b>0.1577</b>	<b>0.0415</b>	<b>1.1300e-003</b>	<b>0.0426</b>		<b>144.8397</b>	<b>144.8397</b>	<b>3.9900e-003</b>		<b>144.9394</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.5674					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>10.7720</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**3.7 Architectural Coating - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0627	0.0412	0.4749	1.4500e-003	0.1565	1.2200e-003	0.1577	0.0415	1.1300e-003	0.0426		144.8397	144.8397	3.9900e-003		144.9394
<b>Total</b>	<b>0.0627</b>	<b>0.0412</b>	<b>0.4749</b>	<b>1.4500e-003</b>	<b>0.1565</b>	<b>1.2200e-003</b>	<b>0.1577</b>	<b>0.0415</b>	<b>1.1300e-003</b>	<b>0.0426</b>		<b>144.8397</b>	<b>144.8397</b>	<b>3.9900e-003</b>		<b>144.9394</b>

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4866	2.4592	6.4690	0.0236	2.0202	0.0201	2.0404	0.5407	0.0188	0.5594		2,406.508 2	2,406.508 2	0.1260		2,409.657 0
Unmitigated	0.4866	2.4592	6.4690	0.0236	2.0202	0.0201	2.0404	0.5407	0.0188	0.5594		2,406.508 2	2,406.508 2	0.1260		2,409.657 0

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Congregate Care (Assisted Living)	278.02	278.02	278.02	950,050	950,050
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	278.02	278.02	278.02	950,050	950,050

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Congregate Care (Assisted Living)	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Congregate Care (Assisted Living)	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Enclosed Parking with Elevator	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

## 5.0 Energy Detail

---

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

---

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0364	0.3112	0.1324	1.9900e-003		0.0252	0.0252		0.0252	0.0252		397.2434	397.2434	7.6100e-003	7.2800e-003	399.6040
NaturalGas Unmitigated	0.0364	0.3112	0.1324	1.9900e-003		0.0252	0.0252		0.0252	0.0252		397.2434	397.2434	7.6100e-003	7.2800e-003	399.6040

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Congregate Care (Assisted Living)	3376.57	0.0364	0.3112	0.1324	1.9900e-003		0.0252	0.0252		0.0252	0.0252		397.2434	397.2434	7.6100e-003	7.2800e-003	399.6040
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0364</b>	<b>0.3112</b>	<b>0.1324</b>	<b>1.9900e-003</b>		<b>0.0252</b>	<b>0.0252</b>		<b>0.0252</b>	<b>0.0252</b>		<b>397.2434</b>	<b>397.2434</b>	<b>7.6100e-003</b>	<b>7.2800e-003</b>	<b>399.6040</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Congregate Care (Assisted Living)	3.37657	0.0364	0.3112	0.1324	1.9900e-003		0.0252	0.0252		0.0252	0.0252		397.2434	397.2434	7.6100e-003	7.2800e-003	399.6040
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0364</b>	<b>0.3112</b>	<b>0.1324</b>	<b>1.9900e-003</b>		<b>0.0252</b>	<b>0.0252</b>		<b>0.0252</b>	<b>0.0252</b>		<b>397.2434</b>	<b>397.2434</b>	<b>7.6100e-003</b>	<b>7.2800e-003</b>	<b>399.6040</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**



## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.9625	0.0877	7.6039	4.0000e-004		0.0420	0.0420		0.0420	0.0420	0.0000	13.6789	13.6789	0.0132	0.0000	14.0093
Unmitigated	1.9625	0.0877	7.6039	4.0000e-004		0.0420	0.0420		0.0420	0.0420	0.0000	13.6789	13.6789	0.0132	0.0000	14.0093

## 6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1390					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5935					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2300	0.0877	7.6039	4.0000e-004		0.0420	0.0420		0.0420	0.0420		13.6789	13.6789	0.0132		14.0093
<b>Total</b>	<b>1.9625</b>	<b>0.0877</b>	<b>7.6039</b>	<b>4.0000e-004</b>		<b>0.0420</b>	<b>0.0420</b>		<b>0.0420</b>	<b>0.0420</b>	<b>0.0000</b>	<b>13.6789</b>	<b>13.6789</b>	<b>0.0132</b>	<b>0.0000</b>	<b>14.0093</b>

1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1390					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5935					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2300	0.0877	7.6039	4.0000e-004		0.0420	0.0420		0.0420	0.0420		13.6789	13.6789	0.0132		14.0093
<b>Total</b>	<b>1.9625</b>	<b>0.0877</b>	<b>7.6039</b>	<b>4.0000e-004</b>		<b>0.0420</b>	<b>0.0420</b>		<b>0.0420</b>	<b>0.0420</b>	<b>0.0000</b>	<b>13.6789</b>	<b>13.6789</b>	<b>0.0132</b>	<b>0.0000</b>	<b>14.0093</b>

**7.0 Water Detail****7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

**10.0 Stationary Equipment**

1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Winter

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

**User Defined Equipment**

Equipment Type	Number
----------------	--------

**11.0 Vegetation**

---

## Appendix E

# Greenhouse Gas Emissions Impact Study

# ASSISTED LIVING FACILITY

## Greenhouse Gas Emissions Impact Study

Prepared for:

*City of West Covina*

June 2019



## TABLE OF CONTENTS

<b>1.0</b>	<b>SUMMARY OF FINDINGS</b>	<b>1</b>
<b>2.0</b>	<b>INTRODUCTION</b>	<b>2</b>
2.1	Purpose of Report	2
2.2	Project Description	2
<b>3.0</b>	<b>GREENHOUSE GASES</b>	<b>4</b>
3.1	Pollutants & Effects	4
3.2	Regulatory Framework	5
3.3	Existing Setting	16
3.4	Methodology and Significance Thresholds	17
3.5	Environmental Impacts	20
<b>4.0</b>	<b>REFERENCES</b>	<b>24</b>

## APPENDIX A: CALEEMOD FILES

### LIST OF TABLES

Table 1-1	Summary of Impact Statements	1
Table 3-1	Global Warming Potential for Various Greenhouse Gases	4
Table 3-2	California Greenhouse Gas Emissions Inventory Trend	17
Table 3-3	Estimated Annual Greenhouse Gas Emissions	20
Table 3-4	Project Consistency with AB 32 Climate Change Scoping Plan GHG Reduction Strategies	21
Table 3-5	Project Consistency with 2016-2040 RTP/SCS GHG Reduction Strategies	22

### LIST OF FIGURES

Figure 2-1	Project Location	3
------------	------------------	---

## 1.0 SUMMARY OF FINDINGS

Terry A. Hayes Associates Inc. (TAHA) completed a Greenhouse Gas (GHG) Emissions Impact Study for the West Covina Assisted Living Facility (proposed project). The Study addresses potential GHG impacts associated with construction and operation of the proposed project in accordance with South Coast Air Quality Management District (SCAQMD) methodologies. Conclusions that address significance determinations under the California Environmental Quality Act (CEQA) Environmental Checklist criteria are shown in **Table 1-1**. All impacts were determined to be less-than-significant and no mitigation measures are required.

TABLE 1-1: SUMMARY OF IMPACT STATEMENTS		
Impact Statement	Proposed Project Level of Significance	Applicable Mitigation Measures
Would the proposed project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	Less-Than-Significant Impact	None
Would the proposed project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG?	Less-Than-Significant Impact	None
SOURCE: TAHA, 2019.		

## 2.0 INTRODUCTION

### 2.1 STUDY PURPOSE

The CEQA Guidelines require the identification and disclosure of potential environmental impacts of proposed discretionary projects prior to approval by the Lead Agency. The Lead Agency is the City of West Covina (City). The purpose of this Study is to evaluate the potential significance of environmental impacts related to GHG emissions resulting from implementation of the proposed project.

### 2.2 PROJECT DESCRIPTION

The project site is located on an approximately 1.10-acre (48,020-square-foot) lot at 1415 West Garvey Avenue North in the City of West Covina (Assessor's Parcel Numbers [APN] 8458-023-020). The project site is immediately adjacent to a motel to the west, and a multi-family apartment building to the north, a commercial retail building to the east across Sunset Avenue, and Interstate 10 (I-10) to the south. The location of the project site is shown in **Figure 2-1**.

The proposed project includes the demolition of the existing 8,029-square-foot dental office building and the construction of a five-story, 80,086-square-foot licensed elderly residential care facility with 92 suites and 55 spaces of subterranean parking. The ground floor would include a reception area, memory care, assisted living dining room, lounge, kitchen and other associated spaces. Additionally, the ground floor building exterior features an outdoor patio, memory care courtyard, fire pit, amphitheater with a movie wall, and recreational areas, including a bocce ball court and shuffleboard court. The second floor includes a gym, common area and residential units. The third floor includes a physical therapy room and residential units. The fourth floor includes storage room, multi-purpose common area and residential units. The fifth floor includes a multi-purpose room, common area and residential units. The proposed project also includes a recreational roof deck with a roof deck garden, a dog park, community farm and dining table area.



**FIGURE 2-1**  
**PROJECT LOCATION**

### 3.0 GREENHOUSE GASES

The purpose of this section is to discuss how the proposed project would affect regional GHG emissions. GHG emissions refer to airborne pollutants that are generally believed to affect global climate conditions. These pollutants have the effect of trapping heat in the atmosphere, thereby altering weather patterns and climatic conditions.

#### 3.1 POLLUTANTS & EFFECTS

GHG emissions refer to a group of emissions that are generally believed to affect global climate conditions. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the natural greenhouse effect, the Earth's surface would be about 61°F cooler.<sup>1</sup>

In addition to CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O, GHGs include hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF<sub>6</sub>), black carbon (black carbon is the most strongly light-absorbing component of particulate matter emitted from burning fuels such as coal, diesel, and biomass), and water vapor. CO<sub>2</sub> is the most abundant pollutant that contributes to climate change through fossil fuel combustion. The other GHGs are less abundant but have higher global warming potential than CO<sub>2</sub>. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent of CO<sub>2</sub>, denoted as CO<sub>2</sub>e. CO<sub>2</sub>e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential (GWP) of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. **Table 3-1** shows various GWP.

**TABLE 3-1: GLOBAL WARMING POTENTIAL FOR VARIOUS GREENHOUSE GASES**

Pollutant	Lifetime (Years)	Global Warming Potential (20-Year)	Global Warming Potential (100-Year)
Carbon Dioxide (CO <sub>2</sub> )	--	1	1
Methane (CH <sub>4</sub> )	12	21	25
Nitrous Oxide (N <sub>2</sub> O)	114	310	298
Nitrogen Trifluoride	740	Unknown	17,200
Sulfur Hexafluoride (SF <sub>6</sub> )	3,200	23,900	22,800
Perfluorocarbons (PFCs)	2,600-50,000	6,500-9,200	7,390-12,200
Hydrofluorocarbons (HFCs)	1-270	140-11,700	124-14,800

/a/ Lifetime refers to the approximate amount of time it would take for the anthropogenic increment to an atmospheric pollutant concentration to return to its natural level as a result of either being converted to another chemical compound or being taken out of the atmosphere via a sink.

/b/ The United States primarily uses the 100-year GWP as a measure of the relative impact of different GHGs. However, the scientific community has developed a number of other metrics that could be used for comparing one GHG to another. These metrics may differ based on timeframe, the climate endpoint measured, or the method of calculation. For example, the 20-year GWP is sometimes used as an alternative to the 100-year GWP. Just like the 100-year GWP is based on the energy absorbed by a gas over 100 years, the 20-year GWP is based on the energy absorbed over 20 years. This 20-year GWP prioritizes gases with shorter lifetimes, because it does not consider impacts that happen more than 20 years after the emissions occur. Because all GWPs are calculated relative to CO<sub>2</sub>, GWPs based on a shorter timeframe will be larger for gases with lifetimes shorter than that of CO<sub>2</sub>, and smaller for gases with lifetimes longer than CO<sub>2</sub>.

**SOURCE:** CARB, *Global Warming Potentials*, <https://www.arb.ca.gov/cc/inventory/background/gwp.htm>, accessed on April 8, 2019.

<sup>1</sup>California Environmental Protection Agency Climate Action Team, *Climate Action Report to Governor Schwarzenegger and the California Legislator*, March 2006.

### 3.2 REGULATORY FRAMEWORK

In response to growing scientific and political concern with global climate change, a series of federal and State laws have been adopted to reduce GHG emissions.

#### Federal

**Supreme Court Ruling.** The U.S. Supreme Court ruled in *Massachusetts vs. Environmental Protection Agency*, 127 S. Ct. 1438 (2007), that CO<sub>2</sub> and other GHGs are pollutants under the Clean Air Act (CAA), which the United States Environmental Protection Agency (USEPA) must regulate if it determines they pose an endangerment to public health or welfare. On December 7, 2009, the USEPA Administrator made two distinct findings: 1) the current and projected concentrations of the six key GHGs in the atmosphere (i.e., CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>) threatens the public health and welfare of current and future generations; and 2) the combined emissions of these GHGs from motor vehicle engines contribute to GHG pollution which threatens public health and welfare.

On June 23, 2014, the U.S. Supreme Court ruled in *Utility Air Regulatory Group. vs. EPA* that the USEPA exceeded its statutory authority under the CAA when it determined that stationary source emissions of GHGs would trigger permitting obligations under the Prevention of Significant Deterioration (PSD) program and Title V of the CAA. The Court, however, upheld those portions of USEPA's rulemaking that require a source to apply best available control technology (BACT) to GHG emissions where the source would otherwise trigger PSD permitting on account of its emissions of other pollutants. The Supreme Court's decision was limited to USEPA's regulation of GHG emissions under the PSD and Title V provisions of the CAA, and it left unanswered other questions regarding USEPA's permitting and BACT authority under the PSD program, and the USEPA's efforts to regulate GHG emissions from stationary sources.

**Energy Independence and Security Act.** The Energy Independence and Security Act of 2007 includes several key provisions that will increase energy efficiency and the availability of renewable energy, which will reduce GHG emissions as a result. First, this Act sets a Renewable Fuel Standard that requires fuel producers to use at least 36 billion gallons of biofuel by 2022.<sup>2</sup> Second, this Act increases Corporate Average Fuel Economy Standards to require a minimum average fuel economy of 35 miles per gallon for the combined fleet of cars and light trucks by 2020. Third, this Act includes a variety of new standards for lighting and for residential and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

**Fuel Economy Standards.** On September 15, 2009, the USEPA and the Department of Transportation's (DOT) National Highway Traffic Safety Administration (NHTSA) issued a joint proposal to establish a national program consisting of new standards for model year 2012 through 2016 light-duty vehicles that will reduce GHG emissions and improve fuel economy. The proposed standards would be phased in and would require passenger cars and light-duty trucks to comply with a declining emissions standard. In 2012, passenger cars and light-duty trucks would have to meet an average emissions standard of 295 grams of CO<sub>2</sub> per mile and 30.1 miles per gallon. By 2016, the vehicles would have to meet an average standard of 250 grams of CO<sub>2</sub> per mile and 35.5 miles per gallon.<sup>3</sup> The final standards were adopted by the USEPA and DOT on April 1, 2010.

---

<sup>2</sup>According to the United States Energy Information Administration, 36 billion gallons of fuel represents approximately 26 percent of current gasoline consumption.

<sup>3</sup>USEPA, *EPA and NHTSA Propose Historic Nation Program*, 2009.

**Heavy-Duty Vehicle Program.** The Heavy-Duty Vehicle Program was adopted on August 9, 2011 to establish the first fuel efficiency requirements for medium- and heavy-duty vehicles beginning with the model year 2014.

**Utility Air Regulatory Group. v. USEPA.** On June 23, 2014, the U.S. Supreme Court ruled in *Utility Air Regulatory Group. v. USEPA* that the USEPA exceeded its statutory authority under the CAA when it determined that stationary source emissions of GHGs would trigger permitting obligations under the PSD program and Title V of the CAA. The Court, however, upheld those portions of USEPA's rulemaking that require a source to apply BACT to GHG emissions where the source would otherwise trigger PSD permitting on account of its emissions of other pollutants. The Supreme Court's decision was limited to USEPA's regulation of GHG emissions under the PSD and Title V provisions of the CAA, and it left unanswered other questions regarding USEPA's permitting and BACT authority under the PSD program, and the USEPA's efforts to regulate GHG emissions from stationary sources.

**Executive Order (E.O.) 13693.** On June 10, 2015, E.O. 13693, Planning for Federal Sustainability in the Next Decade, revokes multiple prior E.O.s and memorandum including E.O. 13514. The goal of E.O. 13693 is to maintain federal leadership in sustainability and GHG emission reductions. The new E.O. outlines forward-looking goals for federal agencies in the area of energy, climate change, water use, vehicle fleets, construction, and acquisition.

**Executive Order (E.O.) 13783.** On March 28, 2017, E.O. 13783, Promoting Energy Independence and Economic Growth, revokes multiple prior E.O.s and memoranda including E.O. 13653, the Power Sector Carbon Pollution Standards, Presidential Memorandum – Mitigating Impacts on Natural Resources from Development and Encouraging Related Private Investment, and Presidential Memorandum – Climate Change and National Security, as well as other federal reports and provisions. E.O. 13783 represents a reversal on federal climate policy relative to the work of previous administrations and its objective is to reduce the regulatory framework applicable to GHG emissions to spur fossil fuel production. The order “established a national policy to promote the clean and safe development of our energy resources while reducing unnecessary regulatory burdens.” The order also “directs the USEPA to review existing regulations, orders, guidance documents and policies that potentially burden the development or use of domestically produced energy resources.”<sup>4</sup> Future changes to national policy on GHG emissions as a result of E.O. 13783 cannot be predicted at this time.

**Executive Order (E.O.) 13795.** On April 28, 2017, E.O. 13795, Implementing an America-First Offshore Energy Strategy—directs the “policy of the United States to encourage energy exploration and production, including on the Outer Continental Shelf, in order to maintain the nation’s position as a global energy leader and foster energy security and resilience for the benefit of the American people, while ensuring that any such activity is safe and environmental responsible.” The objective of the order is to expand the opportunity for offshore energy development by removing restrictions on resource exploration and extraction. The order prioritizes the development of offshore energy resources over the protection of National Marine Sanctuaries.<sup>5</sup> The implications of implementing E.O. 13795 with regards to the national GHG emissions inventory cannot be reasonably determined at this time.

---

<sup>4</sup>Federal Register, *Executive Order 13783 of March 28, 2017: Promoting Energy Independence and Economic Growth*, Vol. 82, No. 61, March 31, 2017.

<sup>5</sup>Federal Register, *Executive Order 13795 of April 28, 2017: Implementing an America-First Offshore Energy Strategy*, Vol. 82, No. 84, May 3, 2017.

## State

**California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings.** Located in Title 24, Part 6 of the California Code of Regulations and commonly referred to as "Title 24," these energy efficiency standards were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.<sup>6</sup> The most recent update to Title 24 was adopted by the California Energy Commission on January 1, 2017. The requirement for when the 2016 standards must be followed is dependent on when the application for the building permit is submitted.

**Assembly Bill 1493 (Pavley I).** Assembly Bill 1493, adopted in 2002, required the CARB to develop and adopt standards for vehicle manufacturers to reduce GHG emissions coming from passenger vehicles and light-duty trucks at a "maximum feasible and cost-effective reduction" by January 1, 2005. Pavley I took effect for model years starting in 2009 and extending to 2016 and the Low Emission Vehicle (LEV) III GHG will cover 2017 to 2025. It is estimated that the standard will reduce climate change emissions by 30 percent in 2016 compared to the emissions in the same year without the standards.<sup>7</sup>

**Senate Bill 1078 (SB 1078), Senate Bill 107 (SB 107), and Executive Order (E.O.) S-14-08 (Renewables Portfolio Standard).** Signed on September 12, 2002, SB 1078 required California to generate 20 percent of its electricity from renewable energy by 2017. SB 107, signed on September 26, 2006 changed the due date for this goal from 2017 to 2010, which was achieved by the State. On November 17, 2008, E.O. S-14-08, which established a Renewables Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Increased use of renewable energy sources will decrease California's reliance on fossil fuels, reducing emissions of GHG from the energy sector.

**Executive Order (E.O.) S-3-05.** On June 1, 2005, E.O. S-3-05 set the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. E.O. S-3-05 calls for the Secretary of California Environmental Protection Agency (Cal/EPA) to be responsible for coordination of State agencies and progress reporting. A recent California Energy Commission report concludes, however, that the primary strategies to achieve this target should be major "decarbonization" of electricity supplies and fuels, and major improvements in energy efficiency.<sup>8</sup>

In response to the E.O. S-3-05, the Secretary of the Cal/EPA created the Climate Action Team (CAT). California's CAT originated as a coordinating council and included the Secretaries of the Natural Resources Agency, and the Department of Food and Agriculture, and the Chairs of the California Air Resources Board (CARB), Energy Commission, and Public Utilities Commission. The original council was an informal collaboration between the agencies to develop potential mechanisms for reductions in GHG emissions in the State.

The original mandate for the CAT was to develop proposed measures to meet the emission reduction targets set forth in E.O. S-3-05. The CAT has since expanded and currently has members from 18 State agencies and departments. The CAT also has ten working groups which coordinate policies among their members. The CAT is responsible for preparing reports that summarize the State's progress in reducing GHG emissions. The most recent CAT Report was published in December

---

<sup>6</sup>California Energy Commission, *California's Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6, of the California Code of Regulations*, <http://www.energy.ca.gov/title24>, accessed on April 8, 2019.

<sup>7</sup>CARB, *Clean Air Standards - Pavley, Assembly Bill 1493*, May 6, 2013.

<sup>8</sup>California Energy Commission, *California's Energy Future – The View to 2050*, May 2011.

2010. The CAT Report discusses mitigation and adaptation strategies, State research programs, policy development, and future efforts.

**Senate Bill 1 (SB 1) and Senate Bill 1017 (SB 1017) (Million Solar Roofs).** SB 1 and SB 1017 enacted in August 2006 sets a goal to install 3,000 megawatts of new solar capacity by 2017 - moving the State toward a cleaner energy future and helping lower the cost of solar systems for consumers. The Million Solar Roofs Program is a ratepayer-financed incentive program aimed at transforming the market for rooftop solar systems by driving down costs over time. It provides up to \$3.3 billion in financial incentives that decline over time.

**Assembly Bill 32.** In September 2006, the California Global Warming Solutions Act of 2006, also known as Assembly Bill 32, was signed into law. Assembly Bill 32 focuses on reducing GHG emissions in California and requires the CARB to adopt rules and regulations that would achieve GHG emissions equivalent to Statewide levels in 1990 by 2020. The CARB initially determined that the total Statewide aggregated GHG 1990 emissions level and 2020 emissions limit was 427 million metric tons of CO<sub>2</sub>e. The 2020 target reductions were estimated to be 174 million metric tons of CO<sub>2</sub>e.

To achieve the goal, Assembly Bill 32 mandates that the CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce Statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. Because the intent of Assembly Bill 32 is to limit 2020 emissions to the equivalent of 1990, it is expected that the regulations would affect many existing sources of GHG emissions and not just new general development projects. SB 1368, a companion bill to Assembly Bill 32, requires the California Public Utilities Commission (CPUC) and the California Energy Commission to establish GHG emission performance standards for the generation of electricity. These standards will also apply to power that is generated outside of California and imported into the State.

Assembly Bill 32 charges CARB with the responsibility to monitor and regulate sources of GHG emissions in order to reduce those emissions. On June 1, 2007, CARB adopted three discrete early action measures to reduce GHG emissions. These measures involved complying with a low carbon fuel standard, reducing refrigerant loss from motor vehicle air conditioning maintenance, and increasing methane capture from landfills.<sup>9</sup> On October 25, 2007, CARB tripled the set of previously approved early action measures. The approved measures include improving truck efficiency (i.e., reducing aerodynamic drag), electrifying port equipment, reducing PFCs emissions from the semiconductor industry, reducing propellants in consumer products, promoting proper tire inflation in vehicles, and reducing SF<sub>6</sub> emissions from the non-electricity sector.

The CARB Assembly Bill 32 Scoping Plan (Scoping Plan) contains the main strategies to achieve the 2020 emissions cap. The Scoping Plan was developed by the CARB with input from the CAT and proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve the environment, reduce oil dependency, diversify energy sources, and enhance public health while creating new jobs and improving the State economy. The GHG reduction strategies contained in the Scoping Plan include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

---

<sup>9</sup>CARB, *Proposed Early Action Measures to Mitigate Climate Change in California*, April 20, 2007.

Key approaches for reducing GHG emissions to 1990 levels by 2020 include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a Statewide renewable electricity standard of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related GHG emissions for regions throughout the State, and pursuing policies and incentives to achieve those targets; and
- Adopting and implementing measures to reduce transportation sector emissions.

CARB has adopted the First Update to the Assembly Bill 32 Scoping Plan.<sup>10</sup> This Update identifies the next steps for California's leadership on climate change. The First Update to the initial Assembly Bill 32 Scoping Plan describes progress made to meet the near-term objectives of Assembly Bill 32 and defines California's climate change priorities and activities for the next several years. It also frames activities and issues facing the State as it develops an integrated framework for achieving both air quality and climate goals in California beyond 2020. Specifically, the Update covers a range of topics:

- An update of the latest scientific findings related to climate change and its impacts, including short-lived climate pollutants.
- A review of progress-to-date, including an update of Scoping Plan measures and other State, federal, and local efforts to reduce GHG emissions in California.
- Potential technologically feasible and cost-effective actions to further reduce GHG emissions by 2020.
- Recommendations for establishing a mid-term emissions limit that aligns with the State's long-term goal of an emissions limit 80 percent below 1990 levels by 2050.

Sector-specific discussions covering issues, technologies, needs, and ongoing State activities to significantly reduce emissions throughout California's economy through 2050. In 2016, the Legislature passed SB 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation Assembly Bill 197, which provides additional direction for developing the Scoping Plan.

As discussed above, in December 2007, CARB approved a total statewide GHG 1990 emissions level and 2020 emissions limit of 427 million metric tons of CO<sub>2</sub>e. As part of the Update, CARB revised the 2020 statewide limit to 431 million metric tons of CO<sub>2</sub>e, an approximately one percent increase from the original estimate. The revised estimate includes incorporation of the Pavley standards in the business-as-usual (BAU) forecast. The 2020 BAU forecast in the Update is 509 million metric tons of CO<sub>2</sub>e. The State would need to reduce those emissions by 15 percent to meet the 431 million metric tons of CO<sub>2</sub>e 2020 limit.

In November 2017 CARB adopted the final 2017 Scoping Plan: The Strategy for Achieving California's 2030 GHG target (2017 Scoping Plan). The 2017 Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State's climate goals. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic

---

<sup>10</sup>CARB, *AB 32 Scoping Plan*, May 2014, <https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>, accessed on May 9, 2019.

growth, and delivers improvements to the environment and public health, including in disadvantaged communities.<sup>11</sup> The 2017 Scoping Plan covers topics such as:

- Evaluation of programs for Air Quality Improvement, Assembly Bill 197 measure analyses, economic, environmental and health.
- The 2017 Scoping Plan also identifies key sectors with high-level objectives and goals to reduce GHGs.
- Achieving success with engagement in environmental justice communities, enabling local action, and climate action through local planning and permitting.

**Senate Bill 1368 (SB 1368).** SB 1368, adopted September 19, 2006, directs the California Energy Commission and the CPUC to adopt a performance standard for GHG emissions for the future electricity used in California, regardless of whether it is generated in-state or purchased from other states.

**Executive Order (E.O.) S-1-07, the Low Carbon Fuel Standard.** On January 18, 2007, E.O. S-1-07 was issued requiring a reduction of at least ten percent in the carbon intensity of California's transportation fuels by 2020. Regulatory proceedings and implementation of the Low Carbon Fuel Standard are CARB's responsibility. The Low Carbon Fuel Standard has been identified by CARB as a discrete early action item in the CARB Scoping Plan. CARB expects the Low Carbon Fuel Standard to achieve the minimum ten percent reduction goal; however, many of the early action items outlined in the Scoping Plan work in tandem with one another. To avoid the potential for double-counting emission reductions associated with Assembly Bill 1493 (see previous discussion), the Scoping Plan has modified the aggregate reduction expected from the Low Carbon Fuel Standard to 9.1 percent.

**Assembly Bill 811.** Assembly Bill 811, enacted July 21, 2008, authorizes California cities and counties to designate districts within which willing property owners may enter into contractual assessments to finance the installation of renewable energy generation and energy efficiency improvements that are permanently fixed to the property.

**Senate Bill 375 (SB 375).** SB 375, adopted in September 30, 2008, provides a means for achieving Assembly Bill 32 goals through the reduction in emissions by cars and light trucks. SB 375 requires Regional Transportation Plans (RTPs) prepared by Metropolitan Planning Organizations (MPOs) to include Sustainable Communities Strategies (SCSs). In adopting SB 375, the Legislature found that improved coordination between land use planning and transportation planning is needed in order to achieve the GHG emissions reduction target of Assembly Bill 32. Further, the staff analysis for the bill prepared for the Senate Transportation and Housing Committee's August 29, 2008 hearing on SB 375 began with the following statement: "According to the author, this bill will help implement Assembly Bill 32 by aligning planning for housing, land use, transportation and greenhouse gas emissions for the 17 MPOs in the State."

**Executive Order (E.O.) S-13-08.** On November 14, 2008, E.O. S-13-08 was signed to direct California to develop methods for adapting to climate change impacts through preparation of a Statewide plan. In response to this order, the California Natural Resources Agency coordinated with ten state agencies, multiple scientists, a consulting team, and stakeholders to develop the first Statewide, multi-sector adaptation strategy in the country. The resulting report, 2009 California Climate Adaptation Strategy, summarizes the best-known science to assess the vulnerability of the state to climate change impacts, and outlines possible solutions that can be implemented within and

---

<sup>11</sup>CARB *Final 2017 Scoping Plan Update: The Strategy for Achieving California's 2030 GHG Target*, <https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>, accessed on May 9, 2019.



across state agencies to promote resiliency. This strategy is the first step in an evolving process to reduce California's vulnerability to climate change impacts.

Adaptation refers to efforts that prepare the state to respond to the impacts of climate change – adjustments in natural or human systems to actual or expected climate changes to minimize harm or take advantage of beneficial opportunities. California's ability to manage its climate risks through adaptation depends on a number of critical factors. These include its baseline and projected economic resources, technology, infrastructure, institutional support and effective governance, public awareness, access to the best available scientific information, sustainably-managed natural resources, and equity in access to these resources.

**State CEQA Guidelines Section 15064.4.** Requires that, in performing environmental review under CEQA, an agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. The lead agency has discretion to determine whether to use a model or methodology to quantify GHG emissions, and which model or methodology to use, or rely on a qualitative analysis or performance-based standards. The lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment.

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the proposed project.

**Senate Bill 743 (SB 743).** SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT), which contribute to GHG emissions, as required by Assembly Bill 32. Key provisions of SB 743 include reforming aesthetics and parking CEQA analysis for urban infill projects and eliminating the measurement of auto delay, including Level of Service (LOS), as a metric that can be used for measuring traffic impacts in transit priority areas. SB 743 requires the Governor's Office of Planning and Research (OPR) to develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas that promote the "...reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses". It also allows OPR to develop alternative metrics outside of transit priority areas.

**California Green Building Code.** The California Green Building Code, referred to as CalGreen, is the first statewide green building code. It was developed to provide a consistent, approach for green building within California. Taking effect January 2011, CalGreen lays out minimum requirements for newly constructed buildings in California, which will reduce GHG emissions through improved efficiency and process improvements. It requires builders to install plumbing that cuts indoor water use by as much as 20 percent, to divert 50 percent of construction waste from landfills to recycling, and to use low-pollutant paints, carpets, and floors. CalGreen is updated every three years.

**Executive Order (E.O.) B-30-15.** On April 29, 2015, Governor Brown issued E.O. B-30-15, stating a new Statewide policy goal to reduce GHG emissions 40 percent below their 1990 levels by 2030. The E.O. establishes GHG emissions reduction targets to reduce emissions to 80 percent below 1990 levels by 2050 and sets an interim target of emissions reductions for 2030 as being necessary to guide regulatory policy and investments in California and put California on the most cost-effective path for long-term emissions reductions. The E.O. orders “all State agencies with jurisdiction over sources of [GHG] emissions [to] ... implement measures, pursuant to statutory authority, to achieve reductions of [GHG] emissions to meet the 2030 and 2050 [GHG] emissions reductions targets.” It directs CARB to “update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.” It directs the Natural Resources Agency to update “Safeguarding California” (the State’s climate adaptation strategy) every three years, as specified; directs State agencies to “take climate change into account in their planning and investment decisions, and employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives”; and orders the “State’s Five-Year Infrastructure Plan [to] take current and future climate change impacts into account in all infrastructure projects.” Among its other directives, the E.O. provides that “State agencies’ planning and investment shall be guided by the ... principle that priority should be given to actions that both build climate preparedness and reduce GHG emissions.”

**Senate Bill 32 (SB 32).** On September 8, 2016, California signed into law SB 32, which adds Section 38566 to the Health and Safety Code and requires a commitment to reducing statewide GHG emissions by 2020 to 1990 levels and by 2030 to 40 percent less than 1990 levels. SB 32 was passed with companion legislation Assembly Bill 197, which provides additional direction for developing the Scoping Plan. CARB released the 2017 Climate Change Scoping Plan Update (2017 Update), which outlines the proposed framework of action for achieving California’s new SB 32 2030 GHG target: a 40 percent reduction in GHG emissions by 2030 relative to 1990 levels.<sup>12</sup> The 2030 target is intended to ensure that California remains on track to achieve the goal set forth by E.O. B-30-15 to reduce statewide GHG emissions by 2050 to 80 percent below 1990 levels.

Through a combination of data synthesis and modeling, CARB determined that the target statewide 2030 emissions limit is 260 metric tons of CO<sub>2</sub>e (MMTCO<sub>2</sub>e), and that further commitments will need to be made to achieve an additional reduction of 50 MMTCO<sub>2</sub>e beyond current policies and programs. Key elements of the Proposed 2017 Update include a proposed 20 percent reduction in GHG emissions from refineries and an expansion of the cap-and-trade program to meet the aggressive 2030 GHG emissions goal and ensure achievement of the 2050 limit set forth by E.O. B-30-15. The Proposed 2017 Update indicates that stronger SB 375 reduction targets are needed to meet the State’s 2030 and 2050 goals and that, “[m]ore needs to be done to fully exploit synergies with emerging mobility solutions like ridesourcing and more effective infrastructure planning to anticipate and guide the necessary changes in travel behavior, especially among millennials. Stronger SB 375 reduction targets will likely encourage further densification around transit infrastructure.

## Regional

**Southern California Association of Governments (SCAG) 2016–2040 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS).** While Southern California is a leader in reducing emissions, and ambient levels of air pollutants are improving, the SCAG region continues to have the worst air quality in the nation. SCAG is the MPO for the six-county region that includes Los Angeles, Orange, Riverside, Ventura, San Bernardino and Imperial counties. The 2016–2040

---

<sup>12</sup>CARB, *The 2017 Climate Change Scoping Plan Update: The Proposed Strategy for Achieving California’s 2030 Greenhouse Gas Target*, January 20, 2017.

RTP/SCS includes commitments to reduce emissions from transportation sources to comply with SB 375. Goals and policies included in the 2016–2040 RTP/SCS to reduce air pollution consist of adding density in proximity to transit stations, mixed-use development and encouraging active transportation (i.e., non-motorized transportation such as bicycling). SCAG promotes the following policies and actions related to active transportation to help the region confront congestion and mobility issues and consequently improve air quality:

- Implement Transportation Demand Management (TDM) strategies including integrating bicycling through folding bikes on buses programs, triple racks on buses, and dedicated racks on light and heavy rail vehicles;
- Encourage and support local jurisdictions to develop "Active Transportation Plans" for their jurisdiction if they do not already have one;
- Expand Compass Blueprint program to support member cities in the development of bicycle plans;
- Expand the Toolbox Tuesday's program to encourage local jurisdictions to direct enforcement agencies to focus on bicycling and walking safety to reduce multimodal conflicts;
- Support local advocacy groups and bicycle-related businesses to provide bicycle-safety curricula to the general public;
- Encourage children, including those with disabilities, to walk and bicycle to school;
- Encourage local jurisdictions to adopt and implement the proposed SCAG Regional Bikeway Network; and
- Support local jurisdictions to connect all of the cities within the SCAG region via bicycle facilities.

SB 375 requires CARB to develop regional CO<sub>2</sub> emission reduction targets, compared to 2005 emissions, for cars and light trucks only for 2020 and 2035 for each MPO. Each MPO is to prepare an SCS as part of the RTP in order to reduce CO<sub>2</sub> by better aligning transportation, land use, and housing. For SCAG, the targets are to reduce per capita emissions 8 percent below 2005 levels by 2020 and 18 percent below 2005 levels by 2035.<sup>13</sup> The 2016–2040 RTP/SCS states that the region will meet or exceed the SB 375 per capita targets, lowering regional per capita GHG emissions (below 2005 levels) by eight percent by 2020 and 18 percent by 2035. The 2016–2040 RTP/SCS also states that regional 2040 per capita emissions would be reduced by 22 percent, although CARB has not established a 2040 per capita emissions target.

**South Coast Air Quality Management District (SCAQMD).** SCAQMD adopted a "Policy on Global Warming and Stratospheric Ozone Depletion" on April 6, 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the AQMP. In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy. SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds. The SCAQMD proposed the use of a percent emission reduction target (e.g., 30 percent) to determine significance for commercial/residential projects that emit greater than 3,000 metric tons per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where the SCAQMD is the lead agency. However, SCAQMD has yet to adopt a GHG significance threshold for land use development or transportation projects and has formed a GHG CEQA Significance Threshold Working Group to further evaluate potential GHG significance thresholds.

The GHG CEQA Significance Threshold Working Group is tasked with providing guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. Members of the working group included government agencies implementing CEQA and representatives from various stakeholder groups that will provide input to the SCAQMD staff on developing CEQA GHG significance

---

<sup>13</sup>SCAG, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, 2016.

thresholds. The working group discussed multiple methodologies for determining project significance. These methodologies included categorical exemptions, consistency with regional GHG budgets in approved plans, a numerical threshold, performance standards, and emissions offsets. The GHG CEQA Significance Threshold Working Group has not convened since 2008.

## Local

The City adopted an Energy Action Plan in 2011. The purpose of this Energy Action Plan is to guide the City toward attainable conservation goals that may also significantly reduce the impact of GHG emissions within the community. Those goals include:

- Educating the public about energy saving techniques and programs.
- Promoting and creating energy conservation opportunities and programs.
- Installing environmentally benign, renewable and reliable energy facilities.
- Participating in alliances with local businesses and with other agencies.
- Pursuing and performing local and higher funding opportunities.
- Coordinating other City policies, programs, and ordinances to become compatible with Sustainable Community goals.

The Energy Action Plan considers the following policies related to energy-efficiency and conservation:

- Provide guidance and assistance to Homeowners and Builders to make compliance with new Title 24 energy requirements as effective and efficient as possible.
- Coordinate City Efficiency goals and programs with the efficiency projects and incentive programs of other agencies. Consider fee adjustments or rebates to local businesses and residents in support of those efforts.
- Modify the City's lighting standards to discourage excessive lighting.
- Consider developing an ordinance that encourages energy efficiency upgrades and improvements in buildings upon sale. Include the real estate community and other stakeholders in the ordinance development process.
- Promote energy and water conservation design features in major renovation and new development projects.
- Develop a General Plan Energy Element that will serve as the policy document for West Covina's energy strategy. The Energy Committee will work with the general public to prepare a draft Energy Element for the City Council's review. The Energy Element shall contain at a minimum a building conservation and efficiency section, a renewable energy section, a "Greenhouse Gas Emissions" section, a heat load section, and a transportation section.
- Create and adopt a new "Greenhouse Gas Emissions" Ordinance that is consistent with the policies of West Covina's Energy Plan.
- Support and facilitate the implementation of the Energy Committee's recommended Green Building Ordinance(s).
- Support local, State, and federal legislation that is consistent with the policies of West Covina's Energy Plan.
- Provide City staff support to work with the Energy Committee and under the direction of the City Manager.
- Evaluate the establishment of a non-profit Community Energy Services Corporation (similar to Community Redevelopment agencies) to help implement the City's energy programs.
- Research and monitor the status of State and federal regulations, programs, and funding opportunities, and make recommendations for new programs and opportunities based on changes (e.g., direct access). Assign staff that will work with the community to assist them in

obtaining information, funding and support from those programs, and in creating their program applications.

### 3.3 EXISTING SETTING

GHGs are the result of both natural and human-influenced activities. Volcanic activity, forest fires, decomposition, industrial processes, landfills, consumption of fossil fuels for power generation, transportation, heating, and cooling are the primary sources of GHG emissions. Without human activity, the Earth would maintain an approximate, but varied, balance between the emission of GHGs into the atmosphere and the storage of GHG in oceans and terrestrial ecosystems. Increased combustion of fossil fuels (e.g., gasoline, diesel, coal, etc.) has contributed to a rapid increase in atmospheric levels of GHGs over the last 150 years.

The primary effect of rising global concentrations of atmospheric GHG levels is a rise in the average global temperature of approximately 0.2 degrees Celsius per decade, determined from meteorological measurements worldwide between 1990 and 2005. Climate change modeling using 2000 emission rates shows that further warming is likely to occur given the expected rise in global atmospheric GHG concentrations from innumerable sources of GHG emissions worldwide (including from economically developed and developing countries and deforestation), which would induce further changes in the global climate system during the current century.<sup>14</sup>

Adverse impacts from global climate change worldwide and in California could include:

- Declining sea ice and mountain snowpack levels, thereby increasing sea levels and sea surface evaporation rates with a corresponding increase in atmospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures;<sup>15</sup>
- Rising average global sea levels primarily due to thermal expansion and the melting of glaciers, ice caps, and the Greenland and Antarctic ice sheets;<sup>16</sup>
- Changing weather patterns, including changes to precipitation, ocean salinity, and wind patterns, and more energetic aspects of extreme weather including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones;<sup>17</sup>
- Declining Sierra Mountains snowpack levels, which account for approximately half of the surface water storage in California, by 70 percent to as much as 90 percent over the next 100 years;<sup>18</sup>
- Increasing the number of days conducive to ozone formation (e.g., clear days with intense sun light) by 25 percent to 85 percent (depending on the future temperature scenario) in high ozone areas located in the Southern California area and the San Joaquin Valley by the end of the 21<sup>st</sup> Century;<sup>19</sup> and
- Increasing the potential for erosion of California's coastlines and seawater intrusion into the Sacramento Delta and associated levee systems due to the rise in sea level.<sup>20</sup>

**Table 3-2** shows GHG emissions from 2007 to 2016 in California. California's GHG emissions have followed a declining trend since 2007. In 2016, emissions from routine emitting activities statewide were 12 MMTCO<sub>2</sub>e lower than 2015 levels and 63 MMTCO<sub>2</sub>e lower than 2007 levels. Of note, between October 23, 2015 and February 18, 2016, an exceptional natural gas leak event occurred

---

<sup>14</sup>USEPA, *Draft Endangerment Finding*, 74 Fed. Reg. 18886, 18904, April 24, 2009.

<sup>15</sup>*Ibid.*

<sup>16</sup>Intergovernmental Panel on Climate Change, *Climate Change 2013: The Physical Science Basis, Fifth Assessment Report*, ISBN 978 1 107 05799-1 Hardback; 978 1 66182-0 Paperback. 2013.

<sup>17</sup>*Ibid.*

<sup>18</sup>Cal/EPA, *Climate Action Team Report to Governor Schwarzenegger and the California Legislature*, 2006.

<sup>19</sup>*Ibid.*

<sup>20</sup>*Ibid.*

at the Aliso Canyon natural gas storage facility that resulted in unexpected GHG emissions of considerable magnitude. The exceptional incident released approximately 109,000 metric tons of CH<sub>4</sub>, which equated to approximately 1.96 MMTCO<sub>2</sub>e of unanticipated emissions in 2015 and an additional 0.52 MMTCO<sub>2</sub>e in 2016. According to the CARB, these emissions will be mitigated in the future through projects funded by the Southern California Gas Company based on legal settlement and are presented alongside but tracked separately from routine inventory emissions.<sup>21,22</sup>

**TABLE 3-2: CALIFORNIA GREENHOUSE GAS EMISSIONS INVENTORY TREND**

Sector	CO <sub>2</sub> e Emissions (Million Metric Tons)									
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Transportation	189	178	170	165	162	161	161	162	166	169
Industrial	90	91	88	92	91	9	94	94	92	90
Electric Power	114	120	101	90	88	95	90	88	84	69
Commercial and Residential	43	44	44	45	46	43	44	37	38	39
Agriculture	36	36	34	34	35	36	35	36	34	34
High Global Warming Potential	11	12	12	14	15	16	17	18	19	20
Recycling and Waste	8	8	8	8	8	8	8	8	9	9
<b>Emissions Total</b>	<b>490</b>	<b>487</b>	<b>457</b>	<b>448</b>	<b>443</b>	<b>450</b>	<b>448</b>	<b>444</b>	<b>441</b>	<b>429</b>
<b>SOURCE:</b> CARB, <i>California Greenhouse Gas Emission Inventory - 2018 Edition</i> , July 11, 2018.										

### 3.4 METHODOLOGY AND SIGNIFICANCE THRESHOLDS

#### 3.4.1 Methodology

GHG emissions that will be generated by the proposed project were estimated using CalEEMod, as recommended by the SCAQMD. CalEEMod quantifies GHG emissions from construction activities and future operation of projects. Sources of GHG emissions during project construction will include heavy-duty off-road diesel equipment and vehicular travel to and from the project site. The construction emissions analysis was based on a combination of detailed information provided by the project team and CalEEMod default assumptions related to typical construction activities. In accordance with SCAQMD methodology, the total amount of GHG emissions that would be generated by construction of the proposed project was amortized over a 30-year operational period to represent long-term impacts.

Sources of GHG emissions during project operation will include energy demand, landscaping equipment, employee and delivery vehicular travel, water use, and waste generation. Electricity and natural gas emissions were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the energy usage by applicable emissions factors chosen by the utility company. GHG emissions from electricity use are directly dependent on the electricity utility provider. In this case, GHG intensity factors for LADWP were selected in CalEEMod. Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building, such as plug-in appliances. CalEEMod calculates energy use from systems covered by Title 24 (e.g., heating, ventilation, and air conditioning system, and lighting system); energy use from lighting; and energy use from office equipment, appliances, plug-ins, and other sources are not covered by Title 24 or lighting.

CalEEMod electricity and natural gas usage rates are based on the California Commercial End-Use Survey and California Residential Appliance Saturation Survey studies sponsored by the California

<sup>21</sup>CARB, *California Greenhouse Gas Inventory for 2000-2015 – Trends of Emissions and Other Indicators*, June 2017.

<sup>22</sup>CARB, *Determination of Total Methane Emissions from the Aliso Canyon Natural Gas Leak Incident*, October 2016.

Energy Commission. The data are specific for climate zones; therefore, Zone 11 was selected based on the zip code tool. Since these studies are based on older buildings, adjustments have been made to account for changes to Title 24 building codes but do not reflect 2016 Title 24 standards. As discussed above, the 2016 Title 24 standards would be applicable to the Project as the Project would be built after January 1, 2017, when the 2016 Title 24 standards come into effect. The 2016 Title 24 standards are anticipated to be 28 percent more efficient (for electricity) than the 2013 Title 24 standards for residential construction and five percent more efficient (for electricity) for non-residential construction.

The proposed land uses would generate 278 daily trips.<sup>23</sup> CalEEMod calculates VMT based on the type of land use, trip purpose, trip type percentages for each land use subtype in the project (primary, diverted, and pass-by).

Emissions related to solid waste were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the waste generated by applicable emissions factors, provided in Section 2.4 of USEPA's AP-42, Compilation of Air Pollutant Emission Factors. CalEEMod solid waste generation rates for each applicable land use were selected for this analysis.

Emissions related to water usage and wastewater generation were calculated using CalEEMod emission inventory model which multiplies an estimate of the water usage by the applicable energy intensity factor to determine the embodied energy necessary to supply potable water. GHG emissions are related to the energy used to convey, treat, and distribute water and wastewater. Thus, the emissions are generally indirect emissions from the production of electricity to power these systems. GHG emissions are then calculated based on the amount of electricity consumed multiplied by the GHG intensity factors for the utility provider. In this case, embodied energy for Southern California supplied water and GHG intensity factors for LADWP were selected in CalEEMod.

### 3.4.2 Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would have a significant impact related to GHG if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Section 15064.4 of the CEQA Guidelines was adopted to assist lead agencies in determining the significance of impacts of GHGs. Consistent with developing practice, this section urges lead agencies to quantify GHG emissions of projects where possible and includes language necessary to avoid an implication that a "life-cycle" analysis is required. In addition to quantification, Section 15064.4 recommends consideration of several other qualitative factors that may be used in the determination of significance (i.e., extent to which a project may increase or reduce GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which a project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs).

Section 15064.4 does not establish a threshold of significance. Lead agencies are called on to establish significance thresholds for their respective jurisdictions in which a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), as long as any threshold chosen is supported by substantial evidence (See CEQA Guidelines Section 15064.7(c)). The CEQA

---

<sup>23</sup>KOA, *Traffic Impact Study Assisted Living Facility 1415 West Garvey Avenue North*, May 2019.

Guidelines amendments also clarify that the effects of GHG emission are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (See CEQA Guidelines Section 15103(f)).

The CARB 2017 Scoping Plan recognizes that for individual projects, "[a]chieving net zero increases in GHG emissions, resulting in no contribution to GHG impacts, may not be feasible or appropriate for every project, however, and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA." Therefore, it is possible for an individual project to generate GHG emissions without resulting in a significant and unavoidable impact.

The SCAQMD published the *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* in October 2008.<sup>24</sup> The document evaluated the analyses of the CAPCOA White Paper as they applied to emissions of GHGs within the SCAQMD jurisdiction. The SCAQMD convened a GHG CEQA Significance Threshold Stakeholder Working Group beginning in April of 2008 to examine alternatives for establishing quantitative GHG thresholds within the district's jurisdiction. The Working Group proposed a tiered screening methodology for assessing the potential significance of GHG emissions generated by CEQA projects.<sup>25</sup> Tier I consisted of determining whether the project qualified for an applicable categorical exemption under CEQA. A vast majority of projects do not qualify for such an exemption. The Tier II screening would be based upon examining the project's consistency with a GHG reduction plan, typically included in a local general plan. Under the Tier III methodology, the Working Group proposed a 10,000 metric tons of carbon dioxide equivalents (MTCO<sub>2</sub>e) per year threshold for industrial projects and a 3,000 MTCO<sub>2</sub>e annual threshold for commercial and residential projects, including mixed-use. The proposed Tier IV screening was based on performance standards, which were outlined in several different options for demonstrating project consistency. The final proposed methodology, Tier V, relates to mitigation and CEQA offsets outlined in the CEQA Guidelines.

For the purposes of this environmental assessment, the interim Tier III screening threshold value of 3,000 MTCO<sub>2</sub>e per year is the most appropriate comparison value for impacts determination based on the commercial elements comprising the proposed project.

### 3.5 ENVIRONMENTAL IMPACTS

#### 3.5-1 Would the proposed project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment? (*Less-Than-Significant Impact*)

##### Impact Analysis

The proposed project would generate GHG emissions from construction equipment, vehicular traffic, and utilities demand. The emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG emissions from more than one project and many sources in the atmosphere that may result in global climate change. The consequences of that climate change can cause adverse environmental effects. CalEEMod was used to prepare estimates of annual GHG emissions. **Table 3-3** presents the estimated emissions of GHGs that would be released to the atmosphere on an annual basis. Construction of the proposed project would produce approximately 836.5 MTCO<sub>2</sub>e, or 27.9 MTCO<sub>2</sub>e annually over a 30-year period.

---

<sup>24</sup>SCAQMD, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

<sup>25</sup>SCAQMD, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15*, September 28, 2010, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2), accessed on May 9, 2019.



<b>TABLE 3-3: ESTIMATED ANNUAL GREENHOUSE GAS EMISSIONS</b>	
<b>Scenario and Source</b>	<b>Annual GHG Emissions (MTCO<sub>2</sub>e per Year)</b>
Construction Emissions Amortized (Direct) /a/	27.9
Area Source Emissions (Direct)	1.6
Energy Source Emissions (Indirect)	226.5
Mobile Source Emissions (Direct)	403.4
Waste Disposal Emissions (Indirect)	42.2
Water Distribution Emissions (Indirect)	46.5
<b>Total Emissions</b>	<b>748.1</b>
<b>SCAQMD Draft Interim Significance Threshold</b>	<b>3,000</b>
Exceed Threshold?	No
/a/ Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span. SOURCE: TAHA, 2019.	

The total annual operating emissions would be approximately 748.1 MTCO<sub>2</sub>e per year after accounting for amortized construction emissions. This mass rate is below the most applicable quantitative draft interim threshold of 3,000 MTCO<sub>2</sub>e per year as recommended by the SCAQMD, which represents a 90 percent capture rate for CEQA projects within the SCAQMD jurisdiction towards meeting the goals of Assembly Bill 32. Therefore, implementation of the proposed project will result in a less-than-significant impact related to GHG emissions.

### Mitigation Measure

Impacts will be less-than-significant, and no mitigation measures are required.

### 3.5-2 Would the proposed project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs? (*Less-Than-Significant Impact*)

#### Impact Analysis

The following consistency analysis describes the extent the proposed project complies with or exceeds performance-based standards included in the regulations outlined in the applicable portions of the Climate Change Scoping Plan, RTP/SCS, and City plans. The analysis demonstrates that the project would be consistent with GHG reduction plans and long-term goals to reduce Statewide and local GHG emissions. Therefore, implementation of the proposed project will result in a less-than-significant impact.

**Climate Change Scoping Plan.** The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the Legislature as the 2006 Global Warming Solutions Act. The Climate Change Scoping Plan, as required by Assembly Bill 32, has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an Assembly Bill 32 implementation fee to fund the program. **Table 3-4** provides an evaluation of applicable reduction actions/strategies by emissions source category.

<b>TABLE 3-4: PROJECT CONSISTENCY WITH AB 32 CLIMATE CHANGE SCOPING PLAN GHG REDUCTION STRATEGIES</b>	
<b>Strategy</b>	<b>Project Consistency</b>
<b>Energy Efficiency.</b> Maximize energy efficiency building and appliance standards and pursue additional efficiency efforts including new technologies, and new policy and mechanisms.	<b>Consistent.</b> The proposed project would be designed and constructed to meet Title 24 and the City's standards designed to reduce energy consumption.
<b>Renewables Portfolio Standard:</b> Achieve 33 percent renewable energy mix statewide.	<b>Consistent.</b> LADWP would supply energy to the proposed project site. The LADWP's portfolio consists of approximately 20 percent of renewable energy and plans to increase its amount of renewable energy to 35 percent by 2020.
<b>Green Building Strategy:</b> Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	<b>Consistent.</b> The proposed project would be designed and constructed to meet the CalGreen and will include several measures designed to reduce energy consumption, such as use of natural light where practicable.
<b>Recycling and Waste:</b> Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials and mandate commercial recycling. Move toward zero waste.	<b>Consistent.</b> The proposed project would implement a recycling program to divert waste from landfills.
<b>Water:</b> Continue efficiency programs and use cleaner energy sources to move and treat water.	<b>Consistent.</b> The proposed project is required to use water-efficient landscaping, as well as water-efficient fixtures.
<b>SOURCE:</b> CARB, <i>Scoping Plan</i> , 2008 (Applicable Strategies Only); TAHA, 2019.	

**Senate Bills (SBs) 375 and 743.** The California legislature enacted SB 375 in 2008 to set regional targets for the reduction of GHG emissions and require the preparation of Sustainable Communities Strategies (SCSs) by MPOs. SB 743 was enacted in 2013 to evolve the assessment of transportation impacts under CEQA, and in the 2018 CEQA Guidelines were published that incorporated SB 743 by promulgating the use of VMT and VMT reductions as a significance threshold metric. The proposed project would introduce approximately 278 daily vehicle trips to the project area. Due to the nature of the proposed project and the limited mobility of future residents, it is anticipated that vehicle trips associated with the proposed project would be of shorter distance than similar uses in the area. The proposed project would not have the potential to conflict with the regional GHG emissions targets and VMT reduction efforts of SB 375 and SB 743, respectively.

**Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).** The California legislature passed SB 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare an SCS in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2016–2040 RTP/SCS. The RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. **Table 3-5** presents elements of the proposed project that are consistent with applicable strategies outlined in the 2016–2040 RTP/SCS.

TABLE 3-5: PROJECT CONSISTENCY WITH 2016–2040 RTP/SCS GHG REDUCTION STRATEGIES	
Strategy	Project Consistency
<b>Focus New Growth Around Transit:</b> High Quality Transit Areas (HQTAs) are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, avoid greenfield development, create local jobs, and have the potential to improve public health and housing affordability.	<b>Consistent.</b> The proposed project is located within 900 feet of Foothill Transit Lines 185 and 498. The proposed project would accommodate and encourage active transportation through the provision of bicycle parking spaces. The proximity to transit and the accommodation of active transportation will contribute to reduced VMT compared to an assisted living facility project located outside an HQTA.
<b>Plan for Growth Around Livable Corridors:</b> Livable Corridor strategies include the development of mixed-use retail centers at key nodes along the corridors and increasing neighborhood-oriented retail at more intersections.	<b>Consistent.</b> The proposed project would introduce new residential dwelling units to an urbanized, high-quality transit area. The proposed project would be located within close proximity to local-serving commercial uses, and residents and employees would have access to public transit through the Foothill Transit Lines 185 and 498.
<b>Provide More Options for Short Trips:</b> The 2016–2040 RTP/SCS provides two strategies to promote the use of active transport for short trips: (1) Neighborhood Mobility Areas are meant to reduce short trips in a suburban setting; (2) “Complete communities” support the creation of mixed-use districts in strategic growth areas in urban settings.	<b>Consistent.</b> The proposed project represents an infill development in a mixed-use urban center district, with convenient access to public transit as well as commercial/retail uses at the nearby Plaza West Covina for future residents and staff employees. The proximity of transit and retail access will encourage active transport.
<b>Preserve our Existing Transit System:</b> Ensuring that the existing transportation system is operating efficiently is critical for the success of HQTAs, Livable Corridors, and other land use strategies outlined in the 2016–2040 RTP/SCS.	<b>Consistent.</b> The Traffic Impact Study for the proposed project determined that its implementation would not place an undue burden on the existing transportation network. The project site is located in an area surrounded by existing development, and the proposed project is an infill development with convenient access to public transit and the state highway system.
SOURCE: SCAG, 2016–2040 RTP/SCS, 2016 (Applicable Strategies Only); TAHA, 2019; KOA, 2019.	

**Citywide GHG Reduction Plans.** The City adopted an Energy Action Plan in 2011 to guide the City toward attainable conservation goals that may also significantly reduce the impact of GHG emissions within the community. The proposed project would be consistent with the Energy Action Plan by complying with the 2019 California Building Code (Title 24), including the California Green Building Standards Code. The California Green Building Standard Code, referred to as CalGreen, is the first statewide Green Building Code. CalGreen lays out minimum requirements for newly constructed buildings in California, which will reduce GHG emissions through improved efficiency and process improvements. It requires builders to install plumbing that cuts indoor water use by as much as 20 percent, to divert 50 percent of construction waste from landfills to recycling, and to use low-pollutant paints, carpets, and floors.

Additionally, the City published its General Plan Update in 2016 that included a series of Policies and Actions for implementing a well-planned community. Policy P3.6 directs the City to, “[r]educe West Covina’s production of greenhouse gas emissions and contribution to climate change and adapt to the effects of climate change.” The associated Action A3.6 outlines that, “[k]ey land use adaptation strategies to reduce greenhouse gas emissions are: promoting transit-oriented infill development, and providing incentives for high-performance buildings and infrastructure.” The proposed project would be consistent with P3.6 and A3.6 of the 2016 General Plan Update by introducing new mixed-use development consistent with the City’s density requirements in a high-quality transit area with convenient access to public transit for future residents and staff members.

### Mitigation Measure

Impacts would be less-than-significant, and no mitigation measures are required.

#### 4.0 REFERENCES

California Air Pollution Control Officers Association, *California Emissions Estimator Model (CalEEMod)*, 2016.

California Air Pollution Control Officers Association, *CEQA and Climate Change White Paper*, January 2008.

California Air Resources Board (CARB), AB 32 Scoping Plan  
<http://www.arb.ca.gov/adam/topfour/topfour1.php>, accessed on May 9, 2019.

CARB, *California Greenhouse Gas Inventory 2000-2016*, July 11, 2018.

CARB, *Clean Air Standards - Pavley, Assembly Bill 1493*, May 6, 2013.

CARB, *Determination of Total Methane Emissions from the Aliso Canyon Natural Gas Leak Incident*, October 2016.

CARB, *Final 2017 Scoping Plan Update: The Strategy for Achieving California's 2030 GHG Target*, <https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>, accessed on May 9, 2019.

CARB, *First Update to the Climate Change Scoping Plan*, May 2014.

CARB, *Global Warming Potentials*, <https://www.arb.ca.gov/cc/inventory/background/gwp.htm>, accessed on May 9, 2019.

CARB, *Proposed Early Action Measures to Mitigate Climate Change in California*, April 20, 2007.

California Energy Commission, *California's Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6, of the California Code of Regulations*, <http://www.energy.ca.gov/title24>, accessed on February 25, 2019.

California Energy Commission, *California's Energy Future – The View to 2050*, May 2011.

California Environmental Protection Agency, *Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature*, 2006.

City of West Covina, *Energy Action Plan*, 2011.

Federal Register, Executive Order 13783 of March 28, 2017: Promoting Energy Independence and Economic Growth, Vol. 82, No. 61, March 31, 2017.

Federal Register, Executive Order 13795 of April 28, 2017: Implementing an America-First Offshore Energy Strategy, Vol. 82, No. 84, May 3, 2017.

Intergovernmental Panel on Climate Change, *Climate Change 2013: The Physical Science Basis, Fifth Assessment Report*, ISBN 978 1 107 05799-1 Hardback; 978 1 66182-0 Paperback. 2013.

KOA, *Traffic Impact Study Assisted Living Facility 1415 West Garvey Avenue North*, May 2019.

South Coast Air Quality Management District (SCAQMD), *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

SCAQMD, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15*, September 28, 2010, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2), accessed on April 8, 2019.

Southern California Association of Governments (SCAG), *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy*, 2016.

The White House, Office of the Press Secretary, May 19, 2009, <https://obamawhitehouse.archives.gov/the-press-office/president-obama-announces-national-fuel-efficiency-policy>, accessed on May 9, 2019.

United States Environmental Protection Agency (USEPA), *Draft Endangerment Finding*, 74 Fed. Reg. 18886, 18904, April 24, 2009.

---

## APPENDIX A

### CalEEMod Files

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

# 1415 W. Garvey Avenue Assisted Living Facility

## Los Angeles-South Coast County, Annual

### 1.0 Project Characteristics

---

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	55.00	Space	0.00	22,000.00	0
Congregate Care (Assisted Living)	92.00	Dwelling Unit	1.10	80,086.00	107

#### 1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

#### 1.3 User Entered Comments & Non-Default Data

1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

## Project Characteristics - Construction Start: 2020

Project Occupancy: 2022

## Land Use - Site Plans: Project Summary

### Construction Phase - Project Schedule

Trips and VMT - Even numbers represent round trips.

Demolition - Approximately 9,000 square feet of demolished building area and 39,000 square feet of asphalt parking lot.

Grading -

### Architectural Coating -

## Vehicle Trips - KOA TIS (2019)

## Woodstoves - No Woodstoves or Fireplaces

Area Coating -

## Energy Use -

## Construction Off-road Equipment Mitigation - SCAQMD Rule 403 Compliance

Fleet Mix -

[illegible]



## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	78.20	0.00
tblFireplaces	NumberNoFireplace	9.20	0.00
tblFireplaces	NumberWood	4.60	0.00
tblGrading	MaterialExported	0.00	17,000.00
tblLandUse	LandUseSquareFeet	92,000.00	80,086.00
tblLandUse	LotAcreage	0.49	0.00
tblLandUse	LotAcreage	5.75	1.10
tblLandUse	Population	263.00	107.00
tblTripsAndVMT	HaulingTripNumber	127.00	128.00
tblTripsAndVMT	HaulingTripNumber	2,125.00	2,126.00
tblTripsAndVMT	VendorTripNumber	13.00	10.00
tblTripsAndVMT	WorkerTripNumber	13.00	14.00
tblTripsAndVMT	WorkerTripNumber	75.00	66.00
tblTripsAndVMT	WorkerTripNumber	13.00	14.00
tblTripsAndVMT	WorkerTripNumber	15.00	14.00
tblVehicleTrips	ST_TR	2.20	3.02
tblVehicleTrips	SU_TR	2.44	3.02
tblVehicleTrips	WD_TR	2.74	3.02
tblWoodstoves	NumberCatalytic	4.60	0.00
tblWoodstoves	NumberNoncatalytic	4.60	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

## 2.0 Emissions Summary

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0924	1.1224	0.5353	1.5600e-003	0.2272	0.0441	0.2712	0.1037	0.0408	0.1445	0.0000	143.6308	143.6308	0.0278	0.0000	144.3254
2021	0.3279	2.4163	2.3838	5.0800e-003	0.1894	0.1081	0.2975	0.0612	0.1041	0.1653	0.0000	437.8829	437.8829	0.0584	0.0000	439.3432
2022	0.4304	1.2692	1.4777	2.9400e-003	0.0691	0.0572	0.1263	0.0185	0.0549	0.0734	0.0000	251.9395	251.9395	0.0369	0.0000	252.8611
Maximum	0.4304	2.4163	2.3838	5.0800e-003	0.2272	0.1081	0.2975	0.1037	0.1041	0.1653	0.0000	437.8829	437.8829	0.0584	0.0000	439.3432

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0924	1.1224	0.5353	1.5600e-003	0.1028	0.0441	0.1468	0.0442	0.0408	0.0850	0.0000	143.6307	143.6307	0.0278	0.0000	144.3253
2021	0.3279	2.4163	2.3838	5.0800e-003	0.1540	0.1081	0.2621	0.0452	0.1041	0.1493	0.0000	437.8826	437.8826	0.0584	0.0000	439.3429
2022	0.4304	1.2692	1.4777	2.9400e-003	0.0691	0.0572	0.1263	0.0185	0.0549	0.0734	0.0000	251.9393	251.9393	0.0369	0.0000	252.8609
Maximum	0.4304	2.4163	2.3838	5.0800e-003	0.1540	0.1081	0.2621	0.0452	0.1041	0.1493	0.0000	437.8826	437.8826	0.0584	0.0000	439.3429

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	32.91	0.00	23.00	41.17	0.00	19.70	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-7-2020	12-6-2020	0.8927	0.8927
2	12-7-2020	3-6-2021	0.8416	0.8416
3	3-7-2021	6-6-2021	0.6680	0.6680
4	6-7-2021	9-6-2021	0.6674	0.6674
5	9-7-2021	12-6-2021	0.6617	0.6617
6	12-7-2021	3-6-2022	0.6163	0.6163
7	3-7-2022	6-6-2022	0.8598	0.8598
8	6-7-2022	9-6-2022	0.3942	0.3942
		Highest	0.8927	0.8927

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3449	0.0110	0.9505	5.0000e-005		5.2500e-003	5.2500e-003		5.2500e-003	5.2500e-003	0.0000	1.5512	1.5512	1.5000e-003	0.0000	1.5886
Energy	6.6500e-003	0.0568	0.0242	3.6000e-004		4.5900e-003	4.5900e-003		4.5900e-003	4.5900e-003	0.0000	225.5095	225.5095	7.8600e-003	2.5700e-003	226.4718
Mobile	0.0866	0.4559	1.1947	4.3600e-003	0.3606	3.6500e-003	0.3642	0.0967	3.4000e-003	0.1001	0.0000	402.8955	402.8955	0.0207	0.0000	403.4133
Waste						0.0000	0.0000		0.0000	0.0000	17.0411	0.0000	17.0411	1.0071	0.0000	42.2186
Water						0.0000	0.0000		0.0000	0.0000	1.9017	38.2454	40.1471	0.1969	4.9400e-003	46.5413
<b>Total</b>	<b>0.4382</b>	<b>0.5237</b>	<b>2.1694</b>	<b>4.7700e-003</b>	<b>0.3606</b>	<b>0.0135</b>	<b>0.3741</b>	<b>0.0967</b>	<b>0.0132</b>	<b>0.1099</b>	<b>18.9428</b>	<b>668.2015</b>	<b>687.1443</b>	<b>1.2341</b>	<b>7.5100e-003</b>	<b>720.2336</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3449	0.0110	0.9505	5.0000e-005		5.2500e-003	5.2500e-003		5.2500e-003	5.2500e-003	0.0000	1.5512	1.5512	1.5000e-003	0.0000	1.5886
Energy	6.6500e-003	0.0568	0.0242	3.6000e-004		4.5900e-003	4.5900e-003		4.5900e-003	4.5900e-003	0.0000	225.5095	225.5095	7.8600e-003	2.5700e-003	226.4718
Mobile	0.0866	0.4559	1.1947	4.3600e-003	0.3606	3.6500e-003	0.3642	0.0967	3.4000e-003	0.1001	0.0000	402.8955	402.8955	0.0207	0.0000	403.4133
Waste						0.0000	0.0000		0.0000	0.0000	17.0411	0.0000	17.0411	1.0071	0.0000	42.2186
Water						0.0000	0.0000		0.0000	0.0000	1.9017	38.2454	40.1471	0.1969	4.9400e-003	46.5413
<b>Total</b>	<b>0.4382</b>	<b>0.5237</b>	<b>2.1694</b>	<b>4.7700e-003</b>	<b>0.3606</b>	<b>0.0135</b>	<b>0.3741</b>	<b>0.0967</b>	<b>0.0132</b>	<b>0.1099</b>	<b>18.9428</b>	<b>668.2015</b>	<b>687.1443</b>	<b>1.2341</b>	<b>7.5100e-003</b>	<b>720.2336</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail****Construction Phase**

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/7/2020	10/10/2020	6	30	
2	Site Preparation	Site Preparation	10/12/2020	11/14/2020	6	30	
3	Grading	Grading	11/16/2020	1/23/2021	6	60	
4	Building Construction	Building Construction	1/25/2021	7/2/2022	6	450	
5	Paving	Paving	5/9/2022	7/2/2022	6	48	
6	Architectural Coating	Architectural Coating	5/9/2022	7/2/2022	6	48	

**Acres of Grading (Site Preparation Phase): 15**

**Acres of Grading (Grading Phase): 22.5**

**Acres of Paving: 0**

**Residential Indoor: 162,174; Residential Outdoor: 54,058; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,320 (Architectural Coating – sqft)**

**OffRoad Equipment**

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	14.00	0.00	128.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	2,126.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	66.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	14.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Demolition - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0138	0.0000	0.0138	2.0800e-003	0.0000	2.0800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0319	0.3142	0.2199	3.6000e-004		0.0173	0.0173		0.0161	0.0161	0.0000	31.6015	31.6015	8.1200e-003	0.0000	31.8046
<b>Total</b>	<b>0.0319</b>	<b>0.3142</b>	<b>0.2199</b>	<b>3.6000e-004</b>	<b>0.0138</b>	<b>0.0173</b>	<b>0.0310</b>	<b>2.0800e-003</b>	<b>0.0161</b>	<b>0.0182</b>	<b>0.0000</b>	<b>31.6015</b>	<b>31.6015</b>	<b>8.1200e-003</b>	<b>0.0000</b>	<b>31.8046</b>



## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**3.2 Demolition - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.6000e-004	0.0190	4.1900e-003	5.0000e-005	1.1000e-003	6.0000e-005	1.1600e-003	3.0000e-004	6.0000e-005	3.6000e-004	0.0000	4.9330	4.9330	3.4000e-004	0.0000	4.9416
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.8000e-004	8.6400e-003	2.0000e-005	2.3000e-003	2.0000e-005	2.3200e-003	6.1000e-004	2.0000e-005	6.3000e-004	0.0000	2.1448	2.1448	7.0000e-005	0.0000	2.1465
<b>Total</b>	<b>1.5300e-003</b>	<b>0.0198</b>	<b>0.0128</b>	<b>7.0000e-005</b>	<b>3.4000e-003</b>	<b>8.0000e-005</b>	<b>3.4800e-003</b>	<b>9.1000e-004</b>	<b>8.0000e-005</b>	<b>9.9000e-004</b>	<b>0.0000</b>	<b>7.0779</b>	<b>7.0779</b>	<b>4.1000e-004</b>	<b>0.0000</b>	<b>7.0881</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3600e-003	0.0000	5.3600e-003	8.1000e-004	0.0000	8.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0319	0.3142	0.2199	3.6000e-004		0.0173	0.0173		0.0161	0.0161	0.0000	31.6015	31.6015	8.1200e-003	0.0000	31.8045
<b>Total</b>	<b>0.0319</b>	<b>0.3142</b>	<b>0.2199</b>	<b>3.6000e-004</b>	<b>5.3600e-003</b>	<b>0.0173</b>	<b>0.0227</b>	<b>8.1000e-004</b>	<b>0.0161</b>	<b>0.0170</b>	<b>0.0000</b>	<b>31.6015</b>	<b>31.6015</b>	<b>8.1200e-003</b>	<b>0.0000</b>	<b>31.8045</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**3.2 Demolition - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.6000e-004	0.0190	4.1900e-003	5.0000e-005	1.1000e-003	6.0000e-005	1.1600e-003	3.0000e-004	6.0000e-005	3.6000e-004	0.0000	4.9330	4.9330	3.4000e-004	0.0000	4.9416
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.8000e-004	8.6400e-003	2.0000e-005	2.3000e-003	2.0000e-005	2.3200e-003	6.1000e-004	2.0000e-005	6.3000e-004	0.0000	2.1448	2.1448	7.0000e-005	0.0000	2.1465
<b>Total</b>	<b>1.5300e-003</b>	<b>0.0198</b>	<b>0.0128</b>	<b>7.0000e-005</b>	<b>3.4000e-003</b>	<b>8.0000e-005</b>	<b>3.4800e-003</b>	<b>9.1000e-004</b>	<b>8.0000e-005</b>	<b>9.9000e-004</b>	<b>0.0000</b>	<b>7.0779</b>	<b>7.0779</b>	<b>4.1000e-004</b>	<b>0.0000</b>	<b>7.0881</b>

**3.3 Site Preparation - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0870	0.0000	0.0870	0.0443	0.0000	0.0443	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0245	0.2752	0.1156	2.6000e-004		0.0123	0.0123		0.0113	0.0113	0.0000	22.6898	22.6898	7.3400e-003	0.0000	22.8732
<b>Total</b>	<b>0.0245</b>	<b>0.2752</b>	<b>0.1156</b>	<b>2.6000e-004</b>	<b>0.0870</b>	<b>0.0123</b>	<b>0.0993</b>	<b>0.0443</b>	<b>0.0113</b>	<b>0.0556</b>	<b>0.0000</b>	<b>22.6898</b>	<b>22.6898</b>	<b>7.3400e-003</b>	<b>0.0000</b>	<b>22.8732</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**3.3 Site Preparation - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	4.5000e-004	4.9400e-003	1.0000e-005	1.3100e-003	1.0000e-005	1.3300e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.2256	1.2256	4.0000e-005	0.0000	1.2266
<b>Total</b>	<b>5.5000e-004</b>	<b>4.5000e-004</b>	<b>4.9400e-003</b>	<b>1.0000e-005</b>	<b>1.3100e-003</b>	<b>1.0000e-005</b>	<b>1.3300e-003</b>	<b>3.5000e-004</b>	<b>1.0000e-005</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>1.2256</b>	<b>1.2256</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.2266</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0339	0.0000	0.0339	0.0173	0.0000	0.0173	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0245	0.2752	0.1156	2.6000e-004		0.0123	0.0123		0.0113	0.0113	0.0000	22.6897	22.6897	7.3400e-003	0.0000	22.8732
<b>Total</b>	<b>0.0245</b>	<b>0.2752</b>	<b>0.1156</b>	<b>2.6000e-004</b>	<b>0.0339</b>	<b>0.0123</b>	<b>0.0462</b>	<b>0.0173</b>	<b>0.0113</b>	<b>0.0286</b>	<b>0.0000</b>	<b>22.6897</b>	<b>22.6897</b>	<b>7.3400e-003</b>	<b>0.0000</b>	<b>22.8732</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**3.3 Site Preparation - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	4.5000e-004	4.9400e-003	1.0000e-005	1.3100e-003	1.0000e-005	1.3300e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.2256	1.2256	4.0000e-005	0.0000	1.2266
<b>Total</b>	<b>5.5000e-004</b>	<b>4.5000e-004</b>	<b>4.9400e-003</b>	<b>1.0000e-005</b>	<b>1.3100e-003</b>	<b>1.0000e-005</b>	<b>1.3300e-003</b>	<b>3.5000e-004</b>	<b>1.0000e-005</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>1.2256</b>	<b>1.2256</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.2266</b>

**3.4 Grading - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1032	0.0000	0.1032	0.0511	0.0000	0.0511	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0270	0.3017	0.1291	2.8000e-004		0.0137	0.0137		0.0126	0.0126	0.0000	24.7792	24.7792	8.0100e-003	0.0000	24.9795
<b>Total</b>	<b>0.0270</b>	<b>0.3017</b>	<b>0.1291</b>	<b>2.8000e-004</b>	<b>0.1032</b>	<b>0.0137</b>	<b>0.1169</b>	<b>0.0511</b>	<b>0.0126</b>	<b>0.0637</b>	<b>0.0000</b>	<b>24.7792</b>	<b>24.7792</b>	<b>8.0100e-003</b>	<b>0.0000</b>	<b>24.9795</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**3.4 Grading - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.2500e-003	0.2105	0.0464	5.6000e-004	0.0168	6.5000e-004	0.0174	4.4700e-003	6.3000e-004	5.0900e-003	0.0000	54.6228	54.6228	3.8000e-003	0.0000	54.7179
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4000e-004	6.0000e-004	6.5900e-003	2.0000e-005	1.7500e-003	1.0000e-005	1.7700e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.6342	1.6342	5.0000e-005	0.0000	1.6355
<b>Total</b>	<b>6.9900e-003</b>	<b>0.2111</b>	<b>0.0530</b>	<b>5.8000e-004</b>	<b>0.0185</b>	<b>6.6000e-004</b>	<b>0.0192</b>	<b>4.9400e-003</b>	<b>6.4000e-004</b>	<b>5.5700e-003</b>	<b>0.0000</b>	<b>56.2569</b>	<b>56.2569</b>	<b>3.8500e-003</b>	<b>0.0000</b>	<b>56.3533</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0403	0.0000	0.0403	0.0199	0.0000	0.0199	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0270	0.3017	0.1291	2.8000e-004		0.0137	0.0137		0.0126	0.0126	0.0000	24.7792	24.7792	8.0100e-003	0.0000	24.9795
<b>Total</b>	<b>0.0270</b>	<b>0.3017</b>	<b>0.1291</b>	<b>2.8000e-004</b>	<b>0.0403</b>	<b>0.0137</b>	<b>0.0540</b>	<b>0.0199</b>	<b>0.0126</b>	<b>0.0325</b>	<b>0.0000</b>	<b>24.7792</b>	<b>24.7792</b>	<b>8.0100e-003</b>	<b>0.0000</b>	<b>24.9795</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**3.4 Grading - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.2500e-003	0.2105	0.0464	5.6000e-004	0.0168	6.5000e-004	0.0174	4.4700e-003	6.3000e-004	5.0900e-003	0.0000	54.6228	54.6228	3.8000e-003	0.0000	54.7179
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4000e-004	6.0000e-004	6.5900e-003	2.0000e-005	1.7500e-003	1.0000e-005	1.7700e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.6342	1.6342	5.0000e-005	0.0000	1.6355
<b>Total</b>	<b>6.9900e-003</b>	<b>0.2111</b>	<b>0.0530</b>	<b>5.8000e-004</b>	<b>0.0185</b>	<b>6.6000e-004</b>	<b>0.0192</b>	<b>4.9400e-003</b>	<b>6.4000e-004</b>	<b>5.5700e-003</b>	<b>0.0000</b>	<b>56.2569</b>	<b>56.2569</b>	<b>3.8500e-003</b>	<b>0.0000</b>	<b>56.3533</b>

**3.4 Grading - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0581	0.0000	0.0581	0.0263	0.0000	0.0263	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0129	0.1433	0.0633	1.4000e-004		6.3800e-003	6.3800e-003		5.8700e-003	5.8700e-003	0.0000	12.3837	12.3837	4.0100e-003	0.0000	12.4838
<b>Total</b>	<b>0.0129</b>	<b>0.1433</b>	<b>0.0633</b>	<b>1.4000e-004</b>	<b>0.0581</b>	<b>6.3800e-003</b>	<b>0.0644</b>	<b>0.0263</b>	<b>5.8700e-003</b>	<b>0.0321</b>	<b>0.0000</b>	<b>12.3837</b>	<b>12.3837</b>	<b>4.0100e-003</b>	<b>0.0000</b>	<b>12.4838</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**3.4 Grading - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.9800e-003	0.0981	0.0229	2.7000e-004	0.0153	2.9000e-004	0.0155	3.9200e-003	2.8000e-004	4.2000e-003	0.0000	27.0107	27.0107	1.8700e-003	0.0000	27.0576
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	2.7000e-004	3.0300e-003	1.0000e-005	8.8000e-004	1.0000e-005	8.8000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.7911	0.7911	2.0000e-005	0.0000	0.7917
<b>Total</b>	<b>3.3200e-003</b>	<b>0.0984</b>	<b>0.0259</b>	<b>2.8000e-004</b>	<b>0.0161</b>	<b>3.0000e-004</b>	<b>0.0164</b>	<b>4.1500e-003</b>	<b>2.9000e-004</b>	<b>4.4400e-003</b>	<b>0.0000</b>	<b>27.8018</b>	<b>27.8018</b>	<b>1.8900e-003</b>	<b>0.0000</b>	<b>27.8493</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0226	0.0000	0.0226	0.0102	0.0000	0.0102	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0129	0.1433	0.0633	1.4000e-004		6.3800e-003	6.3800e-003		5.8700e-003	5.8700e-003	0.0000	12.3836	12.3836	4.0100e-003	0.0000	12.4838
<b>Total</b>	<b>0.0129</b>	<b>0.1433</b>	<b>0.0633</b>	<b>1.4000e-004</b>	<b>0.0226</b>	<b>6.3800e-003</b>	<b>0.0290</b>	<b>0.0102</b>	<b>5.8700e-003</b>	<b>0.0161</b>	<b>0.0000</b>	<b>12.3836</b>	<b>12.3836</b>	<b>4.0100e-003</b>	<b>0.0000</b>	<b>12.4838</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**3.4 Grading - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.9800e-003	0.0981	0.0229	2.7000e-004	0.0153	2.9000e-004	0.0155	3.9200e-003	2.8000e-004	4.2000e-003	0.0000	27.0107	27.0107	1.8700e-003	0.0000	27.0576
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	2.7000e-004	3.0300e-003	1.0000e-005	8.8000e-004	1.0000e-005	8.8000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.7911	0.7911	2.0000e-005	0.0000	0.7917
<b>Total</b>	<b>3.3200e-003</b>	<b>0.0984</b>	<b>0.0259</b>	<b>2.8000e-004</b>	<b>0.0161</b>	<b>3.0000e-004</b>	<b>0.0164</b>	<b>4.1500e-003</b>	<b>2.9000e-004</b>	<b>4.4400e-003</b>	<b>0.0000</b>	<b>27.8018</b>	<b>27.8018</b>	<b>1.8900e-003</b>	<b>0.0000</b>	<b>27.8493</b>

**3.5 Building Construction - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2655	1.9977	1.8898	3.2300e-003		0.1003	0.1003		0.0968	0.0968	0.0000	265.9673	265.9673	0.0475	0.0000	267.1543
<b>Total</b>	<b>0.2655</b>	<b>1.9977</b>	<b>1.8898</b>	<b>3.2300e-003</b>		<b>0.1003</b>	<b>0.1003</b>		<b>0.0968</b>	<b>0.0968</b>	<b>0.0000</b>	<b>265.9673</b>	<b>265.9673</b>	<b>0.0475</b>	<b>0.0000</b>	<b>267.1543</b>



## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**3.5 Building Construction - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.5500e-003	0.1446	0.0392	3.7000e-004	9.2300e-003	2.9000e-004	9.5200e-003	2.6600e-003	2.8000e-004	2.9500e-003	0.0000	36.1118	36.1118	2.2200e-003	0.0000	36.1671
Worker	0.0416	0.0324	0.3656	1.0600e-003	0.1060	8.7000e-004	0.1068	0.0281	8.0000e-004	0.0290	0.0000	95.6184	95.6184	2.8100e-003	0.0000	95.6887
<b>Total</b>	<b>0.0462</b>	<b>0.1770</b>	<b>0.4048</b>	<b>1.4300e-003</b>	<b>0.1152</b>	<b>1.1600e-003</b>	<b>0.1164</b>	<b>0.0308</b>	<b>1.0800e-003</b>	<b>0.0319</b>	<b>0.0000</b>	<b>131.7301</b>	<b>131.7301</b>	<b>5.0300e-003</b>	<b>0.0000</b>	<b>131.8559</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2655	1.9977	1.8898	3.2300e-003		0.1003	0.1003		0.0968	0.0968	0.0000	265.9670	265.9670	0.0475	0.0000	267.1540
<b>Total</b>	<b>0.2655</b>	<b>1.9977</b>	<b>1.8898</b>	<b>3.2300e-003</b>		<b>0.1003</b>	<b>0.1003</b>		<b>0.0968</b>	<b>0.0968</b>	<b>0.0000</b>	<b>265.9670</b>	<b>265.9670</b>	<b>0.0475</b>	<b>0.0000</b>	<b>267.1540</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**3.5 Building Construction - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.5500e-003	0.1446	0.0392	3.7000e-004	9.2300e-003	2.9000e-004	9.5200e-003	2.6600e-003	2.8000e-004	2.9500e-003	0.0000	36.1118	36.1118	2.2200e-003	0.0000	36.1671
Worker	0.0416	0.0324	0.3656	1.0600e-003	0.1060	8.7000e-004	0.1068	0.0281	8.0000e-004	0.0290	0.0000	95.6184	95.6184	2.8100e-003	0.0000	95.6887
<b>Total</b>	<b>0.0462</b>	<b>0.1770</b>	<b>0.4048</b>	<b>1.4300e-003</b>	<b>0.1152</b>	<b>1.1600e-003</b>	<b>0.1164</b>	<b>0.0308</b>	<b>1.0800e-003</b>	<b>0.0319</b>	<b>0.0000</b>	<b>131.7301</b>	<b>131.7301</b>	<b>5.0300e-003</b>	<b>0.0000</b>	<b>131.8559</b>

**3.5 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1294	0.9815	0.9990	1.7300e-003		0.0462	0.0462		0.0447	0.0447	0.0000	142.5379	142.5379	0.0248	0.0000	143.1585
<b>Total</b>	<b>0.1294</b>	<b>0.9815</b>	<b>0.9990</b>	<b>1.7300e-003</b>		<b>0.0462</b>	<b>0.0462</b>		<b>0.0447</b>	<b>0.0447</b>	<b>0.0000</b>	<b>142.5379</b>	<b>142.5379</b>	<b>0.0248</b>	<b>0.0000</b>	<b>143.1585</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**3.5 Building Construction - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2900e-003	0.0736	0.0199	2.0000e-004	4.9400e-003	1.4000e-004	5.0800e-003	1.4300e-003	1.3000e-004	1.5600e-003	0.0000	19.1800	19.1800	1.1500e-003	0.0000	19.2087
Worker	0.0209	0.0157	0.1805	5.5000e-004	0.0568	4.5000e-004	0.0572	0.0151	4.2000e-004	0.0155	0.0000	49.4348	49.4348	1.3600e-003	0.0000	49.4688
<b>Total</b>	<b>0.0232</b>	<b>0.0893</b>	<b>0.2004</b>	<b>7.5000e-004</b>	<b>0.0617</b>	<b>5.9000e-004</b>	<b>0.0623</b>	<b>0.0165</b>	<b>5.5000e-004</b>	<b>0.0171</b>	<b>0.0000</b>	<b>68.6148</b>	<b>68.6148</b>	<b>2.5100e-003</b>	<b>0.0000</b>	<b>68.6775</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1294	0.9815	0.9990	1.7300e-003		0.0462	0.0462		0.0447	0.0447	0.0000	142.5377	142.5377	0.0248	0.0000	143.1584
<b>Total</b>	<b>0.1294</b>	<b>0.9815</b>	<b>0.9990</b>	<b>1.7300e-003</b>		<b>0.0462</b>	<b>0.0462</b>		<b>0.0447</b>	<b>0.0447</b>	<b>0.0000</b>	<b>142.5377</b>	<b>142.5377</b>	<b>0.0248</b>	<b>0.0000</b>	<b>143.1584</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**3.5 Building Construction - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2900e-003	0.0736	0.0199	2.0000e-004	4.9400e-003	1.4000e-004	5.0800e-003	1.4300e-003	1.3000e-004	1.5600e-003	0.0000	19.1800	19.1800	1.1500e-003	0.0000	19.2087
Worker	0.0209	0.0157	0.1805	5.5000e-004	0.0568	4.5000e-004	0.0572	0.0151	4.2000e-004	0.0155	0.0000	49.4348	49.4348	1.3600e-003	0.0000	49.4688
<b>Total</b>	<b>0.0232</b>	<b>0.0893</b>	<b>0.2004</b>	<b>7.5000e-004</b>	<b>0.0617</b>	<b>5.9000e-004</b>	<b>0.0623</b>	<b>0.0165</b>	<b>5.5000e-004</b>	<b>0.0171</b>	<b>0.0000</b>	<b>68.6148</b>	<b>68.6148</b>	<b>2.5100e-003</b>	<b>0.0000</b>	<b>68.6775</b>

**3.6 Paving - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0165	0.1626	0.2113	3.3000e-004		8.3400e-003	8.3400e-003		7.6900e-003	7.6900e-003	0.0000	28.2471	28.2471	8.9500e-003	0.0000	28.4710
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0165</b>	<b>0.1626</b>	<b>0.2113</b>	<b>3.3000e-004</b>		<b>8.3400e-003</b>	<b>8.3400e-003</b>		<b>7.6900e-003</b>	<b>7.6900e-003</b>	<b>0.0000</b>	<b>28.2471</b>	<b>28.2471</b>	<b>8.9500e-003</b>	<b>0.0000</b>	<b>28.4710</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**3.6 Paving - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3600e-003	1.0200e-003	0.0117	4.0000e-005	3.6800e-003	3.0000e-005	3.7100e-003	9.8000e-004	3.0000e-005	1.0000e-003	0.0000	3.2060	3.2060	9.0000e-005	0.0000	3.2082
<b>Total</b>	<b>1.3600e-003</b>	<b>1.0200e-003</b>	<b>0.0117</b>	<b>4.0000e-005</b>	<b>3.6800e-003</b>	<b>3.0000e-005</b>	<b>3.7100e-003</b>	<b>9.8000e-004</b>	<b>3.0000e-005</b>	<b>1.0000e-003</b>	<b>0.0000</b>	<b>3.2060</b>	<b>3.2060</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>3.2082</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0165	0.1626	0.2113	3.3000e-004		8.3400e-003	8.3400e-003		7.6900e-003	7.6900e-003	0.0000	28.2471	28.2471	8.9500e-003	0.0000	28.4709
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0165</b>	<b>0.1626</b>	<b>0.2113</b>	<b>3.3000e-004</b>		<b>8.3400e-003</b>	<b>8.3400e-003</b>		<b>7.6900e-003</b>	<b>7.6900e-003</b>	<b>0.0000</b>	<b>28.2471</b>	<b>28.2471</b>	<b>8.9500e-003</b>	<b>0.0000</b>	<b>28.4709</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**3.6 Paving - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3600e-003	1.0200e-003	0.0117	4.0000e-005	3.6800e-003	3.0000e-005	3.7100e-003	9.8000e-004	3.0000e-005	1.0000e-003	0.0000	3.2060	3.2060	9.0000e-005	0.0000	3.2082
<b>Total</b>	<b>1.3600e-003</b>	<b>1.0200e-003</b>	<b>0.0117</b>	<b>4.0000e-005</b>	<b>3.6800e-003</b>	<b>3.0000e-005</b>	<b>3.7100e-003</b>	<b>9.8000e-004</b>	<b>3.0000e-005</b>	<b>1.0000e-003</b>	<b>0.0000</b>	<b>3.2060</b>	<b>3.2060</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>3.2082</b>

**3.7 Architectural Coating - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2536					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9100e-003	0.0338	0.0435	7.0000e-005		1.9600e-003	1.9600e-003		1.9600e-003	1.9600e-003	0.0000	6.1278	6.1278	4.0000e-004	0.0000	6.1378
<b>Total</b>	<b>0.2585</b>	<b>0.0338</b>	<b>0.0435</b>	<b>7.0000e-005</b>		<b>1.9600e-003</b>	<b>1.9600e-003</b>		<b>1.9600e-003</b>	<b>1.9600e-003</b>	<b>0.0000</b>	<b>6.1278</b>	<b>6.1278</b>	<b>4.0000e-004</b>	<b>0.0000</b>	<b>6.1378</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**3.7 Architectural Coating - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3600e-003	1.0200e-003	0.0117	4.0000e-005	3.6800e-003	3.0000e-005	3.7100e-003	9.8000e-004	3.0000e-005	1.0000e-003	0.0000	3.2060	3.2060	9.0000e-005	0.0000	3.2082
<b>Total</b>	<b>1.3600e-003</b>	<b>1.0200e-003</b>	<b>0.0117</b>	<b>4.0000e-005</b>	<b>3.6800e-003</b>	<b>3.0000e-005</b>	<b>3.7100e-003</b>	<b>9.8000e-004</b>	<b>3.0000e-005</b>	<b>1.0000e-003</b>	<b>0.0000</b>	<b>3.2060</b>	<b>3.2060</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>3.2082</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2536					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9100e-003	0.0338	0.0435	7.0000e-005		1.9600e-003	1.9600e-003		1.9600e-003	1.9600e-003	0.0000	6.1278	6.1278	4.0000e-004	0.0000	6.1378
<b>Total</b>	<b>0.2585</b>	<b>0.0338</b>	<b>0.0435</b>	<b>7.0000e-005</b>		<b>1.9600e-003</b>	<b>1.9600e-003</b>		<b>1.9600e-003</b>	<b>1.9600e-003</b>	<b>0.0000</b>	<b>6.1278</b>	<b>6.1278</b>	<b>4.0000e-004</b>	<b>0.0000</b>	<b>6.1378</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**3.7 Architectural Coating - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3600e-003	1.0200e-003	0.0117	4.0000e-005	3.6800e-003	3.0000e-005	3.7100e-003	9.8000e-004	3.0000e-005	1.0000e-003	0.0000	3.2060	3.2060	9.0000e-005	0.0000	3.2082
<b>Total</b>	<b>1.3600e-003</b>	<b>1.0200e-003</b>	<b>0.0117</b>	<b>4.0000e-005</b>	<b>3.6800e-003</b>	<b>3.0000e-005</b>	<b>3.7100e-003</b>	<b>9.8000e-004</b>	<b>3.0000e-005</b>	<b>1.0000e-003</b>	<b>0.0000</b>	<b>3.2060</b>	<b>3.2060</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>3.2082</b>

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**



## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0866	0.4559	1.1947	4.3600e-003	0.3606	3.6500e-003	0.3642	0.0967	3.4000e-003	0.1001	0.0000	402.8955	402.8955	0.0207	0.0000	403.4133
Unmitigated	0.0866	0.4559	1.1947	4.3600e-003	0.3606	3.6500e-003	0.3642	0.0967	3.4000e-003	0.1001	0.0000	402.8955	402.8955	0.0207	0.0000	403.4133

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Congregate Care (Assisted Living)	278.02	278.02	278.02	950,050	950,050
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	278.02	278.02	278.02	950,050	950,050

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Congregate Care (Assisted Living)	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Congregate Care (Assisted Living)	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	159.7414	159.7414	6.5900e-003	1.3600e-003	160.3129
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	159.7414	159.7414	6.5900e-003	1.3600e-003	160.3129
NaturalGas Mitigated	6.6500e-003	0.0568	0.0242	3.6000e-004		4.5900e-003	4.5900e-003		4.5900e-003	4.5900e-003	0.0000	65.7681	65.7681	1.2600e-003	1.2100e-003	66.1589
NaturalGas Unmitigated	6.6500e-003	0.0568	0.0242	3.6000e-004		4.5900e-003	4.5900e-003		4.5900e-003	4.5900e-003	0.0000	65.7681	65.7681	1.2600e-003	1.2100e-003	66.1589

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Congregate Care (Assisted Living)	1.23245e+006	6.6500e-003	0.0568	0.0242	3.6000e-004		4.5900e-003	4.5900e-003		4.5900e-003	4.5900e-003	0.0000	65.7681	65.7681	1.2600e-003	1.2100e-003	66.1589
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>6.6500e-003</b>	<b>0.0568</b>	<b>0.0242</b>	<b>3.6000e-004</b>		<b>4.5900e-003</b>	<b>4.5900e-003</b>		<b>4.5900e-003</b>	<b>4.5900e-003</b>	<b>0.0000</b>	<b>65.7681</b>	<b>65.7681</b>	<b>1.2600e-003</b>	<b>1.2100e-003</b>	<b>66.1589</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Congregate Care (Assisted Living)	1.23245e+006	6.6500e-003	0.0568	0.0242	3.6000e-004		4.5900e-003	4.5900e-003		4.5900e-003	4.5900e-003	0.0000	65.7681	65.7681	1.2600e-003	1.2100e-003	66.1589
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>6.6500e-003</b>	<b>0.0568</b>	<b>0.0242</b>	<b>3.6000e-004</b>		<b>4.5900e-003</b>	<b>4.5900e-003</b>		<b>4.5900e-003</b>	<b>4.5900e-003</b>	<b>0.0000</b>	<b>65.7681</b>	<b>65.7681</b>	<b>1.2600e-003</b>	<b>1.2100e-003</b>	<b>66.1589</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Congregate Care (Assisted Living)	372432	118.6647	4.9000e-003	1.0100e-003	119.0892
Enclosed Parking with Elevator	128920	41.0767	1.7000e-003	3.5000e-004	41.2236
<b>Total</b>		<b>159.7414</b>	<b>6.6000e-003</b>	<b>1.3600e-003</b>	<b>160.3129</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Congregate Care (Assisted Living)	372432	118.6647	4.9000e-003	1.0100e-003	119.0892
Enclosed Parking with Elevator	128920	41.0767	1.7000e-003	3.5000e-004	41.2236
<b>Total</b>		<b>159.7414</b>	<b>6.6000e-003</b>	<b>1.3600e-003</b>	<b>160.3129</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3449	0.0110	0.9505	5.0000e-005		5.2500e-003	5.2500e-003		5.2500e-003	5.2500e-003	0.0000	1.5512	1.5512	1.5000e-003	0.0000	1.5886
Unmitigated	0.3449	0.0110	0.9505	5.0000e-005		5.2500e-003	5.2500e-003		5.2500e-003	5.2500e-003	0.0000	1.5512	1.5512	1.5000e-003	0.0000	1.5886

## 6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0254					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2908					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0288	0.0110	0.9505	5.0000e-005		5.2500e-003	5.2500e-003		5.2500e-003	5.2500e-003	0.0000	1.5512	1.5512	1.5000e-003	0.0000	1.5886
<b>Total</b>	<b>0.3449</b>	<b>0.0110</b>	<b>0.9505</b>	<b>5.0000e-005</b>		<b>5.2500e-003</b>	<b>5.2500e-003</b>		<b>5.2500e-003</b>	<b>5.2500e-003</b>	<b>0.0000</b>	<b>1.5512</b>	<b>1.5512</b>	<b>1.5000e-003</b>	<b>0.0000</b>	<b>1.5886</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0254					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2908					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0288	0.0110	0.9505	5.0000e-005		5.2500e-003	5.2500e-003		5.2500e-003	5.2500e-003	0.0000	1.5512	1.5512	1.5000e-003	0.0000	1.5886
<b>Total</b>	<b>0.3449</b>	<b>0.0110</b>	<b>0.9505</b>	<b>5.0000e-005</b>		<b>5.2500e-003</b>	<b>5.2500e-003</b>		<b>5.2500e-003</b>	<b>5.2500e-003</b>	<b>0.0000</b>	<b>1.5512</b>	<b>1.5512</b>	<b>1.5000e-003</b>	<b>0.0000</b>	<b>1.5886</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	40.1471	0.1969	4.9400e-003	46.5413
Unmitigated	40.1471	0.1969	4.9400e-003	46.5413

## 7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Congregate Care (Assisted Living)	5.99417 / 3.77893	40.1471	0.1969	4.9400e-003	46.5413
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>40.1471</b>	<b>0.1969</b>	<b>4.9400e-003</b>	<b>46.5413</b>

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Congregate Care (Assisted Living)	5.99417 / 3.77893	40.1471	0.1969	4.9400e-003	46.5413
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>40.1471</b>	<b>0.1969</b>	<b>4.9400e-003</b>	<b>46.5413</b>

**8.0 Waste Detail****8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	17.0411	1.0071	0.0000	42.2186
Unmitigated	17.0411	1.0071	0.0000	42.2186



## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Congregate Care (Assisted Living)	83.95	17.0411	1.0071	0.0000	42.2186
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>17.0411</b>	<b>1.0071</b>	<b>0.0000</b>	<b>42.2186</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Congregate Care (Assisted Living)	83.95	17.0411	1.0071	0.0000	42.2186
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>17.0411</b>	<b>1.0071</b>	<b>0.0000</b>	<b>42.2186</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

## 1415 W. Garvey Avenue Assisted Living Facility - Los Angeles-South Coast County, Annual

**10.0 Stationary Equipment**

---

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

**User Defined Equipment**

Equipment Type	Number
----------------	--------

**11.0 Vegetation**

---

## Appendix F

### Shade/Shadow Study



## Memorandum

TO: Jo-Anne Burns, Planning Manager  
City of West Covina

FROM: Kevin Ferrier, Senior Planner  
Andy Uk, Assistant Planner  
Terry A. Hayes Associates Inc. (TAHA)

DATE: August 6, 2019

RE: **SHADOW ANALYSIS - 1415 WEST GARVEY AVENUE NORTH**

Terry A. Hayes Associates Inc. (TAHA) has conducted a shadow analysis at 1415 West Garvey Avenue North, Assessor Identification Number 8458-023-020, (proposed project) to determine if the proposed building would cast shadows on any adjacent shade-sensitive uses.

### BACKGROUND

The proposed project includes the demolition of the existing 8,029-square-foot dental office building and the construction of a five-story, 80,086-square-foot elderly residential care facility that is approximately 60 feet in height. Extending from the top of the building are three enclosed stairwell shafts, eight-feet tall by 10-feet wide on the southwest, northwest and northeast corners of the proposed building.

The shade/shadow simulations were created using an aerial photograph provided by Trimble Sketchup Pro of the project site, surrounding area, and site plan drawings provided by the project team. The drawings were utilized to determine the relative scale and position of the proposed project in relationship to the surrounding buildings and shade-sensitive uses. Existing building heights were determined with Los Angeles Region Imagery Acquisition Consortium (LARIAC) Countywide Building Outlines (LARIAC 4) data, accessed using ESRI ArcMap. Trimble Sketchup Pro, Adobe Photoshop, and Adobe InDesign were used to prepare the model and renderings, and daylight savings time was incorporated into the analysis.

### SHADE-SENSITIVE USES

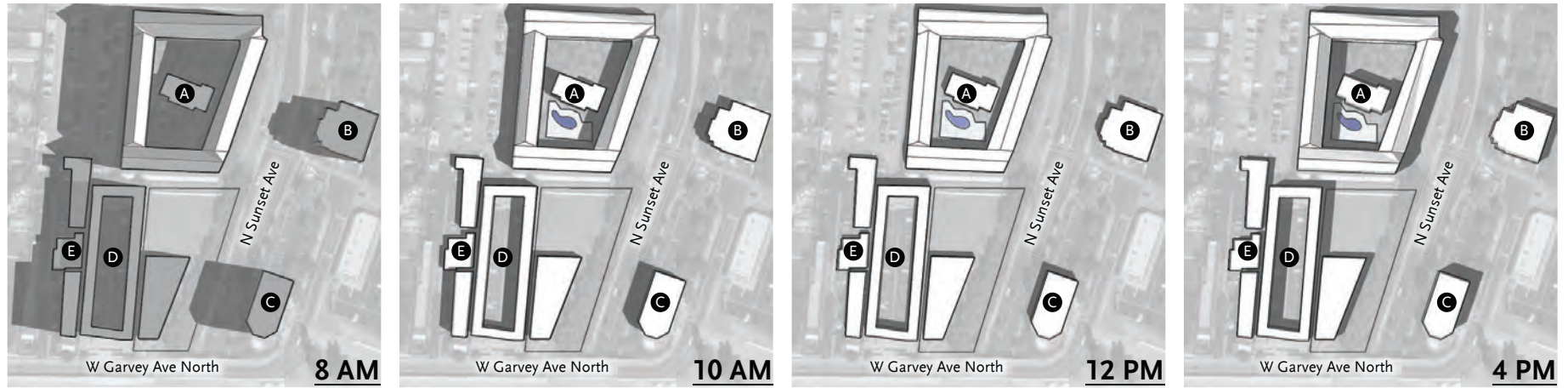
Shade-sensitive uses are considered to include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses (e.g., schools, convalescent homes); commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor seating areas; nurseries; and existing solar collectors. These uses are considered sensitive because sunlight is important to their function, physical comfort, or commerce.

Properties and existing developments adjacent to the proposed project were identified and analyzed for shade sensitive uses are shown in **Figures 1** through **4**.

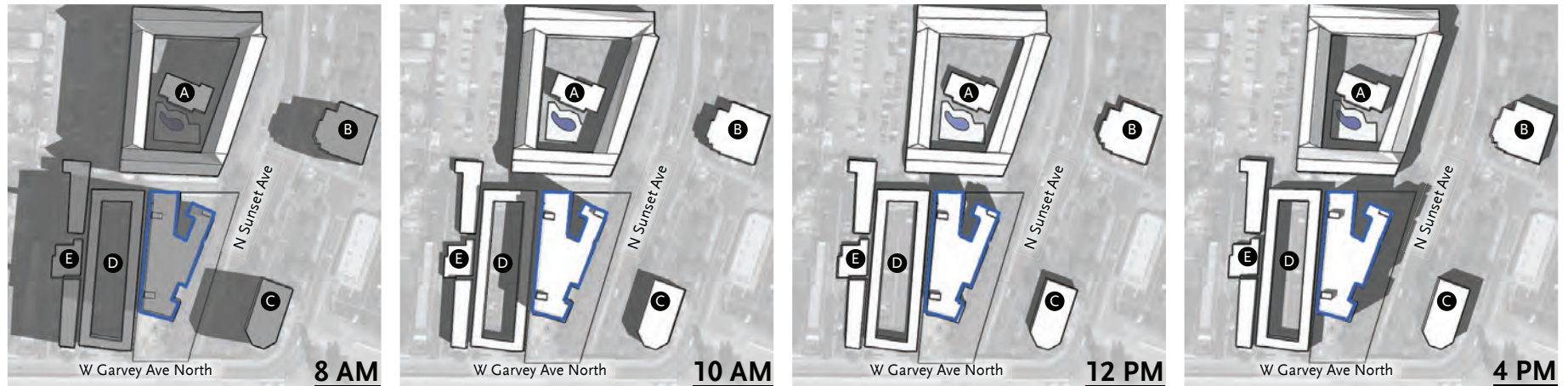


Terry A. Hayes Associates Inc.  
3535 Hayden Avenue, Suite 350  
Culver City, California 90232  
310.839.4200 fax 310.839.4201

## Existing



## Proposed Project



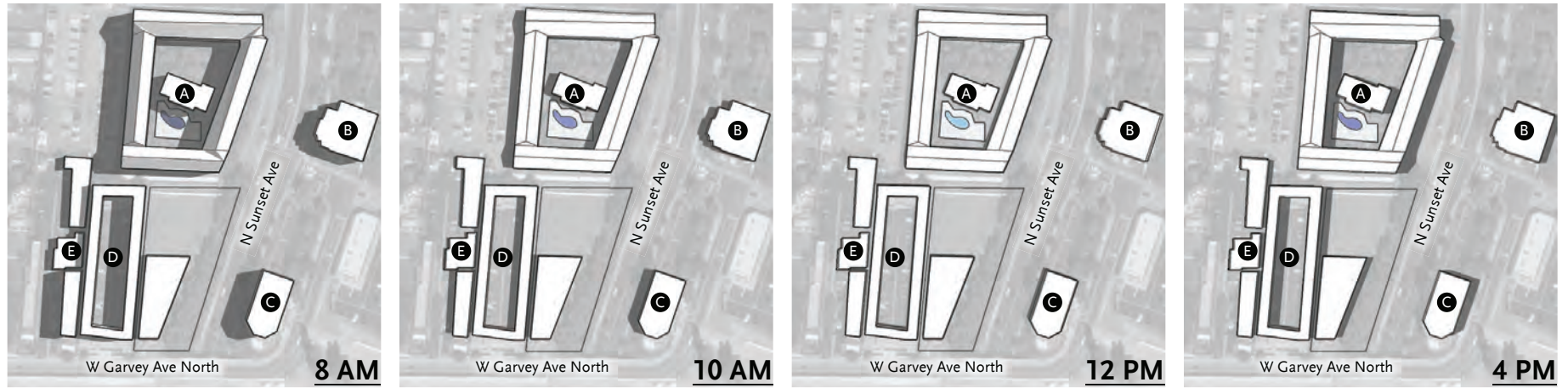
Source: Google Earth, 2018; LARIAC, 2018; TAHA, 2018.



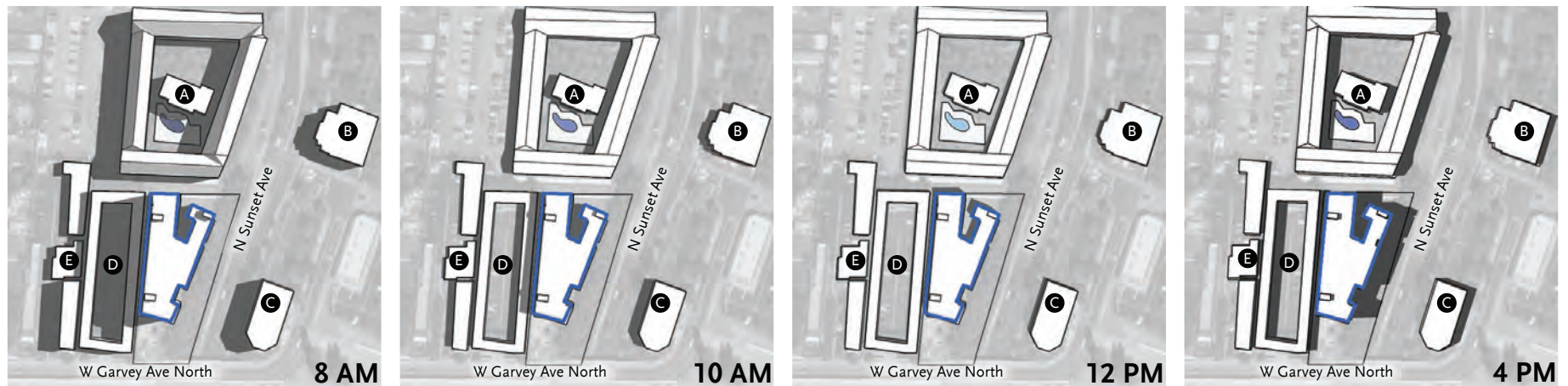
Approx. Scale  
0 100 200 Feet



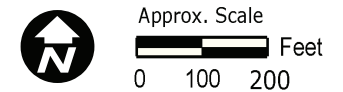
## Existing



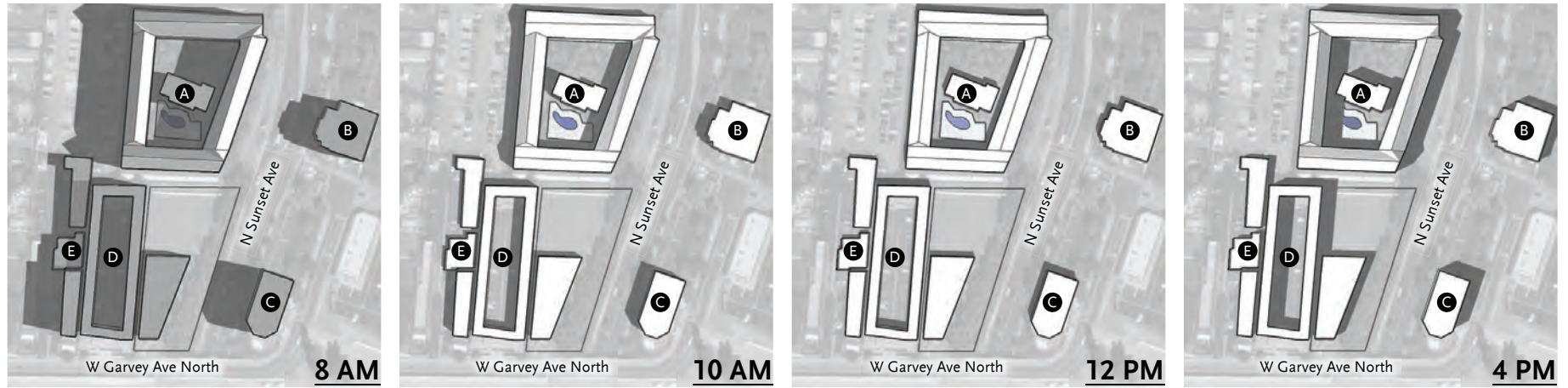
## Proposed Project



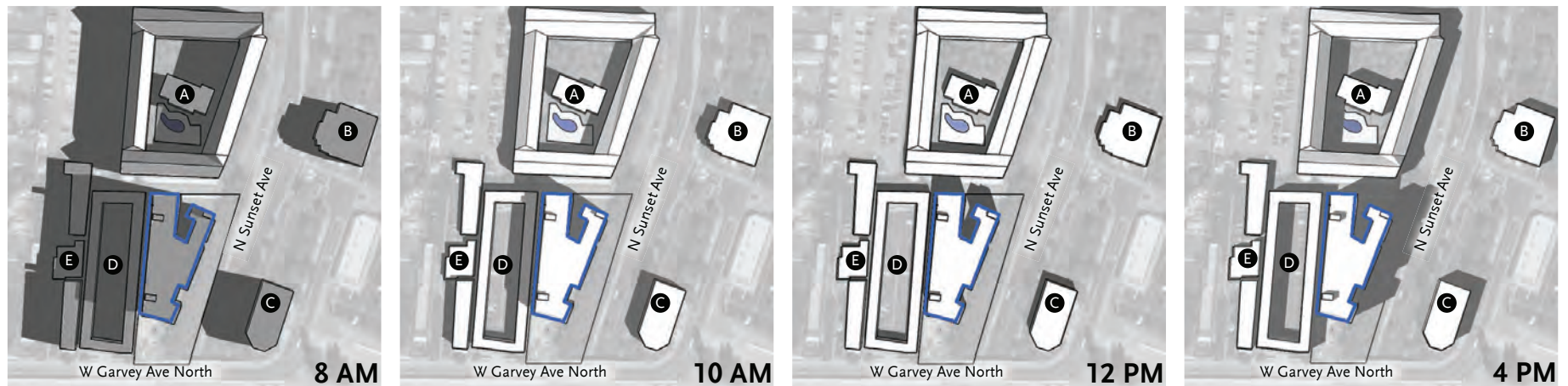
Source: Google Earth, 2018; LARIAC, 2018; TAHA, 2018.



## Existing



## Proposed Project



Source: Google Earth, 2018; LARIAC, 2018; TAHA, 2018.



Approx. Scale  
0 100 200 Feet

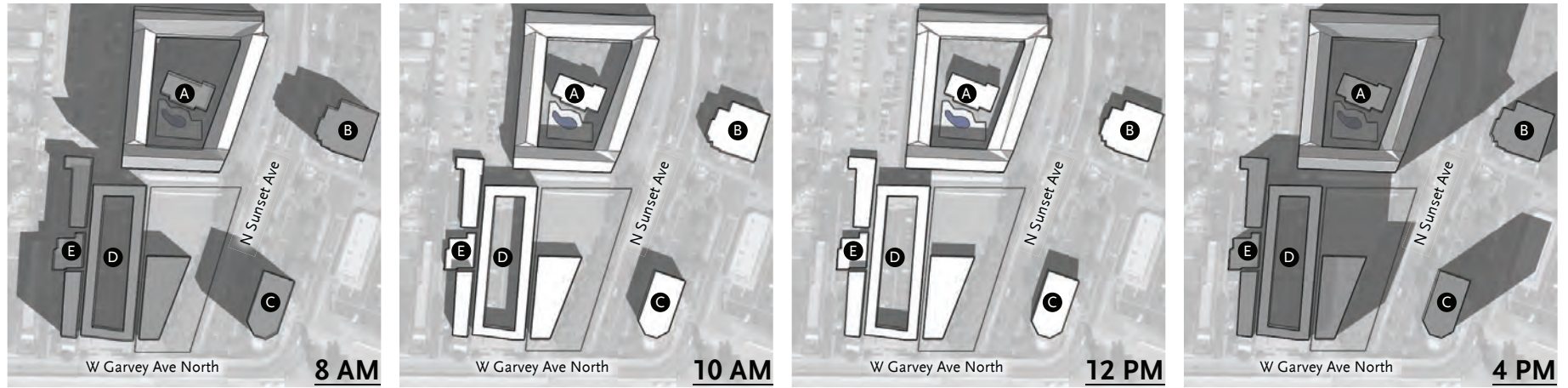


West Covina Assisted Living Facility  
Shade Shadow Study  
CITY OF WEST COVINA

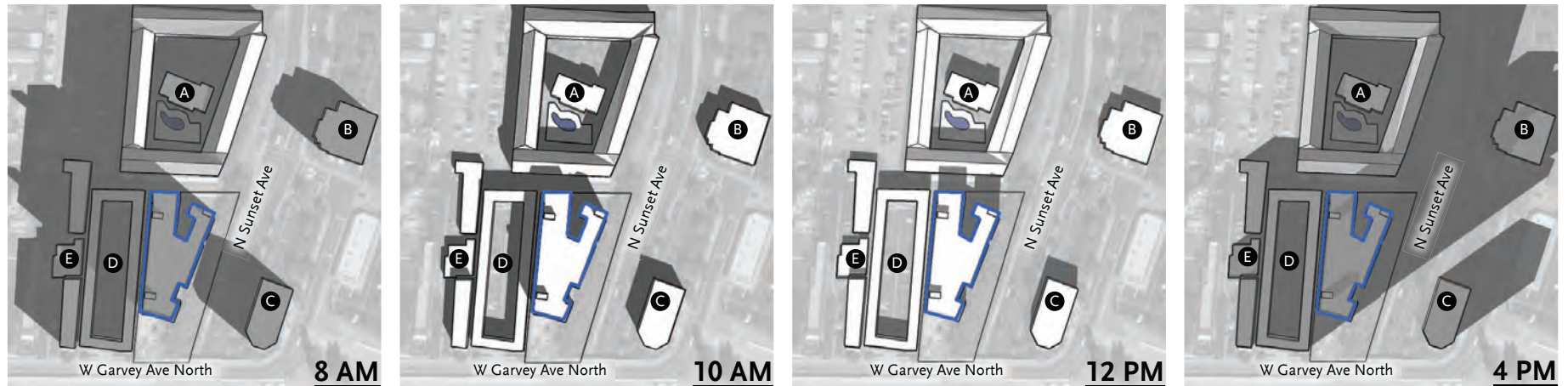
FIGURE 3  
EXISTING & PROPOSED PROJECT  
FALL EQUINOX SHADOWS



## Existing



## Proposed Project



Source: Google Earth, 2018; LARIAC, 2018; TAHA, 2018.



Approx. Scale  
0 100 200 Feet



The identified properties and approximate buildings heights according to LARIAC 4 data are listed below and shown in **Figures 1** through **4**.

- (A) Multi-family residential property - 217 North Sunset Avenue [35 feet (outer building)], 25 feet (center building)];
- (B) Commercial-office building - 222 North Sunset Avenue (25 feet);
- (C) Commercial-retail space - 210 North Sunset Avenue (30 feet);
- (D) Motel - 1431 West Garvey Avenue North (30 feet); and
- (E) Hotel - 1443 West Garvey Avenue North [21 feet (southernmost building), 15 feet (middle building), 14 feet (northernmost building)].

Upon inspection of the adjacent properties, the only property identified to have sensitive uses is Property A. The shade-sensitive uses at Property A includes a pool/pool lounge area and a children's play area, located at the southside of the development. This area also includes trees which provides shade, to these sensitive uses. There are approximately 30 windows on the southside of the multi-family building on Property A; however, there are no balconies or patio areas that provide usable outdoor space for the residential located along the southside of this building.

## **EXISTING SHADOW CONDITIONS**

In the Northern Hemisphere, the solar rays from the sun originates from the south. The sun rises from the east and sets in the west. Thus, shadows are cast in a clockwise direction from west/northwest to east/northeast from approximately 7:00 a.m. to 4:00 p.m. or later depending on the time of the year. Generally, the shortest shadows are cast during the Spring Equinox (March 21) and Summer Solstice (June 21). Shadows grow increasingly longer through the Fall Equinox (September 23) until the Winter Solstice (December 21). During the Winter Solstice, the sun is lower in the sky and shadows are at their maximum coverage lengths.

### **Spring Equinox**

The existing shadow conditions during the Spring Equinox at various times throughout the day are shown in **Figure 1**. At 8:00 a.m., Property A building shadows are casted from the southeast and envelop the pool/pool lounge area and children's play area. At 10:00 a.m., Property A building shadows are casted from the southeast and partially covers the pool lounge area and envelops the children's play area. At 12:00 p.m., Property A building shadows are casted from the south and covers a small portion of the children's play area. At 4:00 p.m., Property A building shadows are casted from the southwest and covers approximately a quarter of the area of the pool/pool lounge area.

### **Summer Solstice**

The existing shadow conditions during the Summer Solstice at various times throughout the day are shown in **Figure 2**. At 8:00 a.m., Property A building shadows are casted from the northeast and partially cover the pool/pool lounge area and envelop the children's play area. At 10:00 a.m., Property A building shadows are casted from the east and partially covers the children's play area. At 12:00 p.m., Property A building shadows are miniscule, as the sun is directly above the buildings, and do not cover sensitive uses. At 4:00 p.m., Property A building shadows are casted from the west and covers small portion of the area of the pool lounge area.

### **Fall Equinox**

The existing shadow conditions during the Fall Equinox at various times throughout the day are shown in **Figure 3**. At 8:00 a.m., Property A building shadows are casted from the southeast and envelop majority of the pool/pool lounge area and the entirety of the children's play area. At 10:00 a.m., Property A building shadows are casted from the southeast and envelops the children's play area. At 12:00 p.m., Property A building shadows are casted from the southeast and do not cast shadows on any of the sensitive uses. At 4:00 p.m., Property A building shadows are casted from the southwest and covers approximately a quarter of the pool/pool lounge area and approximately a quarter of the children's play area.

## **Winter Solstice**

The existing shadow conditions during the Winter Solstice at various times throughout the day are shown in **Figure 4**. At 8:00 a.m., Property A building shadows are casted from the southeast and envelops the pool/pool lounge area and the children's play area. At 10:00 a.m., Property A building shadows are casted from the southeast and covers the southern portion of the pool lounge area and a small portion of the pool. The 10:00 a.m., Property A building shadows envelops the children's play area. At 12:00 p.m., Property A building shadows are casted from the south and covers the southside pool lounge area and envelops the children's play area. At 4:00 p.m., Property A building shadows are casted from the southwest and envelops the pool/pool lounge area and the children's play area.

## **CONCLUSIONS**

As demonstrated by this shadow analysis, Property A would cast shadow onto the pool/lounge area and the children's play area between 8:00 a.m. to 4:00 p.m. from late March to late December.

## **PROPOSED PROJECT SHADOWS**

### **Spring Equinox**

The proposed project's shadow footprint during the Spring Equinox at various times throughout the day are shown in **Figure 1**. As shown, the proposed project would cast a shadow on the southside of the multi-family building on Property A blocking direct sunlight to the windows of the residential units on the southside of this building between 10:00 a.m. to 4:00 p.m. However, the shadows cast by the proposed project would not reach the pool/pool lounge area and the children's play area sensitive uses at any time throughout the day..

### **Summer Solstice**

The proposed project's shadow footprint during the Summer Solstice at various times throughout the day are shown in **Figure 2**. The proposed project would not cast a shadow on the southside building of Property A, and the pool/pool lounge area and the children's play area sensitive uses between 8:00 a.m. to 4:00 p.m.

### **Fall Equinox**

The proposed project's shadow footprint during the Fall Equinox at various times throughout the day are shown in **Figure 3**. Like the shadows cast during the Spring Equinox, the proposed project would cast a shadow on the southside of the multi-family building on Property A blocking direct sunlight to the windows of the residential units on the southside of this building between 10:00 a.m. to 4:00 p.m. However, the shadows cast by the proposed project would not reach the pool/pool lounge area and the children's play area sensitive uses at any time throughout the day.

## **Winter Solstice**

The proposed project's shadow footprint during the Winter Solstice at various times throughout the day are shown in **Figure 4**. Much like the shadows cast during the Spring and Fall Equinoxes, the proposed project would cast a shadow on the southside of the multi-family building on Property A blocking direct sunlight to the windows of the residential units on the southside of this building between 10:00 a.m. to 4:00 p.m. However, the shadows cast by the proposed project would not reach the pool/pool lounge area and the children's play area sensitive uses at any time throughout the day..

## **CONCLUSIONS**

As demonstrated by this shadow analysis, the proposed project would not cast shadows that would affect shade-sensitive uses of Property A. The proposed project would cast a shadow on the southside of the multi-family building on Property A blocking direct sunlight to the windows of the residential units on the southside of this building during the Spring and Fall Equinoxes and the Winter Solstice; however, the shadows cast by the proposed project would not reach the pool/pool lounge area and the children's play area at any time throughout the year..

# Appendix G

## Protected Tree Report



# Tree Protection Report

PETER FELDMAN, SENIOR PLANNER  
TERRY A. HAYES ASSOCIATES  
3535 HAYDEN AVENUE SUITE 350  
CULVER CITY CA 90232

**PROJECT: 1415 WEST GARVEY AVENUE, WEST COVINA CA 91790**

August 5, 2019

## PREPARED BY:

REBECCA LATTA CONSULTING  
359 NORTH WESTRIDGE AVE  
GLEN DORA CALIFORNIA 91741  
(626) 272-8444

*ISA Certified Arborist #WE-4264A*

*ISA Qualified Tree Risk Assessor*

*Member, American Society of Consulting Arborists*

*Member, California Native Plant Society*

## TABLE OF CONTENTS

EXECUTIVE SUMMARY .....	1
Introduction.....	1
Background.....	1
Assignment.....	2
Limits to assignment .....	2
Purpose and use.....	2
Observations.....	2
Methods .....	2
Site description.....	3
Tree descriptions.....	3
Tree Description Table .....	4
Discussion .....	16
Impacts to protected trees.....	16
Mitigation .....	19
Glossary .....	19
Tree Health Ratings .....	19
Assumptions and Limiting Conditions .....	21
Certificate of Performance.....	22
Appendix 'A'.....	23
Appendix 'B'.....	25

## EXECUTIVE SUMMARY

This report is prepared at the request of the client, 1415 Garvey LLC. The project is subject to the City of West Covina's regulations regarding tree protection. Our office found 79 trees on and adjacent to the site. 12 trees were found on the property, 36 trees were overhanging the property from adjacent private property, and 31 trees were found in the public greenway between the property and Sunset Ave. Because most of the greenway is planned to be acquired by the property, the greenway trees are assessed as (future) private trees in this report. As such, 14 of the current greenway (and future private property) trees qualified as significant trees on private property, instead of public trees. No other trees on the survey, whether on- or off-property, qualified for protection. 13 protected trees are requested for removal due to construction conflicts or severe anticipated construction impacts. 1 protected tree (#G-2) is requested for removal due to its very poor condition. The city Planning Director will dictate mitigation needed for the site. Tree protection measures are not included because no protected trees are proposed for preservation.

<b>Summary Table</b>	On-property trees	Off-property trees	Greenway Trees (assessed as private trees except for #G-1)	Total
Protected trees (no impacts)	0	0	0	0
Protected trees (impacts)	0	0	0	0
Protected trees (removal requested)	0	0	14	14
Non-protected trees	12	36	17	65
Total	12	36	31	79

Appendix 'A' contains the tree map and Appendix 'B' contains tree photos.

## INTRODUCTION

### BACKGROUND

In the City of West Covina, protected trees consist of Significant trees and Heritage trees. Significant trees are trees in the front yard or trees in the street-side yard of a corner lot with a diameter of at least 1 foot. Significant trees are also trees anywhere on the lot of a native oak or sycamore species listed in the municipal code which is over 6 inches in diameter. Heritage trees are trees identified as such by a planning commission resolution or any Southern California black walnut tree located in the San Jose Hills as found within the city's boundaries.

Currently, the property line ends at the public greenway on the east side of the property but this greenway becomes part of the property in the proposed plans. The future eastern property line ends not at the greenway but on Sunset Avenue. We are using the future property lines to determine the trees' ownership and protection status – trees in the current public greenway are referred to as future private trees.

Proposed construction involves the demolition of the current commercial building and the construction of a 5-story residential care facility for the elderly with one level of underground parking.

## ASSIGNMENT

Our office was hired to survey and evaluate all the trees on and adjacent to 1415 W Garvey Ave, West Covina, CA 91790 in relation to a construction project and to write a protected tree report for submission to the City of West Covina.

## LIMITS TO ASSIGNMENT

The findings in this report are based solely on a visual inspection of the site and trees conducted on June 4, 2018. The tree inspections were limited to ground level visual observations; root crown inspections and aerial inspections were not conducted.

## PURPOSE AND USE

This report is prepared to inventory trees on and adjacent to the site and analyze construction impacts to protected trees. Upon submission, this report will become the property of 1415 Garvey LLC and its use will be at their discretion.

## OBSERVATIONS

## METHODS

Our office conducted a basic visual assessment for the trees at 1415 W Garvey Ave, West Covina, CA 91790. A basic visual assessment is a 360-degree inspection from the ground that includes collection of height and diameter measurements. Trees are assessed for structure. Binoculars may be used for a crown inspection, a mallet for sounding hollows, a probe for inspecting cavities, and other tools as needed to determine structural, disease or insect issues.

Trees were measured at 54 inches from grade with a diameter tape using the American Forest Tree Measuring Guidelines. Canopies were measured in at least 4 cardinal directions and drawn on the tree maps.



Each tree was assessed for defects such as depressions, nesting holes, structural defects, cavities, wounds, cracking bark, sap flow, insect damage, and deadwood. The inspection was conducted during daylight hours, under good weather conditions, and in light sufficient for detecting details such as surface decay and leaf color. The influence of adjacent trees and other factors affecting the growth of a subject tree, such as wires, cables, or nesting holes, were also taken into consideration when assessing tree condition.

The trees on site were inventoried, then their protection statuses were assigned based on species, size, and location. A site plan provided by the client was marked up with tree locations.

## SITE DESCRIPTION

1415 W Garvey Ave, West Covina is surrounded by a public greenway on Sunset Ave to the east and W Garvey Ave to the south – just south of W Garvey Ave is the San Bernardino Freeway (10 Fwy). The property is also bordered by Wayside Motel to the west and Sunset Oasis apartments to the north. The site is flat and the public greenway between the property and Sunset Ave is sloped. The public greenway on Sunset Ave becomes part of the property, as private land, in the proposed plans.

## TREE DESCRIPTIONS

A total of 79 trees were surveyed on and adjacent to the site:

Species	Protected - Keep	Protected - Remove	Non-protected	Total
Italian cypress	0	0	34	34
Peruvian pepper	0	11	10	21
Queen palm	0	0	8	8
King palm	0	0	4	4
Knife acacia	0	1	2	3
Lemon bottlebrush	0	0	3	3
Palo verde	0	2	0	2
Chinese photinia	0	0	2	2
California fan palm	0	0	2	2
<b>Total</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>79</b>

## TREE DESCRIPTION TABLE

See Glossary for descriptions of tree health ratings.

Tree #	Species	Common name	DBH (in)*	Height (ft)**	Width (ft)**	Health (A-F)***	Structure (1-10)****	Comments	Tree Protection	Disposition
Trees On Site										
1	<i>Archontophoenix cunninghamiana</i>	King palm	11.5	25	15	C-	8	Dieback likely from drought	None	n/a - not protected
2	<i>Archontophoenix cunninghamiana</i>	King palm	8	25	15	C-	6	Dieback likely from drought, trees #3, 4, 5 are codominant at base	None	n/a - not protected
3	<i>Archontophoenix cunninghamiana</i>	King palm	7	20	12	C-	6	Dieback likely from drought, trees #3, 4, 5 are codominant at base	None	n/a - not protected
4	<i>Archontophoenix cunninghamiana</i>	King palm	5.5	15	10	C-	6	Dieback likely from drought, trees #3, 4, 5 are codominant at base	None	n/a - not protected
5	<i>Syagrus romanzoffiana</i>	Queen palm	10	20	20	C+	6	Slight chlorosis (yellowing) in leaves	None	n/a - not protected
6	<i>Syagrus romanzoffiana</i>	Queen palm	10	20	20	C+	6	Slight chlorosis (yellowing) in leaves	None	n/a - not protected
7	<i>Syagrus romanzoffiana</i>	Queen palm	8	20	15	C+	6	Slight chlorosis (yellowing) in leaves	None	n/a - not protected
8	<i>Syagrus romanzoffiana</i>	Queen palm	9.5	20	15	C+	6	Slight chlorosis (yellowing) in leaves	None	n/a - not protected
9	<i>Syagrus romanzoffiana</i>	Queen palm	8.5	25	15	C+	6	Slight chlorosis (yellowing) in leaves	None	n/a - not protected

Tree #	Species	Common name	DBH (in)*	Height (ft)**	Width (ft)**	Health (A-F) ***	Structure (1-10) ****	Comments	Tree Protection	Disposition
10	<i>Syagrus romanzoffiana</i>	Queen palm	8	15	12	C+	6	Slight chlorosis (yellowing) in leaves	None	n/a - not protected
11	<i>Syagrus romanzoffiana</i>	Queen palm	7	20	15	C+	6	Slight chlorosis (yellowing) in leaves	None	n/a - not protected
12	<i>Syagrus romanzoffiana</i>	Queen palm	7	20	15	C+	6	Slight chlorosis (yellowing) in leaves	None	n/a - not protected
<b>Trees Off Property</b>										
OP-1	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	8	20	8	B	5		None	n/a - not protected
OP-2	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	10.5	40	8	B	7		None	n/a - not protected
OP-3	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	3.5	20	8	B	5		None	n/a - not protected
OP-4	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	9.5	40	8	B	7		None	n/a - not protected
OP-5	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	12	40	8	B	5	Slight lean at top toward east	None	n/a - not protected
OP-6	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	11.5	40	8	B	7		None	n/a - not protected

Tree #	Species	Common name	DBH (in)*	Height (ft)**	Width (ft)**	Health (A-F) ***	Structure (1-10) ****	Comments	Tree Protection	Disposition
OP-7	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	10	40	8	B	7		None	n/a - not protected
OP-8	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	7.5	30	8	B	7		None	n/a - not protected
OP-9	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	6.5	30	8	B	7		None	n/a - not protected
OP-10	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	3	10	8	F	4	DEAD	None	n/a - not protected
OP-11	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	8.5	40	8	B	7		None	n/a - not protected
OP-12	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	3	10	8	B	4	Topped	None	n/a - not protected
OP-13	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	10.5	40	8	B	5	Codominant stems	None	n/a - not protected
OP-14	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	2	10	8	B	4	Topped	None	n/a - not protected
OP-15	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	10	40	8	B	7		None	n/a - not protected

Tree #	Species	Common name	DBH (in)*	Height (ft)**	Width (ft)**	Health (A-F) ***	Structure (1-10) ****	Comments	Tree Protection	Disposition
OP-16	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	2.5	8	8	B	4	Topped	None	n/a - not protected
OP-17	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	9.5	35	8	B	7		None	n/a - not protected
OP-18	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	2.5	10	8	B	4	Topped	None	n/a - not protected
OP-19	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	10	40	8	B	7		None	n/a - not protected
OP-20	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	10.5	40	8	B	7		None	n/a - not protected
OP-21	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	6.5	25	8	B	7		None	n/a - not protected
OP-22	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	6	25	8	B	7		None	n/a - not protected
OP-23	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	10	30	8	B	7		None	n/a - not protected
OP-24	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	8.5	35	8	B	7		None	n/a - not protected

Tree #	Species	Common name	DBH (in)*	Height (ft)**	Width (ft)**	Health (A-F) ***	Structure (1-10) ****	Comments	Tree Protection	Disposition
OP-25	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	3	15	8	B	4		None	n/a - not protected
OP-26	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	7.5	30	8	B	7		None	n/a - not protected
OP-27	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	7.5	30	8	B	7		None	n/a - not protected
OP-28	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	11	35	8	B	7		None	n/a - not protected
OP-29	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	9.5	35	8	B	7		None	n/a - not protected
OP-30	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	7.5	30	8	B	7		None	n/a - not protected
OP-31	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	5, 4.5	25	8	B	7		None	n/a - not protected
OP-32	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	1.5	6	8	C	4		None	n/a - not protected
OP-33	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	~6	25	8	C	5	Topped, dieback	None	n/a - not protected

Tree #	Species	Common name	DBH (in)*	Height (ft)**	Width (ft)**	Health (A-F) ***	Structure (1-10) ****	Comments	Tree Protection	Disposition
OP-34	<i>Washingtonia filifera</i>	California fan palm	~24	50	10	B	8		None	n/a - not protected
OP-35	<i>Washingtonia filifera</i>	California fan palm	~22	55	10	B	8		None	n/a - not protected
OP-36	<i>Cupressus sempervirens</i> 'Stricta'	Italian cypress	~8	25	8	C	5	Topped, dieback	None	n/a - not protected
<b>Greenway Trees (all to become private trees except for G-1)</b>										
G-1	<i>Schinus molle</i>	Peruvian pepper	39.5	40	50	B	5	Codominant stems, over-extended branches	Public tree - with current and future property lines	Remove - >50% root impacts from proposed driveway 1' from trunk
G-2	<i>Schinus molle</i>	Peruvian pepper	19.5	10	5	F	1	Recent trunk failure due to wood decay, small amount green foliage left on tree, tree should be removed	Significant tree - with future property lines	Remove - tree is in very poor condition
G-3	<i>Schinus molle</i>	Peruvian pepper	~32	35	40	B	4		Significant tree - with future property lines	Remove - conflict with proposed emergency vehicle driveway

Tree #	Species	Common name	DBH (in)*	Height (ft)**	Width (ft)**	Health (A-F) ***	Structure (1-10) ****	Comments	Tree Protection	Disposition
G-4	<i>Schinus molle</i>	Peruvian pepper	8, 7	25	20	B	5	Codominant stems	Significant tree - with future property lines	Remove - conflict with proposed bocce ball court and side patio
G-5	<i>Schinus molle</i>	Peruvian pepper	18.5, 16	30	35	B	5		Significant tree - with future property lines	Remove - conflict with proposed side patio
G-6	<i>Schinus molle</i>	Peruvian pepper	25	30	35	B	4	Cavity near attachment of codominant stems	Significant tree - with future property lines	Remove - conflict with proposed side patio
G-7	<i>Schinus molle</i>	Peruvian pepper	31.5	30	45	B	5		Significant tree - with future property lines	Remove - conflict with proposed side patio
G-8	<i>Schinus molle</i>	Peruvian pepper	24	20	35	B	4	Previous trunk failure	Significant tree - with future property lines	Remove - conflict with proposed side patio



Tree #	Species	Common name	DBH (in)*	Height (ft)**	Width (ft)**	Health (A-F) ***	Structure (1-10) ****	Comments	Tree Protection	Disposition
G-9	<i>Schinus molle</i>	Peruvian pepper	~36	30	35	B	5		Significant tree - with future property lines	Remove - >80% root impacts from proposed wall 3' from trunk, proposed deck 1' from trunk, and landscaping
G-10	<i>Schinus molle</i>	Peruvian pepper	22.5, 18	30	40	B	4		Significant tree - with future property lines	Remove - >75% root impacts from proposed wall 1' from trunk
G-11	<i>Callistemon citrinus</i>	Lemon bottlebrush	3, 1.5, 1.5						None - with future property lines	n/a - not protected
G-12	<i>Callistemon citrinus</i>	Lemon bottlebrush	2.5, 2, 2, 1, 1						None - with future property lines	n/a - not protected
G-13	<i>Callistemon citrinus</i>	Lemon bottlebrush	2, 1.5, 1.5						None - with future property lines	n/a - not protected

Tree #	Species	Common name	DBH (in)*	Height (ft)**	Width (ft)**	Health (A-F) ***	Structure (1-10) ****	Comments	Tree Protection	Disposition
G-13a	<i>Photinia serrulata</i>	Chinese photinia	2, 1.5						None - with future property lines	n/a - not protected
G-13b	<i>Photinia serrulata</i>	Chinese photinia	3, 2						None - with future property lines	n/a - not protected
G-14	<i>Schinus molle</i>	Peruvian pepper	5.5, 4.5, 4.5, 4	20	30	B	5		Significant tree - with future property lines	Remove - conflict with proposed security fence
G-15	<i>Schinus molle</i>	Peruvian pepper	3, 2.5						None - with future property lines	n/a - not protected
G-16	<i>Acacia cultriformis</i>	Knife acacia	7, 5, 5, 4	15	20	C	5		Significant tree - with future property lines	Remove - conflict with proposed wall

Tree #	Species	Common name	DBH (in)*	Height (ft)**	Width (ft)**	Health (A-F) ***	Structure (1-10) ****	Comments	Tree Protection	Disposition
G-17	<i>Schinus molle</i>	Peruvian pepper	4.5, 4						None - with future property lines	n/a - not protected
G-18	<i>Schinus molle</i>	Peruvian pepper	2, 2						None - with future property lines	n/a - not protected
G-19	<i>Parkinsonia sp.</i>	Palo verde	(21) trunks of 2-3" diameter	20	30	B	6		Significant tree - with future property lines	Remove - >40% root impacts from proposed landscaping and retaining wall 5' from trunk
G-20	<i>Schinus molle</i>	Peruvian pepper	2, 2, 1, 1						None - with future property lines	n/a - not protected
G-21	<i>Schinus molle</i>	Peruvian pepper	3, 2						None - with future property lines	n/a - not protected

Tree #	Species	Common name	DBH (in)*	Height (ft)**	Width (ft)**	Health (A-F) ***	Structure (1-10) ****	Comments	Tree Protection	Disposition
G-22	<i>Acacia cultriformis</i>	Knife acacia	4						None - with future property lines	n/a - not protected
G-23	<i>Schinus molle</i>	Peruvian pepper	3, 3, 2.5, 2						None - with future property lines	n/a - not protected
G-24	<i>Schinus molle</i>	Peruvian pepper	2, 2, 1, 1, 1, 1						None - with future property lines	n/a - not protected
G-25	<i>Schinus molle</i>	Peruvian pepper	3.5, 1.5						None - with future property lines	n/a - not protected
G-26	<i>Schinus molle</i>	Peruvian pepper	2, 2, 2						None - with future property lines	n/a - not protected

Tree #	Species	Common name	DBH (in)*	Height (ft)**	Width (ft)**	Health (A-F) ***	Structure (1-10) ****	Comments	Tree Protection	Disposition
G-27	<i>Schinus molle</i>	Peruvian pepper	2, 1						None - with future property lines	n/a - not protected
G-28	<i>Parkinsonia sp.</i>	Palo verde	(7) trunks of 2-4" diameter	20	25	B	6		Significant tree - with future property lines	Remove - >40% root impacts from landscaping and proposed retaining wall 2' from trunk
G-29	<i>Acacia cultriformis</i>	Knife acacia	2.5, 2, 1, 1						None - with future property lines	n/a - not protected

\* Diameter at breast height, measured in inches at standard 4.5 ft height, unless otherwise noted

\*\* Estimated in feet

\*\*\* A = excellent, F = dead or not expected to recover

\*\*\*\* 1 = very poor, 10 = excellent

## DISCUSSION

None of the trees inside of the current property lines are protected. Most to all of these trees will require removal to accommodate the proposed project.

None of the off-property trees (#OP-1 to OP-36, not including current greenway trees) are recommended for removal. Most of these trees consist of a row of Italian cypress trees between the property and the motel to the west. After reviewing the plans provided to us, we are not aware of any construction impacts to these trees. No proposed structures conflict with the canopies of these off-property trees. New trees should be planted in positions where their canopies do not conflict with these off-property trees.

All 14 protected trees are in what is currently the public greenway (most of which is planned to become private property in the future). This greenway area is proposed for a total redesign; there will be a large new patio area, a new emergency vehicle driveway, and totally new landscaping consisting of many trees. Impacts to each protected tree are summarized in the Tree Description Table and are described in detail below:

## IMPACTS TO PROTECTED TREES

### *#G-1: Peruvian pepper*

---

This protected tree is in the current greenway and is just outside of the future property lines so the tree will remain a public tree (the rest of the greenway trees will become private trees). The proposed driveway for emergency vehicle access is approximately 1 foot away from the trunk and would result in root impacts to over 50% of its roots; the tree is not expected to recover from this severe root loss. In addition, the new driveway would cut structural roots 1 foot from the trunk on the south side of the tree, greatly increasing the likelihood of whole tree failure to the north. For these reasons, the tree is requested for removal.

### *#G-2: Peruvian pepper*

---

This is a future significant tree. The trunk is in the middle of the proposed emergency access driveway and would need to be removed to build the driveway. Additionally, the tree has fallen apart due to decay and is essentially a standing trunk with a small amount of new shoot growth at the top. This tree is not expected to recover from the past failures and would be requested for removal regardless of the development project due to its very poor condition.



(Picture from 2018) Tree #G-2 has fallen apart and is requested for removal due to its very poor condition.

#### *#G-3: Peruvian pepper*

---

This is a future significant tree. The tree is in the middle of the proposed emergency access driveway and would need to be removed to build the driveway. The tree is requested for removal due to construction conflicts.

#### *#G-4: Peruvian pepper*

---

This is a future significant tree. The tree conflicts with the proposed bocce ball court which is inside of the proposed patio area east of the proposed structure. The tree is requested for removal due to construction conflicts.

#### *#G-5: Peruvian pepper*

---

This is a future significant tree. The tree is at the edge of the proposed bocce ball court which is inside of the proposed patio area east of the proposed structure. The tree is requested for removal due to construction conflicts.

#### *#G-6: Peruvian pepper*

---

This is a future significant tree. The tree is in the middle of the proposed patio area east of the proposed structure. The tree is requested for removal due to construction conflicts.

#### *#G-7: Peruvian pepper*

---

This is a future significant tree. The tree is in the middle of the proposed patio area east of the proposed structure. The tree is requested for removal due to construction conflicts.

*#G-8: Peruvian pepper*

---

This is a future significant tree. The tree is in the middle of the proposed patio area east of the proposed structure. The tree is requested for removal due to construction conflicts.

*#G-9: Peruvian pepper*

---

This is a future significant tree. The tree is approximately 3 feet from a proposed wall and 1 foot from a proposed deck in the patio area. The tree is not expected to survive anticipated impacts over at least 80% of the tree's roots. The tree is requested for removal due excessive root impacts from construction.

*#G-10: Peruvian pepper*

---

This is a future significant tree. The tree is approximately 1 foot from a proposed wall to its north and 3 feet from another proposed wall to its east. The proposed walls and landscaping will impact over 75% of the tree's roots; the tree is not expected to survive the severe root damage. The tree is requested for removal due to excessive root impacts from construction.

*#G-14: Peruvian pepper*

---

This is a future significant tree. The tree is located directly on a proposed security fence and would need to be removed to build the fence. The tree is requested for removal due to construction conflicts.

*#G-16: Knife acacia*

---

This is a future significant tree. The tree is located directly on a proposed wall and would need to be removed to build the wall. The tree is requested for removal due to construction conflicts

*#G-19: Palo verde*

---

This is a future significant tree. The tree is anticipated for impacts on at least 40% of its roots from a proposed retaining wall 5 feet from the trunk and the installation of future landscaping; it is not expected to survive the root damage. Additionally, the landscape plans show a canary island pine planted under its canopy. The tree is requested for removal due to excessive root impacts from construction.

*#G-28: Palo verde*

---

This is a future significant tree. The tree is anticipated for impacts on at least 40% of its roots from a proposed retaining wall 2 feet from the trunk and the installation of future landscaping; it is not expected to survive the root damage. The tree is requested for removal due to excessive root impacts from construction.



## MITIGATION

The 14 protected trees (13 significant and 1 public) requested for removal may be subject to tree mitigation as required by the city. As described in the City of West Covina Municipal Code, Chapter 26, Article VI, Division 9, mitigation may consist of:

- a. Replacement of the removed or cut down tree(s) with a tree(s) of comparable species, size, and condition as determined by the planning director in the case of significant trees and the planning commission in the case of heritage trees.*
- b. The relocating of the tree(s) on-site or off-site provided that the owner or applicant submit a report from an arborist describing the relocation method, and shall provide the city with a one (1) year survival guarantee. Should the tree(s) not survive the survival period, replacement shall occur in accordance with section 26-293(a)(2)(a).*
- c. Payment of the proper restitution value of the tree(s), or donation of a boxed tree(s) to the city or other public agency to be used elsewhere in the community should a suitable replacement location of the tree(s) not be possible on-site or off-site.*

In this case it appears the planning director will determine the mitigation required for the project. The proposed plans show 52 new trees on the ground and 20 new trees on the roof deck.

## GLOSSARY

Codominant leaders, or trunks, are equally sized and both act like the tree's central leader. Codominant leaders may be weakly attached to each other due to narrow branch angles and included bark.

Trunk buried or crown buried means excess soil covers the anchor roots and lower part of the trunk. Trees with buried trunks are more susceptible to opportunistic pathogens (diseases) such as oak root rot (*Armillaria mellea*) and Phytophthora root rot (*Phytophthora spp.*), especially when the soil is continually wet.

## TREE HEALTH RATINGS

A subjective alphabetical rating (e.g., "A" = best and "F" = worst) was assigned to rank the overall health of the tree(s). This rating is based on the aesthetic, structural and biological functions of the trees. Health ratings are defined as follows:

A – Excellent: Overall healthy appearance with good vigor, shoot growth, leaf color and size, minimal or no disease or insect infestation, no buried crowns (the area where roots join the stem was not covered with soil), good callus tissue formation, and limited or no fire damage.

B – Good: Less than 25% of overall health of tree affected by disease, stress, decay, insect infestation, or fire damage. Tree can have minor correctable defects that could be addressed with pruning or root crown excavations.

C – Fair: Between 25% and 50% of tree significantly affected by disease, stress, decay, insect infestation, or fire damage. Tree can have thinning canopy, circling or poorly developed roots, sunburned bark and borer damage. Tree may have defects, including internal wood decay, insect infestations, and root decay.

D – Struggling: More than 50% of overall health of tree affected by disease, stress, decay, insect infestation, or fire damage. In older trees, significant wood decay may be present.

F – Dead: Exhibits no signs of life or is not expected to recover.

## ASSUMPTIONS AND LIMITING CONDITIONS

1. Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, Rebecca Latta Consulting can neither guarantee nor be responsible for the accuracy of information provided by others.
2. The consultants shall not be required to give testimony or attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services.
3. Loss or alteration of any part of this report invalidates the entire report.
4. Possession of this report or a copy thereof does not imply right of publication or use for any purpose other than the person to whom it is addressed, without the prior expressed written or verbal consent of the Rebecca Latta.
5. Neither all or any part of the contents of this report shall be conveyed by anyone, including the client, to the public through advertising, public relations, news sales or other media without the prior expressed or written consent of Rebecca Latta Consulting particularly as to value conclusions, identity of consultant, or reference to any professional society or institute or any initialed designation conferred upon the consultant as stated in their qualifications.
6. This report and values expressed herein represent the opinion of the Rebecca Latta Consulting and the fee is in no way contingent upon the reporting of a specified value, stipulated results, the occurrence of subsequent event, nor upon any finding to be reported.
7. Unless expressed otherwise: (1) information contained in this report covers only those items that were directly examined and reflects the condition of those items at the time of inspection(s) and (2) the inspection is limited to macro-level visual examination.
8. **ADVISEMENT:** The client is advised that should physical or biological concerns be evidenced for any specimen evaluated in a report, prudent further investigation, detailed analysis or remedial action may be required. Trees are living organisms that respond to environmental changes influencing the development, health and vigor of the specimen(s).

## CERTIFICATE OF PERFORMANCE

I, Rebecca Latta certify that:

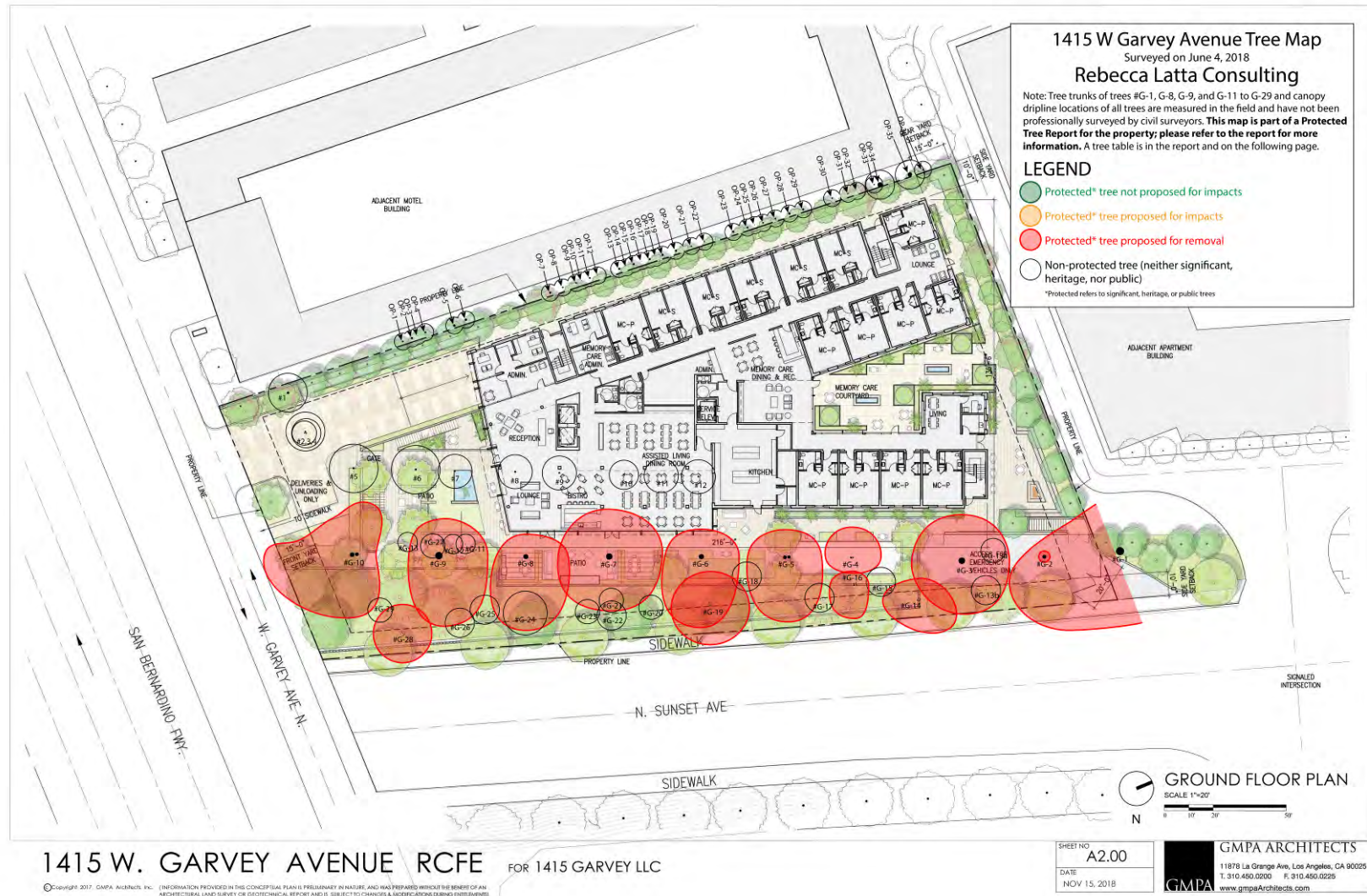
- I have personally inspected the trees described in this report and have accurately stated my findings. The extent of the evaluation is stated in the attached report;
- I have no current or future interest in the vegetation or the property that is the subject of the report and no bias with respect to the parties involved;
- The analysis, opinions, evaluation, investigation and conclusions have been prepared using accepted arboricultural practices;
- I performed the work myself and prepared the report and reviewed the report, except as specifically indicated in the report;
- That my compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party nor the results if the assignment, attainment of stipulated results or the occurrence of any subsequent events.
- I further state that I am a member in good standing with American Society of Consulting Arborists and the International Society of Arboriculture. I have been involved in the practice of arboriculture and the care and study of trees for 25 years.

Signed: 

Date: August 5, 2019

## APPENDIX 'A'

### SITE MAP



## APPENDIX 'B'

### TREE PHOTOS

Photos taken on June 4, 2018 unless otherwise noted





***KING PALMS #1 (LEFT ARROW) AND #2 TO 4 (RIGHT ARROW), ALL NON-PROTECTED TREES ON THE PROPERTY (PHOTO LOOKING NORTHWEST).***



***QUEEN PALMS #5-12, ALL NON-PROTECTED TREES ON THE PROPERTY. (PHOTO LOOKING NORTH)***





**ITALIAN CYPRESS TREES #OP-1 TO OP-22, ALL NON-PROTECTED TREES OFF THE PROPERTY (PHOTO LOOKING SOUTHWEST).**



**ITALIAN CYPRESS TREES #OP-23 TO OP-33, ALL NON-PROTECTED TREES OFF THE PROPERTY (PHOTO LOOKING WEST).**



***CALIFORNIA FAN PALMS #OP-34 TO OP-35 AND ITALIAN CYPRESS #OP-36, ALL NON-PROTECTED TREES  
OFF THE PROPERTY (PHOTO LOOKING NORTHWEST).***





**THE LARGE PERUVIAN PEPPERS IN THE GREENWAY HAVE CANOPIES WHICH GENERALLY HANG A FEW FEET OVER THE CURRENT PROPERTY LINE (PHOTO LOOKING NORTHEAST).**



**THE GREENWAY TREES (PHOTO LOOKING EAST). ALL OF THE GREENWAY TREES (EXCEPT #G-1) BECOME PRIVATE PROPERTY TREES WITH THE FUTURE PROPERTY LINES.**





**TREE #G-1, A CURRENT AND FUTURE PUBLIC TREE, IS A PERUVIAN PEPPER IN THE GREENWAY (PHOTO LOOKING NORTHWEST).**





**TREE #G-2, A FUTURE SIGNIFICANT TREE, IS A PROTECTED PERUVIAN PEPPER IN THE GREENWAY (PHOTO LOOKING SOUTHEAST). MULTIPLE STEMS OF THE TREE HAVE FAILED DUE TO WOOD DECAY AND THERE IS LITTLE FOLIAGE LEFT IN THE TREE.**





***TREE #G-3, A FUTURE SIGNIFICANT TREE, IS A PROTECTED PERUVIAN PEPPER IN THE GREENWAY  
(PHOTO LOOKING NORTHWEST).***





***TREE #G-4, A FUTURE SIGNIFICANT TREE, IS A PROTECTED PERUVIAN PEPPER IN THE GREENWAY  
(PHOTO LOOKING SOUTHEAST).***





**TREE #G-5, A FUTURE SIGNIFICANT TREE, IS A PROTECTED PERUVIAN PEPPER IN THE GREENWAY (PHOTO LOOKING NORTHWEST).**





***TREE #G-6, A FUTURE SIGNIFICANT TREE, IS A PROTECTED PERUVIAN PEPPER IN THE GREENWAY  
(PHOTO LOOKING NORTHWEST).***





***TREE #G-7, A FUTURE SIGNIFICANT TREE, IS A PROTECTED PERUVIAN PEPPER IN THE GREENWAY  
(PHOTO LOOKING NORTHWEST).***





**TREE #G-8, A FUTURE SIGNIFICANT TREE, IS A PROTECTED PERUVIAN PEPPER IN THE GREENWAY  
(PHOTO LOOKING SOUTHEAST).**





***TREE #G-9, A FUTURE SIGNIFICANT TREE, IS A PROTECTED PERUVIAN PEPPER IN THE GREENWAY  
(PHOTO LOOKING SOUTHEAST).***





***TREE #G-10, A FUTURE SIGNIFICANT TREE, IS A PROTECTED PERUVIAN PEPPER IN THE GREENWAY  
(PHOTO LOOKING SOUTHEAST).***





***TREE #G-14, A FUTURE SIGNIFICANT TREE, IS A PROTECTED PERUVIAN PEPPER IN THE GREENWAY (PHOTO LOOKING WEST, IMAGE FROM GOOGLE STREETVIEW, CAPTURED IN FEBRUARY 2019).***



**TREE #G-16, A FUTURE SIGNIFICANT TREE, IS A PROTECTED KNIFE ACACIA IN THE GREENWAY (PHOTO LOOKING NORTHEAST).**





***TREE #G-19, A FUTURE SIGNIFICANT TREE, IS A PROTECTED PALO VERDE IN THE GREENWAY (PHOTO  
LOOKING WEST, IMAGE FROM GOOGLE STREETVIEW, CAPTURED IN FEBRUARY 2019)***





**TREE #G-28, A FUTURE SIGNIFICANT TREE, IS A PROTECTED PALO VERDE IN THE GREENWAY (PHOTO LOOKING NORTH).**

JUNE 4, 2018



WEST COVINA, CA  
BUSINESS PLAN

SOLVERE SENIOR LIVING  
125 VILLAGE BOULEVARD, SUITE 304  
PRINCETON, NJ 08540

## West Covina, CA

### Business Plan

June 04, 2018

#### TABLE OF CONTENTS

INTRODUCTION .....	1
ABOUT SOLVERE SENIOR LIVING .....	1
<i>Solvere Mission</i> .....	1
<i>Solvere Values</i> .....	1
<i>Solvere Goals</i> .....	2
<i>Salus by Solvere - Wellness</i> .....	2
<i>Service by Solvere - Customer Experience</i> .....	3
<i>Solutions by Solvere - Marketing and Sales</i> .....	3
PROGRAMS AND SERVICES .....	4
<i>Assisted Living</i> .....	6
<i>Memory Care Assisted Living</i> .....	8
MASTERPIECE LIVING .....	8
MANAGEMENT TEAM .....	9
MARKETING AND SALES PLAN .....	11
<i>Target Market</i> .....	11
<i>Positioning Strategy</i> .....	11
<i>Sales Staffing</i> .....	12
<i>Sherpa</i> .....	12
<i>Collateral</i> .....	13

#### APPENDIX A – Company Bios

## **INTRODUCTION**

The following Business Plan for West Covina, CA has been developed by the management company, Solvere Senior Living, LLC, (Solvere), in conjunction with our partner company Solutions Advisors, senior living consultants based in Princeton, New Jersey.

The Business Plan provides the framework for the overall concept for West Covina, as well as the Solvere management philosophy and approach to staffing and services, which align with the owners' vision of providing quality service to seniors in the greater West Covina market.

Solvere Senior Living is a management company that is shaped from the know-how and expertise of Solutions Advisors, consultants to the senior living industry since 2009. Rooted in Latin meaning "to solve," Solvere taps into the talents of an exceptional team of professionals with backgrounds in operations, marketing and sales. Biographies of key Solvere management personnel appear in **Appendix A**.

Solvere invests energy and resources into developing strong leaders who share our passion and vision and who, in turn, can excite, engage and energize the staff to deliver superior service to residents and their families.

## **ABOUT SOLVERE SENIOR LIVING**

### **Solvere Mission**

The Solvere mission is to bring a standard of excellence to West Covina to meet and exceed the expectations of residents and families. Solvere measures success through high satisfaction among staff, residents and families; consistently high occupancy rates; and low staff turnover. These three indicators are continuously monitored to ensure customer satisfaction, clinical excellence and bottom line performance.

### **Solvere Values**

Integrity, transparency and loyalty are the values that form the basis of the Solvere management philosophy. We honor the work, the residents, their families and our associates, knowing that fairness, honesty and mutual respect are fundamental to creating an environment for success.

The foundation of our values is rooted in our Mission, Vision and Positioning as a Company:

**Solvere Mission:** To create innovative, value-driven solutions for our senior living partners

**Solvere Vision:** Inspiring people to realize their full potential

**Solvere Positioning:** Values driven, results focused, senior living experts

### Solvere Goals

- ◆ To maximize occupancy and revenue for the sustained viability and success of West Covina
- ◆ To hire, train and maintain an exceptional service-oriented, motivated and dedicated workforce
- ◆ To exceed customer expectations through a culture of service excellence that permeates everything we do
- ◆ To manage with integrity, transparency, thoughtfulness and compassion
- ◆ To fully comply with all laws, rules and regulations in accordance with state regulations

Solvere Senior Living's management platform combines a creative approach to problem-solving with the discipline needed to manage the day-to-day operations of a community. Additionally, Solvere has developed three key pillars to ensure a comprehensive approach to management and training for all of their communities.



### Salus by Solvere - Wellness

Salus is Latin for "well-being," "health" and "safety." Our **Salus by Solvere, Powered by Masterpiece Living** philosophy, focuses on promoting intentional wellness that goes beyond routine resident care and extends to a philosophy of whole-person well-being that includes all six dimensions of wellness: social, intellectual, vocational, spiritual, physical and emotional. **Salus by Solvere, Powered by Masterpiece Living** is a disciplined approach to wellness programming that focuses on every residents' potential to achieve his or her personal wellness goals regardless of physical or emotional challenges. **Salus by Solvere** reminds us that all facets of management, from housekeeping and dietary to clinical and financial, impact the health, well-being and safety of residents.

Valeo is Latin for “to thrive,” “be healthy” and “to be of use.” *Valeo by Solvere* is our philosophy of care for those with dementia related illnesses to include Alzheimer’s disease. *Valeo by Solvere* utilizes the principles of our *Salus by Solvere* philosophy, but also emphasizes legacy in creating personalized programs and therapies for those residents with memory impairment.



### **Service by Solvere - Customer Experience**

Customer service is the very core of our management credo. Our ***Service by Solvere*** program imbues every aspect of our organization with the importance of customer service and provides managers and team members with the training and tools to empower them to problem-solve and to create positive and meaningful relationships with residents, families and among themselves. ***Service by Solvere*** recognizes that the customer experience is paramount; and that true customer service is not scripted but an authentic, impassioned response to both spoken and unspoken need.



### **Solutions by Solvere - Marketing and Sales**

Strong occupancy is the outcome of successful community management. Solvere brings additional talent and support from our marketing and sales consulting partner, Solutions Advisors, melding our management strength with our sales and marketing muscle to develop strategic solutions to build and sustain occupancy. Solvere integrates smart sales strategies with effective lead generation tailored to the market, delivering measurable results. Our ***Solutions by Solvere*** sales philosophy and training for staff addresses prospects’ and families’ specific stage of readiness to move to senior housing and positions each retirement counselor as a resource to help prospects make this often difficult decision.

### **PROGRAMS AND SERVICES**

West Covina is designed to provide quality supportive assisted living and memory care services in an atmosphere of independence, security and dignity. A variety of whole-person wellness programs will be provided through **Salus by Solvere**, a disciplined approach to wellness programming that focuses on every residents' potential to achieve his or her personal wellness goals regardless of physical or emotional challenges. Additional programming for those with dementia related illnesses will be provided through **Valeo by Solvere**.

Residents will be invited to participate in various activities around the community that supports the six dimensions of wellness: social, intellectual, vocational, spiritual, physical and emotional. Activities such as art and music will be held in the events center, in the courtyard or even on the rooftop deck. Our exercise classes support a variety of abilities and can occur throughout the community with larger groups gathering in the event center. Garden clubs will utilize the roof top garden planters and planters in the courtyard. Cooking clubs and demonstrations by our onsite chef will occur in the dining room and events center. Residents can also participate in outings to local theaters, community events, shopping, and medical appointments. These are just a few of the numerous activities that residents will have available to encourage an active living lifestyle.

**Some of our Valeo Signature Programs include:**



Art and music inspire and reflect our innermost emotions and feelings. It is through the Create and Compose Signature Program that cognitively-challenged residents find avenues to rekindle their inner spark. The sensory stimulation of art and music goes far to reduce depression and loneliness, enhance relaxation and socialization, strengthen a sense of identity and nurture spirituality.





Travel offers an opportunity to “get away from it all,” both physically and mentally. Travel Times brings the joy and intellectual stimulation and escapism of travel to our Valeo memory care neighborhoods. The travel experience has been shown to relax the mind, renew the soul and offer new ways to see things. At the same time, it provides novel paths to connect and sparks pleasant, bygone memories.



Each of us has a personal life story — a treasure trove of experiences, special interests, talents, relationships and important life events. The Legacy Kit program engages the resident’s family to collect a box of items that played an important role in their family member’s life. Connecting with the items helps residents recall many of their past experiences and creates a strong bond between residents, family and community team members.





The physical, social and mental benefits of interacting with dogs, cats, fish, birds or other animals are measurable and meaningful at every age. Animals help lower blood pressure, reduce anxiety, improve mood and add greater meaning and purpose to life. The benefits are even greater without the burden of direct ownership. Solvere helps implement the program to best fit each community's needs.



A positive mood and engagement in pleasant activities are key to maintaining quality of life for those with dementia. The VITA! program trains staff how to turn daily living activities and everyday events into special, memorable, vital social rituals. When individuals are treated as a whole person and form bonds with team members, VITA! has shown that it's possible for people with dementia to maintain a sense of hope and joy.

Independence is a shared goal for all residents, however sometimes personal needs occur requiring a greater degree of assistance. Level of care programs are designed to meet the increasing need for assistance while allowing the resident to "age in place." The monthly fees for these additional services are dependent on personalized and periodic assessments. Services for these programs may include moderate to total assistance with the following: bathing, dressing, grooming, oral hygiene, incontinence support, clothing selection, laundry/linen services, reminders to meals and activities, transportation to and from doctor's appointments, and special preparation for diabetic and vegetarian meals.

### **Assisted Living**

Each assisted living unit will have its own private bathroom with raised vanities and walk-in showers with seating and grab bars. Each assisted living unit will have a kitchenette with a refrigerator, sink, microwave and cabinets. There will be three meals per day served in a community dining room and an alternate dining venue, such as a bar and bistro, included within the monthly service fee.

Assisted Living Services and Amenities

- Three meals per day plus snacks and beverages
- Weekly housekeeping
- Flat linen and personal laundry service
- 24-hour health monitoring
- Laundry services/dry cleaning
- Personal home maintenance assistance
- Scheduled transportation services
- Assistance with activities of daily living additional costs may apply based upon assessment and service level
- Dining and activity facilities

### **Memory Care Assisted Living**

The Memory Care units will be located in a separate, yet integrated section of the community that will be specifically dedicated and designed to accommodate residents who have Alzheimer's or other related dementia in a residential care setting. These memory care units will also represent a residential/social model of memory care and will consist of private and shared suites. They will also be appointed in a high quality residential manner. The memory care private suites will not have kitchenettes, like the assisted living units, but will have their own private bathroom and roll-in shower. The services and amenities will be similar to those provided in assisted living, but they will be tailored and intensified in order to meet the unique needs and requirements of this very special market.

#### **Memory Care Services and Amenities**

- Three meals per day plus snacks
- Weekly housekeeping
- Daily tidying/bed making
- Flat linen and personal laundry service
- 24-hour health monitoring
- Assistance with activities of daily living
- A secured unit with dining and activity spaces
- Secure courtyards
- Specialized activities and dining services to promote and maintain the highest level of functioning

### **MASTERPIECE LIVING**

West Covina will partner with Masterpiece Living, a holistic wellness platform on which all programming for the community will be based; it is the platform to enhance and customize the community-wide successful aging initiative. Masterpiece Living is based on twelve years of research and the studies outlined in the book, *Successful Aging*. Dr. Robert L. Kahn, one of the authors of *Successful Aging*, is on the Masterpiece Living advisory board.

Masterpiece Living uses a research-based and comprehensive approach that offers support and tools to:

- Measure and therefore substantiate success from utilization of the programs
- Be cutting-edge and therefore offer a true market differentiator

- Meet the rapidly growing expectations of the older consumer, and more importantly for the assisted living community, the adult child
- Offer residents and their children or caregivers lifestyle and mobility reviews that measure progress
- Support residents in achieving their desired successful aging goals

Masterpiece Living provides training and tools to its subscribing communities to help establish and maintain a robust program. **Salus by Solvere**, *Powered by Masterpiece Living*, will be a key differentiator and positioning for the community and will be used throughout marketing and advertising promotions.

### **MANAGEMENT TEAM**

Customer service is the very core of the Solvere management credo. Our **Service by Solvere** philosophy permeates every facet of our organization with the importance of customer service and provides managers and team members with the training and tools to empower them to problem solve and to create positive and meaningful relationships with residents, families and among themselves.

The West Covina management team consists of a General Manager and the following department heads: Business Office Manager, Wellness Director (*Resident Care*), Environmental Services Director (*Maintenance*), Director of Community Relations (*Marketing Director*), Salus Director (*Activities Director*), Valeo Director (*Memory Care*) and Dining Services Director.

*General Manager* - is responsible for the day-to-day operations of the Solvere Managed Community to include financial management; business planning; development, implementation, evaluation, and improvement of program services; management of staff; and delivery of high-quality services to residents and their families.

*Business Office Manager* - is responsible for the organization and operation of the business office including the maintenance of resident and employee records; is the point of contact for all HR related matters and provides administrative and support services to the General Manager.

*Wellness Director (Nursing/RN)* - is responsible for the administration of nursing services and directs, plans and coordinates the services and activities of professional nursing and auxiliary nursing personnel in rendering Resident care. The Wellness Director will interpret policy and

regulations to all nursing personnel and ensure compliance and contributes directly and positively to the team approach to quality resident care by attending to and assisting with a variety of physical, emotional, and social needs to help residents maintain the highest level of independence possible.

*Environmental Services Director* - is responsible for maintenance of building and grounds, maintenance and housekeeping of resident apartments and common areas, repairs heating and air conditioning systems and preventive maintenance of all machinery and equipment and waste management systems including safety and transportation.

*Salus Director*- maintains an organized and diversified program of individual and group activities in all four dimensions of wellness (intellectual, physical, social and spiritual), which will enable each resident to engage in diverse activities within the Community in order to sustain and promote the Resident's potential and sense of purpose and usefulness to self and others.

*Valeo Director* - maintains an organized and diversified program of individual and group activities utilizing the principles of the *Valeo by Solvere* philosophy which emphasizes legacy in creating personalized programs and therapies for those residents with memory impairment.

*Director of Community Relations (Marketing Director)* - is responsible for achieving maximum occupancy and total revenue potential of the Community by attracting qualified prospects and converting those prospects into Residents.

*Dining Services Director* - has overall responsibility for the daily operations of the culinary services department and ensures that residents are provided a high-quality culinary experience, that the kitchen services areas are adequately staffed and that the highest quality standards are met.

The community is projected to have 50 FTEs at the time the community is fully stabilized. The staff shifts will vary with roughly 8 positions arriving and departing during typical "business" hours.

Video cameras would be installed around the exterior of the community to monitor exterior doors and exterior lighting to be sufficient to ensure resident, visitor, and team member safety. Secondary doors (emergency exits) to the community will have access control mechanisms

restricting entry to the community while allowing for emergency egress. Primary entrance doors will feature video camera/intercom and will be locked from 8pm to 8am.

### **MARKETING AND SALES PLAN**

Strong occupancy is the outcome of successful community management. Solvere brings additional talent and support from our consulting partner, Solutions Advisors, melding our management strength with award-winning creative to develop strategic solutions to build and sustain occupancy.

Our ***Solutions by Solvere*** sales philosophy and training for staff addresses prospects' and families' specific stage of readiness to move to senior housing and positions each retirement counselor as a resource to help prospects make this often difficult decision.

The goal of the marketing and sales plan is to generate leads for the new units and develop a strategic plan for moving prospects through the sales process to move-in. This plan should be used as a *guideline* for future efforts and will be revised through the ongoing planning process based on results.

#### **Target Market**

West Covina's target market group consists of the age qualified population that has adequate income to live in elderly housing and adult children who are caregivers for an elderly parent or relative.

#### ***Assisted Living***

Assisted living residents will average 80+ years of age and will have need for assistance from a caregiver for one or more activities of daily living (such as bathing, dressing, eating or taking medications).

#### ***Memory Care***

Alzheimer's/Memory Impaired residents are typically 70+ years of age and need 24 hour supervised care for diagnosed memory impairment.

#### **Positioning Strategy**

The ***Salus by Solvere*** philosophy combined with measurement and benchmarking tools from Masterpiece Living will distinguish West Covina in the marketplace as focused on *lifestyle* and

*wellness* with a discreet care component catering to individual need. Whereas most assisted living communities can only offer care at its most basic level, West Covina's goal will be to provide an enriching and inspiring lifestyle, focused on residents' abilities not disabilities.

The **Valeo by Solvere** philosophy will foster engagement of memory-impaired residents through our signature programs such as *Create and Compose*, which encourages residents to actively experience music and the arts; the *Legacy Box*, designed to embrace and integrate residents' past lives into the present; and the *Travel Times* program designed to bring travel destinations to life in dementia care neighborhoods.

### **Sales Staffing**

The sales effort is led by the General Manager who reports to the Solvere Regional Vice President. In addition to the General Manager, the sales team will consist of a Marketing Director and a Move-in Coordinator. The Marketing Director will be hired six months before opening and the Move-in Coordinator will come on board three months before opening. The General Manager and Marketing Director will attend a Solvere Sales Training and a Masterpiece Living Foundational Training prior to opening. These training sessions will help to convey the importance of the prospect-centered sales approach and a wellness-empowered lifestyle which will provide a foundation for the overall sales and operating philosophy.

### **Sherpa**

West Covina will use Sherpa as its CRM (customer relationship management system or database), developed for building better relationships with prospects while providing more effective sales metrics and measurement. The Sherpa program is designed to inspire and motivate sales teams to truly connect with their prospects. A simple, intuitive sales tracking and coaching tool, Sherpa encourages senior housing sales people to develop a holistic picture of their prospects' lives.

The goal of Sherpa is to motivate better discovery and emotional connections with prospects as well as more meaningful and consistent advances. Sherpa, with its prospect-centered sales foundation, puts prospects first by utilizing three main strategies: Inspired Sales, Expert Guidance and Meaningful Metrics. The sales team will learn how to journal their interactions with prospects, as opposed to transacting with them with the goal of completing as many activities as possible. Inquiry generation, tours, calls and deposits, as well as time in the selling zone are the key metrics measured. These key indicators will help us set ongoing goals throughout the various phases of the project and will measure those goals for effectiveness.

Sherpa will be set up when the sales center opens. Training for the General Manager and sales team on Sherpa will occur as soon as they are on board.

## **Collateral**

### *Identity Materials*

Various identity materials will be developed, including:

- Letterhead
- Business cards
- Note cards and envelopes
- Large envelopes for pocket folders
- Notepads
- Pens
- Nametags

### *Indication of Interest Form, Priority Deposit Form, Community Fee Form*

Several forms will be developed to allow prospects to indicate their level of interest or to place a priority deposit:

- *Indication of Interest Form* - The Indication of Interest Form provides the sales team “permission” to contact the prospect and indicates their specific interest in West Covina. The prospect’s demographic information is included, preferred floor plan style and an indication if the prospect would like to be on the mailing list and/or email list and would like to be invited to future events.
- *Priority Deposit Form* - For those ready to commit with a deposit, a priority deposit form will be developed and utilized when the sales office opens. The form will provide the depositor’s demographic information as well as indicate interest in floor plan style and note the date of deposit for identifying the priority order.
- *Community Fee Form* - This form is used to indicate which specific unit the depositor and family is choosing as well as timeframe for move.



#### *West Covina Handout*

Prior to the development of the overview brochure (noted below) a one or two-sided handout will be developed for temporary distribution for interested prospects. The piece will be developed to offer prospects an overview of the project prior to the development of the renderings. Only a limited quantity will be printed, estimated to be approximately 500.

#### *Pocket Folder*

A pocket folder will be developed to house the collateral materials. The piece will be developed in advance of the sales team being hired and the opening of the sales center.

#### *FAQ Brochure*

There are a number of common questions that prospects will ask when considering a new community. The Frequently Asked Questions (FAQ) brochure will address those questions. Initially, a limited quantity will be produced (approx. 500) for use when the sales office opens. As the project continues to move forward and other details come to light, the FAQ will be revised and reprinted.

#### *Overview brochure*

The initial overview brochure will provide prospects with the feel and lifestyle of the community. Using renderings, floor plans and stock imagery, the brochure will reflect the key selling points and positioning of West Covina. The brochure will be 25.5" x 11" (large tri-fold) and will fit inside the pocket folder. Upon opening, a full lifestyle brochure will be developed that incorporates actual photography of the building and residents. The piece will be developed in advance of the sales team being hired and the sales center opened.

#### *Rack Brochure*

A smaller version of the overview brochure will be developed for outreach and professional referral development. These #10 rack brochures can be placed in local points of interest such as senior centers, libraries, doctors' offices, etc. The piece will be developed in advance of the sales team being hired and the sales center opened.

#### *Inserts*

Various inserts will be developed for use in the sales process and for distributing in the pocket folder. The inserts will be developed in advance of the sales team being hired and the sales center opened. The inserts will include:

- Services and Amenities
- Pricing
- Floor Plans (including naming of floor plans)
- About the Team
- Inserts Template

#### *PowerPoint Template*

A PowerPoint Template will be developed for use in presentations.

#### *E-newsletter Template and Communications*

An e-newsletter masthead will be developed to allow for communication to prospects and depositor families in a cost-effective manner via email. During those months with advancement and lead generation events, the e-newsletter will feature an announcement (e-blast) of the event. During off months (no events or conversion events), the e-blast will announce updates about the construction. Once the community is opened, e-newsletters will continue as a cost effective communication vehicle to existing prospects.

#### *Banner up and Table Drape*

A banner up or set of banner ups and table drape will be developed for outreach presentations, expositions and trade shows.

#### *Fact Sheets*

A set of 10 custom fact sheets will be developed for use in the sales process by the team for creative follow up. The fact sheets will address key objections and issues for prospects and their families. The fact sheet topics will include:

1. The key to choosing the right community
2. Brain fitness and aging
3. Downsizing
4. The family's role in making a move
5. When is the right time to make a move
6. The importance of nutritional wellness
7. The importance of physical wellness
8. Socialization and loneliness
9. Taking control of stress
10. Vocational wellness

*Construction Signage*

A two-sided construction sign will be developed and installed at the construction site, subject to local zoning restrictions, to raise awareness of the project, provide contact information and to indicate to passers-by what West Covina is. This signage will include an (888) number and the website URL to allow for inquiries prior to the sales center opening.

DRAFT

**APPENDIX A:**  
**SOLVERE SENIOR LIVING**  
**TEAM BIOS**

**Kristin Kutac Ward, President and Chief Executive Officer**

Founder of Solvere Senior Living, Kristin has more than 21 years of management experience in the senior living industry, beginning her career as a nursing home administrator. She has worked in operations, sales and marketing positions in both regional and corporate roles, as well as consulting roles, in more than 50 communities in 21 different states.

Most recently, as Chief Operating Officer for American Heritage Communities (AHC), a developer, operator and manager of retirement communities, Kristin was responsible for all operations, marketing and sales efforts of 250 employees. Additionally, Kristin met with potential and current investors, conducted marketing studies to identify new sites on which to develop CCRCs, conducted due diligence on acquisition opportunities, and managed the creation of AHC's brand identity and creative platform.

As Vice President of Marketing and Sales for Horizon Bay Senior Communities, Kristin oversaw all marketing and sales aspects of the company, which then operated 42 senior communities nationwide. Kristin created a company-wide sales training program and systems to manage and enhance census generation activities. She also managed image repositioning for 11 communities undergoing multi-million dollar renovations, as well as their reintroduction to the respective markets. She increased occupancy of acquired assisted living communities from 79% to 88%, thereby facilitating the disposition of that portfolio. She also increased inquiry to move-in conversion ratios from a company-wide average of 12% in 2001 to 20% in 2003 and maintained a 93% average blended census across company.

Kristin began her career as a nursing home administrator with Beverly Enterprises in Atlanta, Georgia where she created a short-term rehab wing and increased therapy revenue by 65%.

**Education and Certifications:**

*Bachelor of Arts, Psychology, Emory University*

*Nursing Home Administrator License, Georgia (inactive)*

**John Ralosky, Chief Operating Officer**

John brings to Solvere Senior Living more than 28 years of experience in operations. He has served as Senior Vice President of Operations for SeniorBridge Home Health Care, Benchmark Assisted Living and Atria Senior Living.

John's expertise has been focused on the turn-around of troubled senior living communities and healthcare providers. Some career highlights include the turn-around of three failing CCRCs in Indiana, Ohio and Massachusetts; two of which represented a two cents per share operating loss for the then publicly traded Manor Care. At Benchmark Assisted Living, John's leadership was instrumental in bringing the occupancy rate up to 95% from a stalled 60% rate. John was an essential member of the management team for the largest division of Atria Senior Living with 26 properties which ultimately became the first division in the company to achieve over 90% occupancy. He also oversaw the turn-around of the largest substance abuse rehab provider in New York with over 33 programs and a \$2 million operating loss as well as a struggling home health company based in New York City.

In addition to his turn-around skills, John excels at business planning. At Benchmark he created and implemented the annual operating and capital budget processes, the monthly NOI forecast process, and the profit and loss review process. Additionally, in most of his positions, he restructured middle management positions to improve accountability and results, lowered operating costs and improved employee retention and satisfaction.

**Education and Certifications:**

*Bachelor of Arts, Political Science, Fordham University*

*Board of Directors, First Montclair House*

**Lauren Messmer, EVP and Chief Marketing Officer**

Lauren has more than 17 years of experience in strategic marketing management. As a founder of Retiring by Design (now Solutions Advisors) and Solvere Senior Living, she specializes in marketing planning and strategy for new developments, and repositioning and expansion of retirement communities.

As Vice President of Marketing for American Heritage Communities (AHC), she was responsible for managing and executing marketing efforts for four distinct communities: an equity-based independent living community, a new development CCRC, an existing IL rental, and a stand-alone assisted living community. She worked hands-on with each community to generate leads and help the sales teams strategically move the leads through the sales process. She worked closely with the on-site teams to ensure that the pre-sales goals were met for the CCRC, exceeding budgeted goals by 40%. During her tenure, IL rental move-ins increased by 30% as well.

As a Principal and Director of Account Service for The Bertolino Group, a marketing and advertising firm specializing in the senior market, Lauren was responsible for overseeing the marketing and sales efforts of all senior housing clients, including marketing planning and execution, managing all production, media research and placement, as well as budget analysis. During her tenure, Lauren worked with more than 40 communities, where she successfully generated leads and produced sales.

**Education and Certifications:**

*Master of Business Administration, Marketing, Virginia Commonwealth University*

*Bachelor of Science, Cultural Anthropology, James Madison University*

**Marika Johnson, Chief Strategy Officer**

Marika brings over 18 years of successful and progressive experience in the senior living industry to Solvere Senior Living. Ms. Johnson has held a succession of community, regional and corporate level positions. She has successfully implemented effective cost controls including labor management, developed and implemented revenue generating ancillary programs, identifies and implements strategic sales efforts, created resident assessment and care planning

processes to comply with multiple state regulations, developed companywide policies and procedures and employee training programs, as well as identifying and monitoring key metrics for measuring the operational performance of communities.

Her experience encompasses a broad range of senior housing environments including independent, assisted living, and Alzheimer's care for portfolios up to 54 communities. Marika's operational knowledge and skills encompass both start-up construction as well as acquisitions. Ms. Johnson holds Assisted Living Administrator certifications in multiple states as well as a Dementia Care Specialist Certification, and a Certificate in Gerontology.

**Education and Certifications:**

- *Certificate in Gerontology*
- *Current Assisted Living License/Certification in OR, WA, TX and obtaining in CA, FL, ID*
- *Dementia Care Specialist Certification*
- *Dementia Certification/Manager-State of Washington*
- *Mental Health Certification/Manager-State of Washington*
- *Train The Trainer-Revised Fundamentals of Care*
- *HIV/AIDS Certification*
- *National Advanced Administrator Certification, Assisted Living University/AIM*
- *Hospitality and Customer Service*
- *Human Resource Management*



**Kevin Sinclair, Vice President of Finance**

Kevin has over 15 years of financial and accounting experience encompassing all aspects of the monthly close process including cash and payroll management and monthly reporting for private and public organizations. He has experience in the development of financial controls, financial modeling, ensuring compliance with governing agency requirements, and implementing fiscal strategies to achieve long term organizational goals.

In his last role, Kevin was responsible for managing a \$170 million annual budget, which included \$15 million in personnel costs for a large global company that managed and sold data for the healthcare industry.

In a related position, Kevin spent five years working as a Finance Director for a start-up CCRC in Reading, PA where he developed the accounting framework and procedures, reporting, and led accounting system conversions. He was responsible for compiling annual budgets, monthly forecasts and producing quarterly covenant testing with the lender. He built the accounting, resident billing and point-of-sale systems from the ground up.

He has developed and managed effective teams and has a myriad of software and systems expertise in Microsoft Excel, SAP, Oracle, Great Plains, and FRx Reports.

**Education and Certifications:**

*Master of Business Administration, Nova Southeastern University*

*Bachelor of Science, Penn State University*

*Certified Public Accountant (CPA), Inactive License*

**Lorie Dancy, Vice President of Clinical Services**

Lorie is a Registered Nurse and **Nurse Practitioner** with 26 years of experience in the nursing field and over 15 years of experience in the senior housing industry. She has served in a variety of roles in senior living which have included on-site community Wellness Director, multi-site Manager of Clinical Operations, developer of quality assurance programs for senior living communities and as a consultant to financial lenders and operators of senior living communities in over 44 states. Lorie has served as an Alzheimer's and dementia care trainer to both start-up and existing memory care communities.

Lorie's areas of expertise include developing and implementing clinical systems and programs for assisted living, independent living and memory care communities, quality assurance and auditing, education and training, regulatory compliance and risk mitigation. She has been successful in leading and supporting communities in danger of losing their licenses to regain full licensure. Lorie values and encourages the partnership of the operational, clinical and sales teams to maintain high occupancy while caring safely for residents. She has been successful with capturing lost care revenue in communities by guiding nurses to have timely and accurate assessments and teaching them how to responsibly manage expenses.

**Education and Certifications:**

*Bachelor of Science in Nursing, Delaware State University*

*Masters of Science in Nursing, LaSalle University*

**Licensure/Certifications**

*Certified Registered Adult Nurse Practitioner, Pennsylvania*

*Licensed Registered Nurse, Pennsylvania and New Jersey*

**Dora Barber, Vice President of Sales & Marketing**

Dora has more than 20 years of sales experience in the senior living industry. Prior to joining Solvere Senior Living, Dora was with Harbor Retirement Associates (HRA) for four years as the Vice President of Sales and Marketing, which included creating the sales strategies for six new developments in major markets. Preceding HRA she was the Regional Director of Sales and Marketing for the Southeast at Senior Lifestyle Corporation. She oversaw the sales staff of twenty communities working closely with each team to maximize sales.

Before her tenure at Senior Lifestyle, Dora worked for Horizon Bay Senior Communities for nine years in several capacities which included; Vice President of Sales Development, overseeing a team of eight sales specialists, Divisional Vice President of Sales, working with five Regional sales teams and forty-two communities and as Vice President of Sales Development which encompassed hiring and establishing sales strategies and cultures in all new development projects.

A native of Houston, Texas, Dora attended Sam Houston State University receiving a Bachelor of Arts in Teaching Degree. She soon however, gravitated to sales and marketing, first in banking and then in the senior living industry. Her passion for sales and teaching has provided a successful formula for maximizing her sales team's performance.

**Education and Certifications:**

*Bachelor of Arts in Teaching, Sam Houston State University*

**Patti Adami, Vice President of Strategic Marketing**

Patti brings a tremendous depth of experience in senior living to Solutions Advisors. Her 30+ years in the industry has spanned across strategic marketing, advertising and communications for senior living as well as industry trade groups and government agencies.

Most recently, as Consultant and Principal at Third Age, Inc., Patti was instrumental in building a client practice in the area of marketing and sales related projects for seniors' housing and services. Patti led numerous marketing assignments for clients involved in community expansions, pre-sales to meet financing requirements, or helping to increase occupancy of existing communities including independent living, assisted living and nursing care. Patti has been a presenter on marketing and sales topics at state and national conferences of senior service providers and has authored several articles on marketing senior living services.

As Special Assistant to the Secretary of Aging for the Commonwealth of Pennsylvania her main objectives included speech writing, media interviews, assisting with public appearances before senior and consumer groups and heading up the Department of Aging's communications division. Prior, as First Director of Communications for PANPHA (now LeadingAgePA), Patti's primary focus was on implementing strategies to increase awareness of the organization's goals and mission and helping members increase their own proficiencies in marketing and communications.

Patti's experience as a focus group moderator gives her first-hand knowledge of the ever-changing needs and desires of the senior population regarding their preferences for retirement living. This experience enables her to advise clients on critical market issues such as the type of accommodations, amenities and services preferred, as well as price sensitivity in a given market. This experience also allows Patti to provide her clients a marketing perspective to the operational, financial and clinical components.

**Education and Certifications:**

*Bachelor of Arts, Liberal Arts, Shippensburg University*

**Kim Brawley, Regional Vice President**

Kim brings to Solvere Senior Living more than 26 years of experience in Senior Living Operations. She has served in a variety of positions both at the community level and the corporate level including Regional Director of Operations with Harbor Retirement Associates, Senior Lifestyle Corporation and Emeritus Assisted Living, as well as Area Director of Operations, Corporate Operations Specialist, Executive Director, and Director of Business Affairs for Texas.

Throughout her career, Kim has successfully managed both acquisitions and new developments. She has a keen financial acumen that delivers results, and with her servant leadership style she brings a proven ability to champion a shared vision while developing and sustaining an energized and positive organizational culture built upon trust, integrity, mutual respect, execution and accountability.

Kim is a Certified Assisted Living Manager in the state of Texas, and has served on the Board of Directors for the Texas Assisted Living Association. She has also served on the Forum Board for ICAA (International Council on Active Aging), and served on the CBA Workgroup with Texas Department of Aging and Disability Services.

***Education and Certifications:***

West Texas State University – Business Administration  
Certified Assisted Living Manager

**Paula Schatz, Divisional Director of Sales and Marketing**

Paula brings to Solvere Senior Living more than 26 years of strategic marketing management experience from the hospitality and senior living industry.

During her time as Director of Marketing at Cadbury at Lewes, a non-profit CCRC, Paula and her team achieved an increase in independent living occupancy from 72% in 2009 to 90% in 2014. She has been actively involved in all areas of sales and marketing, including development and implementation of integrated marketing plans, strategic planning, advertising, direct mail, events, website management and community outreach.

As Director of Community Relations for Brandywine Senior Living, a for-profit assisted living facility, Paula established the sales office and also developed events, community outreach, and public relations for this new community, with 34 Alzheimer's residences and 70 suites. In 2004, Paula began a career in the sales and marketing of Senior Living for Methodist Manor House, a 40+ year old non-profit CCRC. During her tenure, occupancy increased 10% through the development of a rental contract for independent living as well as extensive community outreach to the ministers of the Peninsula-Delaware Conference of the United Methodist Church.

**Education and Certifications:**

*Bachelor of Arts, Organizational Management, Eastern University*

*Associate of Science, Travel Tourism Management, Brandywine College of Widener University*

**Laresa Colvin, Director of Team Engagement and Values**

Laresa comes to Solvere Senior Living with varying roles of Human Resources experience. She began her career as an Information Manager, spending several years on active duty military. Following her military career, Laresa worked various roles to include Contracts Administrator, Project Manager, and Human Resources Manager. She has experience in many industries such as government, medical device manufacturing, dental service, and chronic care management. She has broad experience in recruiting, implementing systems to ensure HR compliance, team member recognition, and retention strategies.

**Education and Certifications:**

*Bachelor of Science Human Resources, University of Maryland, University College*  
*Master of Science Business Administration (MBA), Grantham University*

**Natasha Drake, Director of Sales and Marketing**

Natasha has over 9 years of experience in the senior living industry in a diverse array of roles and responsibilities. Ranging from activity director, marketing and event coordinator, sales counselor, and closing and move-in coordinator, Natasha is well versed in problem solving and resolution. With both a New Jersey and Maryland real estate license, Natasha provides enthusiastic support to both the sales coaching and marketing/creative services groups at Retiring by Design. She focuses on community process management, sales tactics and training, marketing planning, and marketing design implementation.

**Education and Certifications:**

*Bachelor of Science, Business Administration and Marketing, University of Mary Washington*  
*New Jersey Real Estate License*  
*Maryland Real Estate License*  
*SRES Designation, National Association of Realtors*



**Brian Halko, Director of Business Operations**

Brian joins Solvere Senior Living with over 25 years of experience in the senior healthcare industry, having completed 22 of those years in the skilled nursing environment. During that time Brian served in positions ranging from Director of Business Operations to Assistant Administrator and focused on business operations, information and accounting systems. Within the last three years Brian transitioned to assisted living, serving in the capacity of General Manager and Administrator for a privately-owned community in Pennsylvania. Brian manages all Solvere IT systems and processes, bookkeeping and limited Human Resources duties, as well as serving as the trainer and resource to the community business office managers.

**Solutions Advisors Group Team Members**

Kristin Kutac Ward, President & CEO  
Lauren Messmer, Chief Operating Officer  
David Canavan, Chief Investment Officer  
John Ralosky, Chief Operating Officer Solvere  
Marika Johnson, Chief Strategy Officer  
Scott Townsley, Managing Principal Trilogy  
Tim Ficker, Principal, Trilogy  
Paul O'Brien, Senior Vice President  
Patti Adami, VP of Strategic Marketing  
Kevin Sinclair, VP of Finance  
Lorie Dancy, VP of Wellness  
Nick Schimick, VP of Marketing  
Dora Barber, VP of Sales & Marketing  
Angela Green, VP of Sales & Strategic Services  
Daphne Bernstein, VP of Sales & Strategic Services  
Kim Brawley, Regional Vice President  
Mike Brindley, Vice President  
Marilyn Hoffman, Vice President  
Bethany DeBerard, Vice President  
Polly Karling, Vice President  
Joseph Brendlen, III, Controller  
Paula Schatz, Divisional Director of Sales & Marketing



Matt Mazzucca, Sales Specialist  
Melinda Stowe, Sales Specialist  
Patti Scheck, Creative Director  
Brian Halko, Director of Business Operations  
Cecelia LaForge, Director of Administrative Services  
Caroline Bailey, Project Director  
Jeff Felton, Director of Marketing Services  
Natasha Drake, Director of Sales & Marketing  
Courtney Sweasy, Senior Account Manager  
Karen Smith, Senior Account Manager  
Linda Bott, Account Manager  
Tiffani Caleb, Executive Assistant  
Deb Lyons, Production Manager  
Kimber Karn, Digital Project Coordinator  
Emily Fox, Digital Project Coordinator  
Jenna Thompson, Staff Accountant  
Dominique Mariano, Marketing Coordinator



Solutions Advisors Group

*City of West Covina*  
*Memorandum*  
**A G E N D A**

**ITEM NO. 4.**

**TO:** Planning Commission

**DATE:** August 13, 2019

**FROM:** Planning Division

**SUBJECT: STUDY SESSION - SUBCOMMITTEE FOR DESIGN REVIEW  
ONE STORY GUIDELINES**

---

**BACKGROUND:**

On March 19, 2019, the Planning Commission held a study session to review the history and the Municipal Code standards for review by the Subcommittee. At that time, there was also discussion about the One-Story and Two-Story Guidelines. At the conclusion of the study session, direction was provided to have the Subcommittee review the current Guidelines to determine if they are still valid and appropriate. Over the last couple months, it has been difficult for the Subcommittee to have time to discuss the Guidelines as their meetings are very short and are held right before the Planning Commission meeting. At the Subcommittee meeting of April 23, 2019, staff recommended that the Planning Commission review the Guidelines. This was suggested due to the short meeting times of the Subcommittee, and that it would be appropriate to include all the Commissioners to be part of the discussion for the sake of knowledge and implementation. The Subcommittee agreed and requested that the Guidelines be scheduled for review by the Planning Commission. The Planning Commission reviewed the Two-Story Guidelines on May 14, 2019 and approved with some minor revisions. The Two-Story Guidelines with the revisions are provided as Attachment 2.

**DISCUSSION:**

The purpose of this study session is to review the One-Story Addition Design Review Guidelines. The One-Story Guidelines were last reviewed in February 2010. The following are the current Guidelines for proposed one-story houses and one-story additions to existing houses.

1. Design the house so that all setbacks have been met.
2. Design the front and any other visible elevations especially corner houses with a variety of materials. Most houses have the exterior elevations that are primarily stucco. Providing an alternative material such as stone, wood (or simulated wood product) or brick will provide a more aesthetic elevation. (Where alternative material is at the corner, material should wrap around 24 inches on the side.)
3. Design the house to fit into the architectural context of the surrounding neighborhood.
4. Front porch roof lines should be lower in height than the main portion of the roof.
5. Window treatment on windows are encouraged including stucco pop-outs, wood trim, pot shelves, shutters, recessed windows, etc. or provide a variety of window types (bay windows, octagonal windows, other shapes, etc.) Consider painting window treatment in contrasting color to the house.
6. Provide the City-owned parkway width for the strip of property between the private property and the street. (This area is to allow for sidewalks or the widening of the street.)
7. A water heater enclosure should be constructed to match the colors and materials of the house. (Especially for water heaters added outside of the house located on a corner lot.)
8. If the roof pitch is being raised, consider designing the new pitch to allow the attic space to accommodate a central air conditioning/heating system.
9. Landscaping that is removed or destroyed during the construction process shall be replaced prior to

final inspection.

10. In an area that is predominantly developed with rear-entry garages, no garage doors should be installed on the front of the house.

At the study session, staff will present the Guidelines and invite comments on each and allow for discussion of potential additions.

**RECOMMENDATION:**

Provide direction on revisions to the One-Story Subcommittee Guidelines.

**Submitted by:** Jeff Anderson, Community Development Director

---

**Attachments**

Attachment No. 1 Guidelines for One-Story Additions

Attachment No. 2 - Proposed Guidelines for Two-Story Additions

Attachment No. 3 - Subcommittee Code Section

---

## **Design Review Subcommittee Guidelines for One-Story Houses and Additions**

---

- Design the house so that all setbacks have been met.
  - Design the front and any other visible elevations especially corner houses with a variety of materials. Most houses have the exterior elevations that are primarily stucco. Providing an alternative material such as stone, wood (or simulated wood product) or brick will provide a more aesthetic elevation. (Where alternative material is at the corner, material should wrap around 24 inches on the side.)
  - Design the house to fit into the architectural context of the surrounding neighborhood.
  - Front porch rooflines should be lower in height than the main portion of the roof.
  - Window treatment on windows are encouraged including stucco popouts, wood trim, potshelves, shutters, recessed windows, etc. or provide a variety of window types (bay windows, octagonal windows, other shapes, etc.) Consider painting window treatment in contrasting color to the house.
  - Provide the City-owned parkway width for the strip of property between the private property and the street. (This area is to allow for sidewalks or the widening of the street.)
  - A water heater enclosure should be constructed to match the colors and materials of the house. (Especially for water heaters added outside of the house located on a corner lot.)
  - If the roof pitch is being raised, consider designing the new pitch to allow the attic space to accommodate a central air conditioning/heating system.
  - Landscaping that is removed or destroyed during the construction process shall be replaced prior to final inspection.
  - In an area that is predominantly developed with rear-entry garages, no garage doors should be installed on the front of the house.
-

## Design Review Subcommittee Guidelines For New Two-Story Additions

---

- Design the two-story house or addition so that all setbacks, including second story, have been met. (Plans must indicate parkway width to verify compliance of second story setback)
  - In an area that is predominantly one story, it is encourage that the ~~consider reducing the~~ size of the second story be reduced in relation to the ground floor. A smaller second floor will not appear as massive or boxy. (Plate height shall be consistent with the first story of the house)
  - New two-story additions can result in privacy impacts to neighboring properties. ~~Consider designing~~ Design the second story to reduce or eliminate the need for windows on the side elevations. High windows that allow light in but restrict views onto neighboring properties may also reduce privacy impacts.
  - In an area that is predominantly one story, the elements of the house usually emphasize the horizontal. Many modern two-story designs emphasize the vertical through two-story porches with tall columns, tall windows, and two-story front elevations with no horizontal breaks. These elements are generally out-of-character with a one-story neighborhood.
  - When adding a second-story elevation in a one-story area, it is encouraged to ~~consider providing~~ provide a significant second-story setback on the front elevation. By setting back the second story from the first story, the front of the house will fit better in the context of a one-story neighborhood.
  - In an area that is predominantly one story, the addition of second-story balcony, especially in a flatland neighborhood, can have an affect on privacy. In these areas, balconies in rear yards are discouraged.
  - When designing a second-story addition, consider that all sides of the second story are visible. Window treatment on second-story windows is encouraged.
  - Discuss your proposed house or addition with adjacent neighbors. An administrative use permit or conditional use permit requires written notification to all property owners and residents within 300 feet of the property.
  - Landscaping that is removed or destroyed during the construction process shall be replaced prior to final inspection.
  - Provide the City-owned parkway width for the strip of property between the private property and the street. (This area is to allow for sidewalks or the widening of the street.)
  - In an area that is predominantly developed with rear-entry garages, no garage doors should be installed on the front of the house.
-

**Residential Agricultural Zone/Single-Family Zone**

**Sections 26-418. Planning Commission Subcommittee for Design**

- (a) *Purpose.* The purpose of design review of single-family residences is to ensure quality development, promote orderly development of the city, conserve property values, preserve the architectural character of an area, and to promote harmonious design that is complimentary to adjacent properties.
- (b) *Subcommittee created.* A subcommittee of the planning commission shall be established consisting of two (2) members of the planning commission to be appointed by the chair of the planning commission. An alternate subcommittee member shall be appointed by the chair to serve in the event that one (1) of the two (2) members is absent.
- (c) *Meetings.* The subcommittee shall meet regularly in open meeting at a time to be determined by the subcommittee.
- (d) *Review required.* No building permit shall be issued for the following types of improvements to single-family residences prior to subcommittee review:
  - (1) New construction of single-family residences.
  - (2) Structural additions or modifications on the front elevation of a residence.
  - (3) New second-story additions to one-story residences.
  - (4) New second-story additions to two-story houses.
  - (5) New balconies.
  - (6) Accessory habitable quarters.
  - (7) Any modifications that is readily visible from a public right-of-way.
- (e) *Exception for large homes.* Large homes as defined in section 26-685.2100 are subject to a conditional use permit and therefore will not be subject to separate subcommittee review. Planning staff will include an analysis of the subcommittee guidelines as part of the planning commission hearing on the conditional use permit.
- (f) *Review authority.* The subcommittee may approve, conditionally approve, forward the project to the planning commission, or disapprove applications.
- (g) *Basis for approval.* The subcommittee shall consider the following criteria:
  - (1) New development, or alterations of existing development should utilize building materials, color schemes, roof style, and architecture that is visually harmonious with the subject property and surrounding neighborhood.
  - (2) Vertical and horizontal articulation of building facades should be used to avoid long, uninterrupted exterior walls on residences. All structures should have relief to create an interesting blend and enhance the architecture.

- (3) Roof lines should be reasonably compatible with the design and scale of surrounding structures. Vertical and horizontal roof articulation is encouraged to avoid long monotonous, flat sections of roof.
  - (4) The scale and mass of the building should relate to surrounding structures. The height and bulk of the building should be in scale with buildings on surrounding sites and should not visually dominate their sites or call undue attention to themselves.
  - (5) The buildings should include a variety of materials and colors. Materials shall be consistently applied and should be chosen to be harmonious with surrounding structures. Piecemeal embellishments and inconsistent materials and architecture should be avoided.
- (h) *Notice of action.* The planning director shall notify the applicant of the decision of the subcommittee within ten (10) days of the decision. The notification shall be in writing and state the reasons for approval, conditional approval, denial or transfer to the planning commission.
  - (i) *Appeal.* Any decision by the subcommittee may be appealed by the applicant to the planning commission. A written appeal shall be filed with the planning director within ten (10) days after a written decision is mailed to the applicant.
  - (j) *Expiration.* Building permits to construct improvements approved by the subcommittee shall be issued within one (1) year of the date of approval or the approval will automatically expire.

(Ord. No. 2184, § 3(Exh. A), 12-16-08; Ord. No. 2260, § 3(Exh. A), 7-1-14; Ord. No. 2338, § 20, 4-17-18)