CITY OF WEST COVINA

PLANNING COMMISSION

SEPTEMBER 24, 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

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AMERICANS WITH DISABILITIES ACT
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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. 19-6004

MOMENT OF SILENT PRAYER/MEDITATION

PLEDGE OF ALLEGIANCE

ROLL CALL

APPROVAL OF MINUTES

1. Regular meeting, August 13, 2019.

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.

PUBLIC HEARINGS

2. **GENERAL PLAN AMENDMENT NO. 18-02**
   ZONE CHANGE NO. 17-02 (QUEEN OF THE VALLEY HOSPITAL SPECIFIC PLAN)
   CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT
   APPLICANT: Emanate Health (formerly Citrus Valley Health Partners)
   LOCATION: 1115 and 1135 S. Sunset Avenue

NON-HEARING ITEMS

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

COMMISSION REPORTS/COMMENTS AND MISCELLANEOUS ITEMS

This is the time when any member of the Commission may bring a matter to the attention of the full Commission that is within the scope of duties assigned to the Commission. Any item that was considered during the Agenda is not appropriate for discussion in this section of the agenda. NO COMMISSION DISCUSSION OR ACTION CAN BE CONSIDERED AT THIS TIME. If the

Commission desires to discuss an issue raised by a speaker or take an action, the Commission may vote to agendize the matter for a future meeting.

3. **COMMUNITY DEVELOPMENT DIRECTOR'S REPORT:**

a. Forthcoming - September 24, 2019

b. Project Status Report - September 24, 2019

CITY COUNCIL ACTION:

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

ADJOURNMENT

AGENDA
ITEM NO. 2.
DATE: September 24, 2019

PLANNING DEPARTMENT STAFF REPORT

SUBJECT

GENERAL PLAN AMENDMENT NO. 18-02
ZONE CHANGE NO. 17-02 (QUEEN OF THE VALLEY HOSPITAL SPECIFIC PLAN)
CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT
APPLICANT: Emanate Health (formerly Citrus Valley Health Partners)
LOCATION: 1115 and 1135 S. Sunset Avenue

DESCRIPTION OF APPLICATION

The applicant is proposing a zone change to adopt a new Specific Plan to guide future development for the Queen of the Valley Hospital campus on 28.79 acres located at 1115 and 1135 S. Sunset Avenue. The Project area consists of five parcels including a 2.8-acre parcel that was the former Sunset Field, which is proposed to be incorporated into the Specific Plan area. Incorporating this parcel into the Specific Plan requires approval of a General Plan amendment to change the designation of this parcel from "Parks and Open Space" to "Commercial." A related zone change is also requested to change the zoning of the same parcel from “MF-20 - Residential 20” to "Specific Plan."

The proposed Queen of the Valley Specific Plan, Specific Plan No. 1, (hereinafter referred to as “QVHSP”) would allow for future expansion of the campus from approximately 1.09 million square feet to approximately 1.58 million square feet, for an additional 490,000 square feet of development and is included as Attachment No. 6 (or online at https://www.westcovina.org/departments/planning/projects-and-environmental-documents). The QVHSP includes a detailed description of the land uses, permitted uses, design guidelines, development standards, infrastructure, and implementation requirements for future improvements and is summarized in Section III of this report.

The QVHSP was originally adopted on April 15, 1987. The original Specific Plan allowed for the most recent improvement at the hospital – the Martin Family Birth and Newborn Center, which was constructed in 2000. In order to provide additional parking and to improve the Queen of the Valley campus to meet seismic requirements set under SB 1953 (Alfred E. Alquist Hospital Facilities Seismic Safety Act) by 2030, significant upgrades and improvements are necessary to continue operation of the hospital.

The applicant, in conjunction with the Planning Division, has conducted three (3) community outreach meetings related to the QVHSP. A summary of project outreach efforts is discussed in Section V of this report, and a more detailed summary included as Attachment No. 10 – Public Outreach Summary.

The proposed Specific Plan area is depicted in Attachment No. 4 – Local Vicinity Map.

ITEM	DESCRIPTION
EXISTING GENERAL PLAN AND ZONE CLASSIFICATION	General Plan: “Commercial” and “Parks and Open Space" Zoning: “Specific Plan” (SP-1) and “Multi-Family - Residential 20 du/ac” (MF-20)
PROPOSED GENERAL PLAN AND ZONE CLASSIFICATION	General Plan: “Commercial” Zoning: “Specific Plan” (SP-1)
LAND USES AND ZONING - NORTH	R-1 (Residential Single Family) Apartments and medical offices zoned MF-20 (Residential 20 du/ac), O-P (Office Professional), respectively.

LAND USES AND ZONING - SOUTH	Medical offices zoned O-P (Office Professional) and N-C (Neighborhood Commercial).
LAND USES AND ZONING - EAST	Single-family homes and a vacant lot across S. Sunset Avenue zoned R-1 (Residential Single Family) and N-C (Neighborhood Commercial), respectively.
LAND USES AND ZONING - WEST	Orangewood Park and single-family homes across Walnut Creek Wash zoned O-S (Open Space) and R-1 (Residential Single Family), respectively.
CURRENT DEVELOPMENT	Queen of the Valley Hospital campus. Approximately 1.09 million square feet of hospital, office, professional, and related uses, surface parking lots, and ancillary buildings. The northwestern parcel is the former Sunset Field, currently used as a temporary parking lot for the campus.
LEGAL NOTICE	Legal notice was published in the San Gabriel Valley Tribune, posted at City Hall, the library, and Police Department, and was mailed to 445 owners and occupants of properties located within 300 feet of the subject site, as well as people that provided their name and addresses at any of the community outreach meetings. An additional 11 notices were emailed.
CEQA REVIEW PERIOD	The comment period for the Notice of Preparation (NOP) began on October 30, 2018 and ended on November 30, 2018. The public review and comment period for the Draft Environmental Impact Report began on April 11, 2019 and ended on May 28, 2019. Both the NOP and the DEIR were distributed to responsible agencies and reviewing agencies and posted on the City's website to facilitate review by the public.

A summary of the existing and proposed development standards within the Queen of the Valley Specific Plan is summarized in Attachment No. 5 – Summary of Data Table

DISCUSSION

The applicant is requesting the approval of the QVHSP, comprising 28.79 acres of land, located at the western portion of the City along S. Sunset Avenue. The Specific Plan contains development standards, infrastructure requirements, and implementation measures for the development. The Specific Plan will be the zoning and provide the zoning requirements for development on the subject property.

The project site consists of five (5) contiguous parcels. The primary hospital structure is located at 1115 S. Sunset Avenue, (APN: 9468-017-015). Three other parcels, located at 1135 S. Sunset Avenue and 1113 S. Sunset Avenue, contain ancillary hospital uses such as storage, medical offices, and surface parking lots. The fifth parcel, located at 1615 W. Merced Avenue, was the former Sunset Field and consisted of two former baseball fields and a concession stand. These improvements have been demolished and this site now serves as temporary parking for Queen of the Valley hospital. All parcels have been previously developed and no native habitat exists on the site.

The project requires the granting of the following entitlements:

- General Plan Amendment No. 18-02, to amend the land use designation of the former park facility located at 1615 West Merced Avenue from "Parks and Open Spaces" to "Commercial."
- Zone Change No. 17-02, to amend the zoning of the former baseball park located at 1615 West Merced Avenue from "Residential 20 du/ac" (MF-20) to "Specific Plan" (SP), and allow for the adoption of the new, updated QVHSP.
- Certification of the Environmental Impact Report.

General Plan Amendment

The Specific Plan area currently contains two different General Plan land use designations. The existing hospital parcels are designated as "Commercial", and the former park facility is designated as "Parks & Open Space". The applicant is requesting a General Plan Amendment to change the land use designation of the parcel located at 1615 W. Merced Avenue (the former park facility) from "Parks & Open Space" to "Commercial," to incorporate that parcel into the QVHSP. This action is consistent with Measure H, which allowed for the sale of Sunset Field to Queen of the Valley at fair market value and approved by the voters on November 8, 2016.

According to the General Plan, the "Commercial" designation "encourages a wide range of building types depending on neighborhood characteristics that house a mix of functions, including commercial, entertainment, office and housing at approximately 21 to 54 dwelling units per acre in the Downtown Plan area and 9 to 20 dwelling units per acre outside the Downtown Plan area." The Queen of the Valley Hospital and its associated office and professional uses are consistent with the "Commercial" designation of the General Plan.

The Specific Plan area is adjacent to "Neighborhood – Medium Density Residential," "Neighborhood – Low Density Residential," "Parks & Open Space," and other "Commercial" designated parcels. The northerly rear boundary of the QVHSP area abuts the Walnut Creek Wash.

Upon approval of the entitlements requested by the applicant, the Project will be consistent with the General Plan. Attachment No. 11 – General Plan Consistency Analysis, depicts Project consistency with the goals and policies of the City of West Covina General Plan, and is appended to this document and included within the QVHSP.

Zone Change

The Project Site is currently zoned "Specific Plan" (SP), and "Residential – 20 du/ac" (MF-20) Area District II. The Specific Plan designation allows the Specific Plan area to be developed according to the regulations contained within the QVHSP. The existing QVHSP was the first Specific Plan adopted within the City of West Covina and was originally adopted on April 15, 1987. The Specific Plan has not gone through a significant amendment in over 30 years. Also, the applicant is requesting a zone change that would change the zone of the parcel within the Specific Plan boundary, located at 1615 West Merced Avenue, from its current designation of "MF-20" to the proposed designation of "SP-1." The zone change would also implement a complete update of the QVHSP, in order to guide major improvements to the hospital campus and its associated uses.

Queen of the Valley Hospital Specific Plan Contents

As mentioned above, the applicant is requesting the approval of the QVHSP. The QVHSP provides a detailed description of land uses, infrastructure, and implementation requirements for future improvements to the Queen of the Valley campus. The contents of the document are described in Chapter 1, "Introduction" of the QVHSP. This chapter also describes the format in which the document is organized, the State and regulatory authority used to implement specific plans, the historical background and project setting of the specific plan area, project objectives, and introduces the project summary and land use plan.

Chapter 2, "Planning Context," of the QVHSP describes the relationship between the QVHSP and City of West Covina Zoning Code and General Plan. The QVHSP has been prepared to be consistent with all applicable goals and programs contained within the General Plan. This chapter also describes and visually depicts the proposed General Plan Amendment and Zone Change, provides the history of the site, which has been the location of the Queen of the Valley hospital since 1962. The environmental setting is also described as a previously disturbed site, with very few natural or cultural resources.

Chapter 3 of the Specific Plan, "Plan Elements," describes the various aspects of the document, including the Land Use Plan, Pedestrian and Bicycle Circulation, Transit Network, Vehicle Circulation and Access, and Infrastructure Plans. The campus is located within an area of the City that is highly accessible to pedestrians, transit riders, bicyclists, and vehicles.

The land use plan for the QVHSP divides the site into three different zones, Zone 1 (Core Medical), Zone 2 (Transitional Office), and Zone 3 (Transitional Flex). Zone 1 is intended to have the most flexibility in terms of development standards and uses, with the intent to locate the core medical services in this area. Zone 2 is a transitional zone from the medical office uses to the south with the intent to locate medical offices within this zone. Zone 3 is envisioned as a lower intensity zone with more height and setback restrictions, as well as limitations on uses to buffer the campus from the abutting and nearby residential uses.

This chapter also details that existing infrastructure is sufficient to accommodate the proposed improvements, though a sewer-line within the QVHSP area and a parcel to the south may need to be upgraded, depending on future designs. The only other infrastructure modifications would be some modifications to some intersections

within the City and connections to utility lines within Merced and Sunset Avenues.

Chapter 4, "Design Guidelines," of the Specific Plan contains design guidelines for site planning, architecture, and landscape development within the QVHSP area. Design guidelines ensure that consistent and identifying visual themes are established throughout the QVHSP area and ensure future development is compatible with the vision of the Specific Plan, as well as being compatible with the built environment surrounding the site. Chapter 4 also includes sustainability and energy conservation guidelines.

The QVHSP includes a hierarchy of various types of open space in the campus within Chapter 4. There are guidelines for landscaping in significant areas, such as along building frontages and near main building entries. The QVHSP also identifies transitional landscape areas that will function as a buffer from adjacent residential uses. The Specific Plan indicates that plantings should be climate-adapted and should utilize native and drought-tolerant plantings. The planting of invasive species is prohibited.

This chapter also includes general guidelines of the future architectural design within the QVHSP area. Buildings should be designed with massing, materials, and form characteristic of a technologically sophisticated hospital and medical research campus. Building facades should be appropriately detailed at the ground level to enhance the streetscape and provide an engaging pedestrian experience. Designs should avoid expansive, blank facades in order to diminish the perceived mass of large-scale buildings.

Chapter 5, "Development Regulations," includes the permitted uses and development standards for future applications within the QVHSP area. The development standards are derived from the project objectives indicated in Chapter 1 of the document and govern development of the principal physical components of the QVHSP area. Development standards specified in this chapter apply to all parcels within the Specific Plan area and will supersede the provisions of the City of West Covina Zoning Code.

Key development standards include:

- Allowing the maximum intensity of the campus to increase from 1.09 million square feet to 1.58 million square feet;
- Increase setbacks adjacent to open space and the Walnut Creek Wash to 15 feet;
- Include tiered setbacks from residential, with 15 feet for the first story, 30 feet for the second and 45 feet for any portion of the building with three or more stories;
- Limit height to 3 stories (30 feet for parking structures) within Zone 3;
- Increase parking requirements from 1.5 spaces per hospital bed to 2.5 spaces per hospital bed. Office parking requirements remain unchanged (1 space per 200 square feet);
- Allows for the possibility of a future parking modification, per a parking study, reviewed by the Planning Commission; and
- Allows for minor temporary events within the QVHSP.

Chapter 6, "Implementation," describes the procedural requirements for the QVHSP. The QVHSP procedures, regulations, standards, and specifications shall supersede the relevant portions of the City of West Covina Municipal Code. Any regulation not addressed in the QVHSP would be subject to the City's Municipal Code. Where there is a question of interpretation, the City's Community Development Director shall make a determination as to the intent of the text. All future implementing projects that increase the square footage of the campus will be required to be processed through the City by a Precise Plan (as required by the Code), to be reviewed by the Planning Commission. It should be noted that for all patient care facilities, building permits will be processed through the State's Office of Statewide Planning and Development (OSHPD). Buildings that are not used for patient care facilities (e.g. medical office buildings), will be processed by the City of West Covina Building Division.

The QVHSP includes three appendixes, Appendix A: Definitions, Appendix B: General Plan Consistency Analysis, and Appendix C: Mitigation Monitoring and Reporting Program. These appendices contain the supporting consistency information and implementation procedures not contained within the Specific Plan document.

Anticipated Phasing

The exact phasing of construction will vary according to regulatory compliance, economic conditions, demand for hospital services, and infrastructure timing. Development is anticipated to occur in three phases, though there could be more or fewer phases. The anticipated phasing is depicted in the table below. Build-out of the Queen of the Valley campus is expected to occur over a 15- to 20-year period. All necessary infrastructure (e.g., sewers, water lines, storm drains, drainage improvements, etc.) will be phased and installed concurrently with development. Each phase will need Precise Plan approval from the Planning Commission before the work can commence.

Phase	Description
Development Phase I (Expected 2019-2020)	• Demolition of some support buildings • New surface parking lot on the former Sunset Field, adding approximately 325 parking spaces
Development Phase IA (Expected between 2020-2022)	• New emergency room of approximately 33,000 sq. ft. • New intensive care unit (above new emergency room) of approximately 33,000 sq. ft.
Development Phase IB *(Expected between 2020-2022)*	• New medical office building of approximately 90,000 sq. ft. • New parking structure (approximately 400 spaces)
Development Phase II *(Expected between 2022-2026)*	• New hospital building of approximately 132,000 sq. ft. and an additional 98-160 added beds.
Development Phase III (Expected 2028+)	• New medical office building of approximately 90,000 sq. ft. • New parking structure (approximately 400 spaces • New hospital building of approximately 132,000 additional sq. ft.

ENVIRONMENTAL DETERMINATION

The City prepared an Environmental Impact Report (EIR), pursuant to the requirements of the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, §§15000 et seq.). This EIR, included as Attachment Nos. 7 and 8 (or online at https://www.westcovina.org/departments/planning/projects-and-environmental-documents) /, analyzed the environmental impacts associated with expansion and renovation of the Queen of the Valley Hospital proposed by the applicant. An Initial Study was not prepared due to findings from preliminary review that indicated that the project will clearly require the preparation of an EIR. Due to the nature of the proposed improvements and the fact that they will be implemented over several years, a Program EIR was prepared that will assess potential and cumulative impacts of future project development on adjacent neighbors and the City as a whole. To assist in the preparation of the Program EIR, several technical studies were prepared, including an Air Quality and Greenhouse Gas Emissions Analysis, Cultural Resource Study with tribal consultation, Noise and Vibration Analysis, and a Traffic Impact Study. The DEIR evaluates various study areas as required by CEQA, and found that the proposed Project would result in a less than significant impacts with the incorporation of project-specific mitigation measures for the majority of the study areas; however, the DEIR identifies impacts that are significant and adverse, even with the implementation of feasible mitigation measures. The results of the DEIR analysis in theses study areas are summarized below. A list of mitigation measures, formatted in a Mitigation and Monitoring Reporting Table, is included in Attachment No. 9.

Aesthetics

The QVHSP area is located within an urbanized area characterized by high levels of artificial lighting to provide visibility for both traffic and safety. According to the DEIR, the proposed project would be compatible with the surrounding uses and not visually intrusive. The mass and scale would be consistent with the existing buildings on the campus and the visual character of the site as a medical campus would remain unchanged, though future development could be denser than the existing campus. Changes in visual character of the project site would occur with the implementation of development allowed by the Specific Plan; however, guidelines and restrictions

imposed by the Specific Plan would ensure a visually cohesive community that would not substantially degrade the existing visual character or quality of the site and its surroundings.

Implementation of Mitigation Measure AES-1 will ensure that construction staging areas shall be located as far as practical from residential neighborhoods immediately adjacent to the Project site, and perimeter fencing shall be installed to obstruct views from adjacent ground level vantage points into the Project site during construction. In order to limit the impacts of new development upon adjacent existing residential neighborhoods Mitigation Measure AES-2 requires that the development of the QVHSP limits new parking structures to 60 feet in height. Buildings would be subject to a six-story height limit in Zones 1 and 2. Zone 3 would reduce the height limit of 30 feet for parking structures and three stories for buildings. Mitigation Measure AES-3 requires that prior to approval of any building plans for structures over 45 feet or 3 stories in height that are within 100 feet of the Orangewood Park soccer fields, a detailed shade and shadow analysis shall be conducted to accurately inform the City and park users as to any anticipated shade or shadow impacts) on the park fields.

Impacts caused by light reflections from pavement, vehicles, and building materials such as reflective glass and polished surfaces could affect surrounding uses and parts of the public realm. However, adherence to the development standards and design guidelines (architectural and landscape) outlined in the QVHSP would ensure that these materials would not result in potential glare impacts and construction-related lighting impacts, and that impacts resulting from new sources of light and glare introduced as a result of development within the QVHSP area would be reduced to a less than significant level with incorporation of Mitigation Measure AES-4. Therefore, all aesthetic impacts resulting from the proposed Project would be less than significant after incorporated mitigation.

Air Quality

The QVHSP area, as well as the City of West Covina, is located in the South Coast Air Basin (SoCAB). The SoCAB is subject to regulation by a number of government agencies, including the U.S. Environmental Protection Agency (USEPA), the California Air Resources Board (CARB), and the South Coast Air Quality Management District (SCAQMD). The QVHSP is subject to the rules and regulations imposed within the SoCAB and must be analyzed for impacts related to criteria pollutant emissions generated by the construction and operational phases of the Project.

Emissions of criteria air pollutants related to construction and operation of the Project were estimated using the California Emissions Estimator Model (CalEEMod), and the construction phase of the proposed Project would violate the maximum thresholds for VOC and NOx criteria pollutants. Mitigation Measure AIR-1 would reduce impacts to less than significant levels for VOC pollutants by using paints with low VOC levels. Mitigation Measure AIR-2 would require construction equipment to utilize Tier 3 diesel engines and would allow construction to occur without reducing the quantity or operating hours of construction equipment.

The DIER also analyzed the Project's potential to expose sensitive receptors to substantial pollutant concentrations, and found that if a standby generator would be used to power the Hospital facility in the event of a power outage, it would have the potential to expose off-site residences, hospital patients, and staff to diesel exhaust. Mitigation Measure AIR-3 requires the use of a natural gas standby backup generator that would not create a significant health risk. Therefore, with the incorporation of Mitigation Measures AIR-1 to AIR-3 the Project is compliant with air quality emission regulations, and no significant impacts would occur.

Biological Resources

Biological resources are defined as listed plant and wildlife species that have been classified as Endangered or Threatened by the U.S. Secretary of the Interior or the U.S. Secretary of Commerce (federal list) or by the California Department of Fish & Wildlife (state list), plant and animal taxa listed on CDFW's California Natural Diversity Database (CNDDB), and sensitive species, including birds protected under the Migratory Bird Treaty Act and Fish and Game Code.

The QVHSP area has been previously disturbed, containing no native vegetation or habitat and only contain mature trees and ornamental landscape. On-site vegetation provides minimal habitat for animals, except songbirds and small mammals tolerant of human activity. It is possible that on-site trees and large shrubs may provide some nesting or roosting opportunities for migratory birds or raptors. To prevent the potential for significant impacts,

Mitigation Measure BIO-1 requires all construction activity comply with the federal Migratory Bird Treaty Act of 1918, the Golden Eagle Protection Act, and California Fish and Game Code Sections 3503, 35511, and 3513. Compliance with the measures required in BIO-1 will prevent the occurrence of significant impacts to sensitive migratory bird species on the Project site by inspecting potential habitat areas for nests and limiting vegetation removal to times outside the peak nesting periods.

Mitigation Measure BIO-2 requires that all construction activity taking place within the Specific Plan Area protect active nests of any raptor species, including common raptor species. If any active nests are detected, the biologist shall delineate a buffer that must be avoided until the nesting cycle is complete. Additionally, a survey for burrowing owls must take place in accordance with BIO-2 prior to any grading or vegetation removal on the Project site. With the implementation of Mitigation Measures BIO-1 and BIO-2, all potential Project-related impacts to biological resources would be reduced to less than significant levels.

Cultural and Scientific Resources

CEQA requires a lead agency to determine whether a project would have a significant effect on historical resources. Impacts to cultural resources from a project are considered significant if the project: (1) physically destroys or damages all or part of a resource; (2) changes the character of the use of the resource or physical feature within the setting of the resource that contributes to its significance; or (3) introduces visual, atmospheric, or audible elements that diminish the integrity of significant features of the resource.

According to the City's General Plan EIR and South Central Coastal Information Center (SCCIC) record check, there are no known historical sites located on the QVHSP area or in the immediate surrounding area. The project will not have any direct or indirect impacts on nearby historic resources. According to available information, the potential for project-related grading to have significant impacts on archaeological resources is considered low; however, there is a possibility that unknown archaeological artifacts or resources may be encountered during grading. This is a potentially significant impact that requires mitigation, consistent with General Plan Policy 7.7 and Action 7.7. Mitigation Measures CUL-1 through CUL-3 address the possibility of discovery of historically significant materials during the construction and grading process. A qualified archaeologist shall be retained prior to the start of grading for Project-related construction that will monitor all ground-disturbing activities within the areas of native soil. If historical materials are found, they will be evaluated by a qualified historian that will evaluate and make recommendations on any historical artifacts uncovered. Mitigation Measure CUL-3 describes the treatment, preservation, and protection of archaeological resources discovered during ground-disturbing activities outlined in CUL-1.

The proposed Project has the potential to significantly impact unknown paleontological resources, but implementation of Mitigation Measure CUL-4 would reduce this potential impact to a less than significant level by ensuring a qualified Paleontologist is retained and reviews the grading plan to identify sensitives areas, and that all ground-disturbing activity is monitored in those sensitive areas and any findings can be evaluated, consistent with the City's General Plan policies and actions.

Although there is no indication that human remains are present within the Project area, Project-related grading has the potential to unearth previously undiscovered human remains. Mitigation Measure CUL-5 requires that if the remains are determined to be prehistoric, the Coroner shall notify the Native American Heritage Commission (NAHC). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The proposed Project has a potential to impact unknown archaeological and paleontological resources, as well as unearthing human remains, but the implementation of Mitigation Measures CUL-1 through CUL-5 would reduce these impacts to a less than significant level, consistent with General Plan policies and actions.

Geology and Soils

The QVHSP area is not in a fault zone as defined by the State. However, as with all of Southern California, the QVHSP site lies in a seismically active region and a major earthquake occurring along any of these faults would be capable of generating seismic hazards and strong ground shaking effects within the City. In addition to regional faults, there are several local faults located within or near the City that are considered potentially active.

Despite lack of a known fault within or adjacent to the QVHSP area, the possibility of ground acceleration or

shaking on any part of the campus is similar to that for all of Southern California and is considered a potentially significant impact that requires mitigation. Implementation of Mitigation Measure GEO-1 requires a site-specific Geotechnical Report to determine appropriate site and building designs, which would reduce potential impacts related to soil and geologic constraints to less than significant levels. Compliance with applicable regulatory requirements, and incorporation of site-specific geotechnical recommendations into the design and construction of the Project would ensure that people and/or structures would not be exposed to potential substantial adverse effects from strong seismic ground-shaking.

Ground disturbance during grading and construction could lead to erosion and topsoil loss, resulting in a potentially significant impact. Development projects that disturb one acre or more of land are required to comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. Compliance with this, as well as the City's grading requirements, as outlined in Mitigation Measure GEO-2, would reduce erosion and sedimentation during construction and long-term operations (West Covina 2018b). Therefore, Project-related storm water quality impacts resulting from erosion during construction and long-term operations would be less than significant after mitigation.

Greenhouse Gas Emissions

Greenhouse Gas Emissions (GHGs) are global pollutants and are therefore unlike criteria air pollutants. GHGs have relatively long atmospheric lifetimes, ranging from one year to several thousand years. The Project's total annual greenhouse gas emissions were estimated and found to exceed thresholds established by SCAQMD. Due to the type of uses proposed (i.e., hospital service expansion), there are few mitigation measures available to reduce Project-related operational GHG emissions.

Mitigation Measure GHG-1 would require that the Hospital install photovoltaic panels that generate at least 25 percent of the additional electricity demand associated with the new Project-related structure(s). However, due to the type and size of the proposed Project, there are no other feasible mitigation measures available to substantially reduce future GHG emissions from the proposed hospital expansion Project. Even with the implementation of GHG-1, Project related emissions would exceed the SCAQMD Tier 4 thresholds. Therefore, the Project would result in an unavoidable significant impact related to GHG emissions.

Hazards and Hazardous Materials

The Project site has supported a functioning community hospital and associated uses since 1962. Daily operations and maintenance activities at the hospital involve the use of dozens of chemicals, drugs, etc. many of which are classified as hazardous materials (i.e., flammable, toxic, explosive, etc.). However, these materials are stored and handled according to various federal and state hazmat regulations, and activities at the hospital are regularly inspected by hospital regulatory agencies and the County Fire Department.

Current and future operation of the hospital would continue to involve the use of a variety of hazardous materials. Available information indicates the potential for accidental release of hazardous materials during grading is low, but these potential impacts are mitigated in HAZ-1. Due to the age of construction of some of the onsite hospital buildings, it is possible that asbestos-containing materials (ACMs) and/or lead-based paint (LBP) may be present. If present, these materials would need to be remediated prior to demolition of any buildings or before substantial remodeling of any existing buildings; this potential impact is mitigated in HAZ-2. Hospital facilities staff have indicated they are not aware of any recent or historical incidents in the buildings or on the grounds of the hospital involving hazardous materials. The proximity of the Edgewood Middle and High Schools to the Project site represents a potentially significant impact for the release of hazardous materials. HAZ-3 requires Hospital staff to communicate with school directly and share hazard response and mitigation plans, reducing this impact. With the implementation of these mitigation measures, there would not be any significant environmental impacts.

Hydrology and Water Quality

The Project would involve demolition and construction activities that would generate pollutants (e.g., sediments, building materials and wastes) and other on-site materials that could enter the storm water drainage system. Construction-related activities include removing vegetation from the site, grading the site, and trenching for infrastructure improvements could result in impacts to water quality. Compliance with the requirements of the NPDES Construction General Permit, including preparation of an SWPPP as outlined in Mitigation Measure

HYD-1, would ensure impacts from implementing QVHSP developments to receiving waters from storm water and non-storm water discharges during construction would be reduced to less than significant levels.

Improvements allowed by the QVHSP could allow pollutants to enter the stormwater. A number of best management practices would be utilized to address storm water quality mitigation requirements. Low impact development and best management practices (BMP) systems would generally be sized to handle the two-year water quality storm event, per County requirements. Mitigation Measure HYD-2 requires the implementation of a water quality management plan that identifies all BMPs that will be implemented in the plan to reduce short- and long-term impacts below significant levels.

To prevent potential changes in surface runoff that would degrade water quality, Mitigation Measure HYD-3 is proposed, and would require the demonstration of LID design features in site design prior to the issuance of building permits. With implementation of Mitigation Measure HYD-3, potential changes in drainage patterns on site that could lead to erosion, siltation, or flooding at downstream facilities would be reduced to less than significant levels.

Land Use and Planning

The QVHSP is a new Specific Plan replacing the existing specific plan adopted in 1987. The new QVHSP provides development standards and design guidelines that will provide sufficient separation and buffering (e.g., walls, landscaping, etc.) between proposed Hospital-related improvements and existing sensitive uses surrounding the site. Project-related buildings have not been specifically designed or located yet, so there is a potential for Project-related impacts on local residents related to views, lighting, shade/shadows, air pollution, and noise.

This is considered a potentially significant land use impact that requires mitigation in order to ensure there are no significant future impacts. Mitigation Measure LUP-1 addresses this issue by considering surrounding land uses when locating future improvements within the QVHSP area. With the approval of the General Plan Amendment and Zone Change (Specific Plan), the proposed Project is consistent with short- and long-range goals, policies, and actions outlined in the City General Plan and is consistent with regional planning goals developed by the SCAG. The implementation of the QVHSP would also be made compatible with surrounding land uses to the extent feasible. With implementation of Mitigation Measure LUP-1, potential land use or planning impacts of the Project would be less than significant.

Public Services and Recreation

The Queen of the Valley hospital will utilize the public facilities and services provided by the City. Specifically, fire protection and paramedic services for the hospital are provided by the West Covina Fire Department. Employees of the hospital and users of the site may utilize the services provided by the West Covina Police Department and City of West Covina park facilities as well as other City services, but it is not expected to cause a significant increase in demand for these services.

Mitigation Measures PS-1 and PS-2 ensure that future development on the Project site does not result in a significant impact on public services. PS-1 requires that all development impact fees be paid prior to the issuance of each building permit. PS-2 requires that development within the Specific Plan Area follows are codes, ordinance, and standard conditions of the California Fire Code and the West Covina Fire Department regarding fire prevention and suppression measures. Implementation of the proposed Queen of the Valley Specific Plan would not require new or physically altered City of West Covina Police Department (WCPD) facilities that would cause significant environmental impacts, and no mitigation is required. However, some design elements could increase crime. To deter this, Mitigation Measure PS-3 requires future design to comply with appropriate Crime Prevention Through Environmental Design (CPTED) features. The proposed Project is not expected to generate significant demand to school districts in the City. With the implementation of Mitigation Measure PS-4, all requisite school impact fees will be paid prior to the issuance of a building permit. With the implementation of PS-1 through PS-4, all impacts would be reduced to less than significant levels.

Transportation/Traffic

A traffic and parking study was prepared to analyze the potential impacts of future development within the Project area upon the local street system. The analysis included 16 intersections near the QVHSP area and identified multiple instances in which the build-out of the QVHSP has the potential to result in significant impacts. Impacts to

the local street system are projected to occur in several phases as development occurs on the site. Mitigation measures will also be phased and will occur concurrently with the phased implementing projects.

Phase I of the Project proposes a new emergency room, ICU, and a new surface parking lot for construction on the QVHSP area. Listed below are the four intersections identified to have significant traffic impacts that would require mitigation as a result of development occurring in Phase I:

- Cameron Avenue and Sunset Avenue (Significant Peak AM and PM impacts)
- Merced Avenue, Dalewood Street, and Garvey Avenue (Significant Peak AM impacts)
- Merced Avenue and California Avenue (Significant Peak AM and PM impacts)
- Cameron Avenue and Orange Avenue (Significant Peak AM impacts)

Mitigation Measure TRA-1 ensures that the applicant will pay its fair share contribution towards the installation of improvements at these four intersections. After completion of the improvements proposed in TRA-1, impacts resulting from Phase I development upon the local street system will be reduced to less than significant levels.

Phase II of the QVHSP proposes a new 135,000 sq. ft. hospital facility. Listed below are the five intersections that will experience significant AM and PM peak traffic impacts resulting from future improvements from Phase II:

- Cameron Avenue and Sunset Avenue (Significant Peak AM and PM impacts)
- Merced Avenue, Dalewood Street, and Garvey Avenue (Significant Peak AM and PM impacts)
- Merced Avenue and California Avenue (Significant Peak AM and PM impacts)
- Cameron Avenue and Orange Avenue (Significant Peak AM and PM impacts)
- West Covina Parkway and I-10 Westbound Ramps (Caltrans intersection) (Significant Peak AM and PM impacts)

Mitigation Measures TRA-1 and TRA-2 ensures that the applicant will pay its fair share contribution towards the installation of improvements at these five intersections. After completion of the improvements proposed in TRA-1 and TRA-2, impacts resulting from Phase II development upon the local street system will be reduced to less than significant levels.

The build-out phase of the QVHSP is expected to occur sometime after the year 2028. Listed below are the eight intersections that will experience significant Peak AM and PM traffic impacts resulting from development in the build-out of the QVHSP:

- Merced Avenue and Sunset Avenue (Significant Peak AM and PM impacts)
- Vine Avenue and Sunset Avenue (Significant Peak AM and PM impacts)
- Cameron Avenue and Sunset Avenue (Significant Peak AM and PM impacts)
- West Covina Parkway and Sunset Avenue (Significant Peak AM and PM impacts)
- Merced Avenue, Dalewood Street, and Garvey Avenue (Significant Peak AM and PM impacts)
- Merced Avenue and California Avenue (Significant Peak AM and PM impacts)
- Cameron Avenue and Orange Avenue (Significant Peak AM and PM impacts)
- West Covina Parkway and I-10 Eastbound Ramps (Caltrans intersection) (Significant Peak AM and PM impacts)

Mitigation Measure TRA-1 through TRA-3 ensures that the applicant will pay its fair share contribution towards the installation of improvements at these eight intersections. After completion of the improvements proposed in TRA-1 through TRA-3, impacts resulting from the build-out of the QVHSP upon the local street system will be reduced to less than significant levels for all intersections except for Merced Avenue and Sunset Avenue.

Construction activity throughout the various implementing phases of the QVHSP will generate temporary trips associated with this activity. To minimize traffic impacts during construction, a Traffic Control Plan (TCP) will be prepared and submitted to the City for review and approval prior to major construction activities. Implementation of Mitigation Measure TRA-4 ensures that construction related activities comply with the requisite TCP and would reduce temporary construction-related traffic impacts to a less than significant level.

A parking analysis is not required as a part of the CEQA Guidelines Checklist but can be included as a part of

analysis when there are specific issues or concerns, such as those raised by local residents during the NOP period. A parking analysis was conducted for the campus. Overall, the number of parking spaces required by the Municipal Code is lower than the estimated parking spaces based on existing parking demand. Mitigation Measures TRA-5 through TRA-10 implement requirements that ensure the parking demand is met by future development within the QVHSP and would not negatively impact neighboring land uses or development, which could otherwise constitute a significant impact. Mitigation Measures TRA-5 through TRA-10 will be implemented to ensure that impacts to traffic and parking are less than significant, both in their construction and operational phases of development.

Even with the implementation of Mitigation Measures TRA-1 through TRA-10, the Project would have direct and cumulative traffic impacts on the intersection of Merced Avenue and Sunset Avenue, as there is insufficient right-of-way to accommodate the necessary improvements. Even after implementing Mitigation Measure TRA-1 there would still be significant, adverse traffic impacts at the following intersections: Merced Avenue/Sunset Avenue (right-of-way constraints); Cameron Avenue/Sunset Avenue (PM Peak); and West Covina Parkway/Sunset Avenue (PM Peak) under the Existing Plus Project scenario. Therefore, these operational traffic impacts would remain significant and unavoidable and would require a Statement of Overriding Considerations.

Tribal Cultural Resources

The City of West Covina and the Project area are within the ancestral territory of the Gabielino/Tongva Indians. The City contacted 15 total tribal representatives representing 11 different tribal groups regarding consultation with the City on the proposed Project, pursuant to both SB 18 and AB 52. Of the 15 representatives contacted, none ultimately responded indicating a desire to consult the proposed Project. One group indicated a desire to be contacted if any tribal cultural resources or artifacts were found during grading.

The proposed Project has a low potential to impact unknown tribal cultural resources with implementation of Mitigation Measures CUL-1 through CUL-3 and CUL-5. However, implementation of the following two mitigation measures will help assure that potential impacts to tribal cultural resources are reduced to the greatest extent feasible. Mitigation Measure TCR-1 implements a procedure wherein the applicant shall enter into a Cultural Resources Monitoring Agreement with qualified Tribal representatives, and that a professional archaeological monitor will be retained to conduct monitoring of all grading activities. TCR-2 requires the noticing of all requisite individuals and entities be given at least 30 days advance notice of all grading and trenching activities. The proposed Project has a potential to impact unknown tribal cultural resources but implementation of Mitigation Measures CUL-1 through CUL-5 and TCR-1 through TCR-2 would reduce this impact to a less than significant level, consistent with General Plan policies and actions.

Utilities and Services Systems

Proposed development within the QVHSP area will result in an increase in square footage, capacity, and development intensity. As a result, it is expected that demand for utilities and services shall increase over time as the phases of construction are completed. Physical improvements related to the installation of on-site infrastructure are addressed as a part of the Project, and would have limited impacts, except those related to short-term temporary impacts such as transportation/traffic impacts, or air quality impacts, that would be less than significant and addressed by other mitigation measures in the DEIR.

Mitigation Measure UTL-1 ensures that all water and sewer infrastructure plans are designed and constructed to meet the applicable requirements of Municipal Code. UTL-2 ensures that future landscaping located on-site as a part of Project development complies with landscaping water conservation development standards established by the City of West Covina. UTL-3 requires that landscaping plans prepared for future development within the QVHSP area comply with the City Municipal Code.

Construction and demolition waste generated during the construction phase of the Project has the potential to be a large source of rubbish and demolition debris. While the Victorville Sanitary Landfill has the capacity to accommodate the disposal of all expected debris to be generated during the demolition and construction phases of the Project, the Project must also comply with federal, state, and local statues and regulations related to the disposal or reuse of solid wastes, in order for impacts to be considered less than significant. UTL-4 ensures that demolition and construction activity comply with Chapter 7, Article XVI, Waste Reduction, Reuse and Recycling of Construction and Demolition Debris, of the West Covina Municipal Code. UTL-5 ensures that the Project complies

with Chapter 12, Garbage and Rubbish Collection, of the West Covina Municipal Code, ensuring that waste collection is done so only by entities authorized and contracted by the City.

Development allowed by the proposed QVHSP would require the construction of new water, recycled water, and sewer lines on site. However, no off-site improvements would be needed. With implementation of Mitigation Measures UTIL-1 through UTIL-5, Project-related impacts related to utilities and service systems would be less than significant.

Statement of Overriding Considerations

As set forth in the preceding sections, the City's approval of the Queen of the Valley Specific Plan projects will result in environmental impacts that cannot be substantially lessened or avoided. There are adverse impacts to greenhouse gas emissions and at three intersections that are considered significant and unavoidable. While mitigation measures would reduce these impacts, impacts would remain significant and unavoidable. The City Council must consider the Statement of Overriding Considerations along with the EIR document. A copy of the Draft EIR, the Final EIR and the Response to Comment Document, and the Mitigation Measure and Reporting Program are included with the report as Attachments 7, 8, and 9, respectively.

Responses to Comments

Five written comment letters were received from State agencies, local agencies, and organizations in response to the 45-day public review period of the Draft EIR beginning on April 14, 2019 and concluding May 28, 2019. Written responses were prepared to all comments received during the comment period, regardless of whether such comments raised significant environmental issues.

- A letter from the Governor's Office of Planning and Research indicated that one state agency had submitted comments before the close of the review period, and that the City had complied with State Clearinghouse review requirements for the Draft EIR.
- The California Department of Transportation responded to the Draft EIR with eight comments that generally included suggestions and acknowledgements regarding the text of the document; one comment from CalTrans regarding freeway queuing impacts, which resulted in a queuing analysis at the three ramps of concern and resulted in no additional impacts needing mitigation.
- A letter from the Los Angeles County Sanitation District that included suggestions for text changes related to existing infrastructure conditions surrounding the project site, and suggested text changes that indicate how demand for wastewater treatment will grow over time with the completion of each of the project phases.
- A letter from Suburban Water Systems confirmed that they will be the water supplier to the Project, detailed the hospital's responsibility for installing needed connections and improvements to serve the expanded Project, and the required payment of future fees.
- A letter from Torrey Pines Apartment Homes, which requested additional details related to the Project design and relaying concerns regarding impacts upon their residents. Since the Draft EIR is a programmatic document no specific information is available at this time regarding precise location, design, size, appearance, or other characteristics of future improvements except for those currently specified in the Specific Plan. At the time these future improvements are proposed, that specific project will be noticed for that Planning Commission hearing, which will allow concerned members of the community to comment on that future project. Other comments from this letter related to the location and intensity of proposed future development resulted in additional provisions being incorporated into the Specific Plan, described in Section VI of this report.

Well after the conclusion of the 45-day review period, a letter was received from Lozeau Drury, LLP (August 2, 2019) with comments and questions on the EIR process. The letter states that they have concluded that the DEIR fails as an informational document and does not impose feasible mitigation measures to reduce impacts. No specifics are provided. The letter continues with a request to address the shortcomings and recirculate a revised DEIR. The letter also requests information on the EIR process. Staff provided them with the information requested. The letter and response to the letter are provided as Attachment No. 12.

CONCLUSION

Community Outreach Summary

Planning staff, the contract planner hired for this project, the CEQA consultant, and the applicant (Emanate Health) have conducted three (3) community outreach meetings related to the QVHSP. All of the outreach meetings were held at the Queen of the Valley hospital. The first outreach meeting was hosted by Emanate Health on August 9, 2018. Since this meeting was held by the applicant, the notification radius was 500 feet from the QVHSP (as some properties were added to have a more logical notification radius, rather than having the notification boundary separate next-door neighbors). A total of 11 people attended this meeting, with attendees being mostly split between adjacent property/business owners, residential neighbors, and employees of Emanate Health. A majority of the attendees at this meeting expressed the needs for a state-of-the-art facility on the campus. A desire for additional supporting retail was also expressed. Lastly, attendees expressed a need for enhanced vehicular wayfinding at this meeting.

The second outreach meeting was held on November 15, 2018 and was the Scoping Meeting for the EIR. For this meeting, the City's required 300-foot notification was used, in addition to the attendees from the previous outreach meeting. There was a total of 8 attendees at this meeting, with 3 local residents and 5 people from the hospital. The majority of concerns included parking and traffic, with specific concerns about these issues during construction. There were no representatives from any agencies, nor were any written comments received at this meeting.

The last outreach meeting was held on May 13, 2019 and was during the release of the public comment period for the Draft EIR. There were 11 attendees at this meeting, including the Mayor, a Senior Citizen's Commissioner, Planning Commissioners, a hospital staff member, a local business owner, representatives from the adjacent apartment complex, and a reporter for the San Gabriel Valley Tribune. There were no written comments received at this meeting, though a representative from the adjacent apartment complex expressed concerns about the proximity of parking structures in Zone 3 to the residential dwelling units as well as potential noise and aesthetic impacts caused by those structures. She also expressed the need to have attractive landscaping separating the hospital use from the apartments and that some of the uses in Zone 3 be conditionally permitted, rather than permitted by right.

The results, findings, and listing of the comments received from these meetings are included in Attachment 10, "Public Outreach Summary."

Specific Plan Revisions as a Result of Outreach

As a result of the feedback during the third outreach meeting, the QVHSP was revised to address some of the concerns brought up by the adjacent apartment owner. A listing of the modifications is indicated below.

- Revise the permitted uses table so that a Condition Use Permit is required for all development in Zone 3, except for: open space, recreation, office, data center, research, and accessory uses, which would be permitted by right.
- Incorporate tiered setbacks from residential, requiring a 15-foot setback from the first story, a 30-foot setback for the second story, and a 45-foot setback for anything more than two stories.
- Incorporate existing City of West Covina Municipal Code requirement that requires a six-foot tall masonry, cement, or decorative block wall next to a residential use (Sec. 26-575).
- Include additional design guidelines related to decorative walls adjacent to residential uses as well as including buffer criteria for landscape guidelines for privacy and reducing noise.
- Incorporate existing CalGreen bicycle parking requirements that require racks/lockers to be located close to the building they are intended to serve.
- Prohibit walkways in the required 10-foot landscape buffer adjacent to residential, unless if required by OSHA or state/federal ADA requirements.
- Require that all non-construction outdoor temporary events will be at least 70 feet from residential uses.
- Incorporate existing City of West Covina Municipal Code requirements related to parking lot landscape (Sec. 26-572).

On September 17, 2019, staff received a letter from Greenberg Glusker in regards to concerns about potential Queen of the Valley improvements negatively affecting the Torrey Pines apartments. Stated concerns include parking structure setback standards, wall standards adjacent to Torrey Pines in terms of height and design, landscape setback area standards prohibiting walkways, the location where ground-mounted equipment would be allowed, and residential protections for improvements. The letter is provided as Attachment No. 13.

Summary of Proposed Project

The proposal includes a General Plan amendment to change the former Sunset Field property from an open space to a commercial designation. The proposal also includes a zone change to change the zoning on the former Sunset Field property from a multi-family residential zone to Specific Plan and to adopt the new Queen of the Valley Hospital Specific Plan. The proposed specific plan defines the parameters of development allowed and includes the addition of up to 490,000 square feet of development. An EIR was prepared to analyze the proposed Specific Plans effect on the environment. The EIR determined that the project will not have a negative effect on the environment except for greenhouses gas and traffic. Traffic impacts that could not be mitigated would occur at three intersections (Merced Avenue/Sunset Avenue, Cameron Avenue/Sunset Avenue, and West Covina Parkway/Sunset Avenue). Therefore, a Statement of Overriding Considerations has been prepared to accompany the EIR.

STAFF RECOMMENDATIONS

Staff recommends that the Planning Commission recommend that the City Council adopt resolutions approving General Plan Amendment No. 18-02, Zone Change No. 17-02, and certify the Environmental Impact Report regarding the Queen of the Valley Hospital Specific Plan.

Submitted by: Jeff Anderson

Attachments

Attachment No. 1 - EIR Resolution
Attachment No. 2 - General Plan Amendment Resolution
Attachment No. 3 - Zone Change Resolution
Attachment No. 4 - Local Vicinity Map
Attachment No. 5 - Summary of Data
Attachment No. 6 - Queen of the Valley Specific Plan
Attachment No. 7 - Draft EIR
Attachment No. 8 - Final EIR and Reponses to Comments
Attachment No. 9 - Mitigation Measure and Reporting Program (MMRP)
Attachment No. 10 - Public Outreach Summary
Attachment No. 11 - General Plan Consistency Analysis
Attachment No. 12 - Lozeau Drury Letter
Attachment No. 13 - Torrey Pines Letter

ATTACHMENT NO. 1

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

R E S O L U T I O N N O.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST COVINA, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL CERTIFICATION OF THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (SCH# 2018101068), ADOPTION OF A MITIGATION MEASURE AND REPORTING PROGRAM, ADOPTING A STATEMENTS OF OVERRIDING CONSIDERATIONS FOR GENERAL PLAN AMENDMENT NO. 18-02 AND ZONE CHANGE NO. 17-02, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT OF 1970, AS AMENDED.

WHEREAS, there was filed with this City a verified application on the forms prescribed in Chapter 26, Article VI of the West Covina Municipal Code, requesting the redesignation of land use as set forth in the General Plan from:

"Parks and Open Space" to "Commercial" on that certain property generally described as:

Assessor's Parcel Number 8468-016-910 in the records of the Los Angeles County Assessor; and

WHEREAS, consistent with this request, the applicant has also requested a zone change (ZC 17-02) from "Residential 20" to "Specific Plan."; and

WHEREAS, consistent with this request, the applicant has also requested the approval of a new and updated Queen of the Valley Hospital Specific Plan, which would allow for the development of up to 1,580,000 Square Feet of Gross Floor Area and up to 525 Hospital Beds; and

WHEREAS, pursuant to State Law, the City circulated the Notice of Preparation for a Program EIR for public review through the State Clearinghouse and through direct mailing to agencies and interested parties, properly noticed the Intent to Prepare a Program EIR in the San Gabriel Valley Tribune newspaper of general circulation in the area, posted at the Los Angeles County Clerk's Office, and made copies of these documents available at specified locations and on the City's website; and

WHEREAS, The City of West Covina, as the Lead Agency, held a Scoping Meeting for the Queen of the Valley Hospital Specific Plan Program EIR on Thursday, November 15, 2018 at 6:00 PM at the Hospital to receive public input from on environmental issues to be addressed in the EIR; and

WHEREAS, a Draft Programmatic Environmental Impact Report (Draft EIR) was circulated for a 45-day for public review and comment period on April 14, 2019 and ending May 28, 2019; and

WHEREAS, the City has independently reviewed and analyzed the EIR and finds that the documents are an adequate assessment of the potentially significant environmental impacts of the

proposed project, represent the independent judgement of the City and set forth an adequate range of alternatives to this project; and

WHEREAS, five letters with written comments were received on the Draft EIR prior to the completion of the 45-day review period for submitting comments. The City reviewed all of the comments received on the Draft EIR and has determined that neither the comments received nor the responses to those comments add significant new information regarding environmental impacts of the Project that would require further recirculation of the Draft EIR pursuant to CEQA Guidelines §15088.5. The comments received and the City's responses to such comments are contained in the Final EIR (collectively the Draft EIR and all comments and responses) made available on September 9, 2019; and

WHEREAS, a Mitigation Measure and Reporting Program has been prepared pursuant to Section 15097 of the State CEQA Guidelines and considered as part of the Planning Commission Final EIR for consideration by the City Council (Attachment No. 9 to the Staff Report); and

WHEREAS, in determining whether the Project has a significant impact on the environment and in adopting these Findings pursuant to §21081 of CEQA, the City has complied with CEQA §21081.5 and §21082.2. Pursuant to CEQA Guidelines §15043, §15091 and §15093 Statement of Facts and Findings and Statement of Overriding Considerations (Exhibit A) establish the environmental basis for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the Project; and

WHEREAS, having reviewed the information contained in the EIR and the record of proceedings as well as the requirements of CEQA and the CEQA Guidelines, the City finds that there is no new significant information in the EIR and finds that further recirculation is not required pursuant to CEQA Guidelines §15088.5; and

WHEREAS, the City has made no decisions that constitute an irretrievable commitment of resources toward the Project prior to certification of the EIR, nor has the City previously committed to a definite course of action with respect to the Project; and

WHEREAS, copies of all documents incorporated by reference in the EIR are and have been available at specified locations and on the City website (westcovina.org); and

WHEREAS, the Planning Commission, upon giving the required notice, did on the 24th day of September, 2019, conduct a duly advertised public hearing as prescribed by law to consider said application and environmental documents; and

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

SECTION 1. The above recitals are true and correct, and reflect the independent judgement of the City.

SECTION 2. The City has independently reviewed and analyzed the EIR and finds that the documents constituting the EIR are an adequate assessment of the potentially significant environmental impacts of the proposed project and set forth a range of alternative to this project.

SECTION 3. That pursuant to CEQA Guidelines Section 15126.6, the City considered alternatives to the proposed project.

SECTION 4. The City provided a 45-day public review and comment period which ended on May 28, 2019. The City reviewed all of the comments received on the EIR and the responses thereto and has determined that neither the comments nor the responses to those comments add significant new information regarding environmental impacts of the Project that would require further recirculation of the EIR pursuant to CEQA Guidelines Section 15088.5. The City has based its actions on full appraisal of all viewpoints including all comments received up to the date of adoption of these Findings concerning the environmental impacts identified and analyzed in the EIR.

SECTION 5. That the responses to the comments in the EIR which are contained in the Final EIR clarify and amplify the analysis in the EIR.

SECTION 6. That the City has made no decisions that constitute an irretrievable commitment of resources toward the Project prior to certification of the EIR, nor has the City previously committed to a definite course of action with respect to the Project.

SECTION 7. That copies of all the documents incorporated by reference in the EIR are and have been available upon request at all times at the offices of the City custodian of record for such documents or other materials.

SECTION 8. That having received, reviewed, and considered all information and documents in the record, the Planning Commission hereby recommends that the City Council certify the EIR as an accurate assessment of environmental conditions and impacts of the Project, mitigating those project impacts to the extent stated herein and adopt the Mitigation Measure and Reporting Program (Attachment No. 9 to the Staff Report) and Statement of Overriding Considerations (Exhibit A) for the unavoidable impacts of the Project.

I HEREBY CERTIFY, that the foregoing Resolution was adopted by the Planning Commission of the City of West Covina on the 24th day of September, 2019 by the following vote:

AYES:

NOES:

ABSENT:

DATE: September 24, 2019

_____

Herb Redholtz, Chairman
Planning Commission

_____

Jeff Anderson, Secretary
Planning Commission

EXHIBIT A

STATEMENT OF OVERRIDING CONSIDERATIONS

NOW THEREFORE, AS SET FORTH IN THIS RESOLUTION THE WEST COVINA CITY COUNCIL DOES HEREBY RESOLVE:

SECTION 1. PROJECT BENEFITS AND STATEMENT OF OVERRIDING CONSIDERATIONS: Pursuant to State CEQA Guidelines § 15093, the City Council must balance the benefits of the Project against any unavoidable environmental impacts in determining whether to approve the Project. If the benefits of the Project outweigh the unavoidable adverse impacts, those impacts may be considered "acceptable."

The City Council finds that the Final EIR has identified and discussed significant impacts that will occur as a result of the Project.

The City Council declares that it has made a reasonable and good faith effort to eliminate or substantially mitigate, through identification of all feasible mitigation measures, all potential impacts that may result from the Project, and with the imposition of the mitigation measures discussed in the Final EIR, these effects can be mitigated to a less than significant level with the exception of the following two impacts, which were significant and adverse even with implementation of feasible mitigation:

- **Project Generated Greenhouse Gas Emissions:** The Project would generate Greenhouse Gas (GHG) Emissions, either directly or indirectly, that would exceed the Tier 3 and Tier 4 interim thresholds and would potentially have a significant impact on the environment related to the magnitude and GHG efficiency thresholds. These exceedances are primarily the result of the size of the Project and the associated transportation-related emissions, which cannot be feasibly reduced as the Project has little or no control over vehicular trips to and from the hospital by the patients and visitors. The Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. However, due to the exceedances of the SCAQMD's significance Tier 3 and Tier 4 thresholds, even with the implementation of Mitigation Measure GHG-1 which requires the installation of photovoltaic panels that generate at least 25 percent of additional electricity demand for Project-related improvements, this impact would remain significant and unavoidable.

- **Local Intersection Traffic Impacts:** Even after implementing Mitigation Measure TRA-1, which requires the Project pay its fair share contribution of improvements needed for Phase 1 of the Project development as indicated in the Specific Plan, there would still be significant adverse traffic impacts at the following intersections: Merced Avenue/Sunset Avenue (right-of-way [ROW] constraints); Cameron Avenue/Sunset Avenue (PM Peak); and West Covina Parkway/Sunset Avenue (PM Peak) under the Existing Plus Project scenario, as shown in Table 4.13-6, Existing Plus Project Impacts (2018) – Local Intersections – With Mitigation, in

Section 4.13, *Transportation/Traffic*. These impacts would remain significant and unavoidable.

The City Council declares that, having reduced the adverse significant environmental impacts of the Project to the extent feasible with imposition of the mitigation measures in the Final EIR and related documents, having considered the entire administrative record on the Project, and having weighed the benefits of the Project against its unavoidable adverse impacts after mitigation, the City Council has determined that each of the following social, economic, and environmental benefits of the Project separately and independently outweigh the identified resulting unavoidable significant transportation impacts at three local intersections and greenhouse gas emission impacts resulting primarily from vehicular trips to the Project, and render those potential adverse environmental impacts acceptable based upon the following overriding considerations:

1) The Queen of the Valley Hospital Specific Plan will accomplish the following objectives that will provide a social benefit the community:
   a) Provide medical inpatient and outpatient services that will evolve with the health care needs of the surrounding community. Implementation of the Project would result in an expanded hospital with up to 200 new inpatient beds to accommodate existing and growing community needs for inpatient medical care. The Project would provide new facilities that allow for the provision of quality care and superior service, address capacity issues including availability of inpatient beds, operating rooms; and, decreased emergency department visit wait times.
   b) The Project is designed to be built and operate in ways that will minimize disruptions to residents in the surrounding neighborhoods. The hospital property is bounded by residential uses to the northeast as well as further to the northwest across the Walnut Creek Channel and to the east across Sunset Avenue. The Specific Plan provides setbacks and buffers to separate new buildings from existing neighborhoods and sensitive land uses to help minimize land use conflicts in the future. In addition, the EIR contained a number of mitigation measures to help reduce potential environmental impacts on nearby residences such as noise, light/glare, dust, conditional activities, etc. In these ways the Project has been designed to be sensitive to the surrounding neighborhoods while achieving the many goals of the Project.
   c) The Specific Plan establishes a cohesive and contemporary design character for the hospital campus that creates a dynamic relationship between the existing and new buildings. Future implementing developments will be reviewed by the Planning Commission to ensure that applicable design guidelines are met. The Project will also replace outdated and obsolete buildings with modern facilities that can accommodate innovative therapies for local, national, and international patients. One major design goal is to create an Enhanced Campus Entrance which will provide a main entrance to the campus that establishes its identity and provides a connection to the surrounding community. The Project will integrate inter-related facilities in a single site to optimize campus operations and provide signage for improved wayfinding for vehicles and pedestrians at campus entrances and within the campus. The Project will also provide expanded parking capacity based on anticipated future demand and increased staffing as the hospital uses expand.

d) Implementation of the Project would be consistent with adopted policies and actions in support of alternative transportation. The Project will first ensure that all campus facilities and pathways are accessible to all users. In addition, the Project will provide Multi-Modal Access and improve connectivity by providing enhanced pedestrian and bicycle access to encourage multi-modal transportation use. For example, parking, transit stops, and vehicle and pedestrian amenities will be placed in strategic locations throughout the Project area. The Project incorporates a Transportation Demand Management (TDM) plan that would encourage staff and visitors to use alternate forms of transportation other than single-occupancy vehicles and to shift vehicle trips out of the peak hour. The following is included in the TDM plan:

   i) Provide information at the Project site for employees, members, and visitors about local public transit services (including bus lines, regional light rail lines, bus fare programs, rideshare programs and shuttles).

   ii) Provide bicycle facilities including onsite bicycle racks and showers.

   iii) Provide walking and biking maps for employees, visitors and residents, which would include but not be limited to information about convenient local services and restaurants within walking distance of the Project site. Such transportation information will be provided at a transportation kiosk at the Project site which will be maintained by hospital staff. In addition, information would be provided highlighting the environmental and health benefits of utilization of alternative transportation modes.

   iv) Provide preferentially located carpool/vanpool parking spaces in the employee parking area for use by qualified employees in an area closest to the entrance to the building, and these spaces will have designated signs for "Car/Vanpool Parking Only". Information about the availability of and the means of accessing the car/vanpool parking spaces will be posted on transportation information displays and communication regarding parking privileges.

   v) Provide locations at all site buildings for convenient parking for bicycle commuters for employees working at the sites, members traveling to the site, and visitors to the sites. The bicycle parking will be located within the Project site and/or in the public right-of-way adjacent to the office uses such that long-term and short-term parkers can be accommodated.

   vi) The Project will maximize the site's existing location and proximity to major transportation corridors in the area (I-10 Freeway, SR-605 Freeway) thus improving the economic development potential of the area while utilizing existing transportation corridors.

e) Implementation of the Project would further the City's General Plan goals and policies as outlined in the following table:

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
GOAL - Our Natural Community		
Policy 1.6	Preserve, conserve, and add to public open space.	**Consistent.** The City has determined the recreational needs
Action 1.6	Maintain the existing conservation areas and prohibit any development in	

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
	spaced designated as parks and open space on the land use plan.	of the City can be better met by converting the Sunset Field property to hospital-related uses and placing the revenue from the sale of the property into the City's in-lieu park fee account to purchase parkland elsewhere in the City.
Action 1.6b	Continue to add public open spaces through developer dedication, in-lieu fees, or conservation easement.	
GOAL - Our Well Planned Community		
Policy 2.7	Target employment based uses to downtown. West Covina's employment base as of 2015 is dominated by retail trade, which as an industry, is projected by the Southern California Association of Governments (SCAG) to have relatively slow growth over through 2025. Education, healthcare and professional services, however are expected to have above-average growth, and capturing one or more major employers in these sectors could not only improve the City's economic strength and provide high-quality jobs for residents, but could also anchor one of many key currently underutilized sites in West Covina's downtown, and support the City's fiscal health.	**Consistent.** The Project would increase health-care related employment at the hospital by approximately 50 percent over 10-15 years. The presence of an expanded community hospital would also increase the potential for the City to attract other medical-related uses to the City.
Action 2.7a	Explore health/medical campus opportunities. Medical-related jobs tend to be higher-paying and the medical industry is expected to be a growing field as the US population continues to age. An additional health/medical campus could support quality employment for residents, but may also be an additional amenity for residents seeking medical care. West Covina already has a significant medical presence. This presence could be leveraged to capture a major medical institution or medical campus. The City can reach out to existing regional and local health care institutions such as Citrus Valley Hospital or Doctor's Hospital to understand their future facility needs and continuum of care services that may be attracted to the area including, physician's offices, specialty practices, rehabilitation centers, assisted living facilities, and nursing facilities.	
Policy 3.5	Support the growth of Queen of the Valley Hospital while developing a unifying vision and code for Sunset Avenue.	**Consistent.** The QVHSP would allow growth of the hospital under an organized plan that would benefit the Sunset Avenue Corridor over the long-term.
Action 3.5	Partner with Queen of the Valley hospital to develop a Corridor Plan and Development Code for Sunset Avenue that accommodates future hospital growth in a contextual manner with enhancements to Sunset Avenue Corridor.	
Policy 5.10	Consider incorporating community gardens as part of city parks and recreation planning, and work with local schools Hurst Ranch, and Queen of the Valley Hospital to facilitate the development, administration and operation of additional community gardens throughout the city.	**Consistent.** The QVHSP allows and encourages community-based health programs such as gardens throughout the City.
Corridors	In addition, the QVH site is part of the Sunset Avenue Corridor which … "is anchored by Queen of the Valley hospital campus and supporting medical uses. Besides meeting the community's health needs, the hospital provides high-wage high-value jobs. Sunset Avenue has the potential to become a dynamic corridor with growth opportunities for research, medical, and bioscience interests. A Corridor Plan and Code should be developed to provide a unifying vision and precise and clear standards	**Consistent.** The QVHSP would allow growth of the hospital under an organized plan that would benefit the Sunset Avenue Corridor over the long-term.

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
	that accommodates hospital growth in a contextual manner respectful of the adjacent residential areas." (GP page 53).	
GOAL – Our Healthy and Safe Community Recurring themes of GP are physical and mental health, active living, healthy foods, etc. all goals furthered by QVH operations.		
Policy 6.1	Promote and support transportation decisions that reduce driving and increase rates of transit use, walking, and biking.	**Consistent.** Expansion of the hospital would result in an incremental reduction in regional vehicle miles traveled (VMT) by providing more medical services within the local community. The QVHSP encourages transit, walking, and bicycling to and from the hospital for employees.
Policy 6.2	New and renovated buildings should be designed and constructed to improve the health of the residents, workers, and visitors.	**Consistent.** The QVHSP establishes a clear plan for growth of local medical services on the hospital campus over the next 20 years.
Policy 6.3	Support and partner with health providers to offer active living activities and events.	**Consistent.** The QVHSP allows for more community-based events and active living activities for local residents.
Action 6.3b	Support health fairs with information, health care screenings and services, and activities celebrating active living. The event should be sponsored by a range of health service partners. The health fair should have a strong focus on active living, healthy eating, and mental health.	
Policy 6.9	Increase awareness about how to prevent mental illness and promote mental health.	**Consistent.** The expanded hospital would be able to offer more mental health programs and services to local residents.

1) Source: DEIR Table 4.9-2, General Plan Policy Consistency Analysis

2) The Queen of the Valley Hospital Specific Plan will accomplish the following objectives that will provide an economic benefit to the community:

   a) The Project will provide additional facilities and supporting uses that will create local jobs and improve the economic vitality in West Covina. At present, City residents with higher education and occupational skills are largely commuting out of the City for work. It is projected that the Project would create temporary construction/trades jobs depending on the size and timing of each phase of improvements. The Hospital campus currently provides 1,687 jobs and implementation of the QVHSP would provide a net increase of approximately 1,000 jobs in the City that can be filled by the local labor force. This would include the addition of 280 additional staff to the Emergency Department/Intensive Care Unit (ED/ICU) and 100 additional staff to the Medical Office Building (MOB). The Project would increase the availability of temporary jobs and jobs for highly educated and skilled individuals. The Project would provide a comprehensive range of health care services to the City and surrounding communities in support of future growth and change.

b) The Fiscal Impact Analysis of the Project prepared by HR&A Advisors, Inc. concluded the Project would have a variety of short- and long-term financial benefits to the City, including one-time revenues of almost $397,000 through buildout of the Project, plus annual recurring net revenues of $25,000 by 2022, $62,500 by 2026 and $190,000 by 2040.

c) The jobs/housing ratio is a general measure of the "balance" between the number of jobs and number of housing units available in a geographic area, without regard to economic constraints or individual preferences. The jobs/housing ratio is one indicator of a project's effect on traffic congestion and quality of life in a project area. No ideal jobs/housing ratio is adopted in State, regional, or City policies so jobs/housing goals and ratios are advisory only. Rather, the jobs/housing ratio concept is used as a tool for analyzing if there is a mismatch between the available jobs and housing in an area such that people have to travel long distances between their places of work and residences. A balance of jobs and housing can give residents an opportunity to work locally and avoid employment commutes to other places in the region.

   The Draft EIR showed that employment in West Covina was estimated at 29,500 in 2012 (DEIR Table 4.11-2). Based on this employment estimate and the City's estimated 2012 population of 107,000, the City's jobs-household ratio in 2012 was 0.93 jobs per household. The projections suggest that the new households within the City are expected to increase 10.4 percent from 2012 to 2040 for a total of increase of 3,300 units. Employment is projected to increase approximately 16 percent from 2012 levels, for a total of approximately 4,800 new jobs by 2040. This would increase the City's jobs-housing ratio from 0.93 jobs per household in 2012 to 0.98 jobs per household in 2040.

   The City's General Plan (PlanWC) growth projections demonstrate projected jobs-housing ratio of 0.93 jobs per housing unit, in 2012 and 0.98 in 2040, indicating a moderately balanced local job-housing condition. However, the overall SCAG regional jobs/housing ratio goal is 1.3 jobs per household so West Covina would remain somewhat housing rich or jobs poor through 2040.

   The Project would provide additional short-term employment during construction as well as long-term employment as the hospital facilities expand in the future. This additional employment would contribute to improving the City's overall jobs/housing ratio in the future.

3) The Queen of the Valley Hospital Specific Plan will accomplish the following objectives that will provide an environmental benefit to the community:

   a) The Project will increase energy efficiency, indoor air quality, energy-efficient lighting, building orientation, and shading through local and state standards and/or through implementation of required CalGreen standards. As part of this, various older building systems and infrastructure that requires high maintenance will be replaced with more efficient, lower-maintenance, and environmentally sensitive systems. The Specific Plan includes a number of sustainable features and recommends the following sustainable guidelines:

      i) Recycled use of demolition and construction waste

      ii) Installation of EV parking spaces

iii) Natural ventilation strategies, where possible

iv) Encourage installation of roof-mounted or ground-mounted photovoltaic system

v) Transportation Management Plan including bicycle storage, showers, and changing stations, preferred parking for carpools, vanpools, and electric vehicles

vi) Landscaped with Southern California native, drought-tolerant species

vii) Overall water use reduction to meet or exceed CalGreen Code

The City Council finds that each of the foregoing benefits provided to the public through approval and implementation of the Project separately and independently outweighs the identified significant adverse environmental impacts of the Project, which cannot be mitigated. The City Council further finds that the Project benefits outweigh the unavoidable environmental impacts identified in the Final EIR and therefore finds those impacts to be acceptable. The benefits listed above are sufficient justification for the City Council to override these unavoidable environmental impacts.

The City Council finds that it has reviewed and considered this Statement of Overriding Considerations and that it is an accurate and objective statement that fully complies with CEQA, the State CEQA Guidelines and the City's Local CEQA guidelines, and, therefore, approves and adopts it.

ATTACHMENT NO. 2

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

R E S O L U T I O N N O.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST COVINA, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL APPROVAL OF GENERAL PLAN AMENDMENT NO. 18-02

GENERAL PLAN AMENDMENT NO. 18-02

RECOMMENDATION OF CERTIFICATION OF DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

APPLICANT: Emanate Health

LOCATION: 1115 and 1135 S. Sunset Avenue and 1615 West Merced Avenue

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WHEREAS, there was filed with this City a verified application on the forms prescribed in Chapter 26, Article VI of the West Covina Municipal Code, requesting the redesignation of land use as set forth in the General Plan from:

"Parks and Open Space" to "Commercial" on that certain property generally described as:

Assessor's Parcel Number 8468-016-910 in the records of the Los Angeles County Assessor; and

WHEREAS, consistent with this request, the applicant has also requested a zone change (ZC 17-02) from "Residential 20" to "Specific Plan."; and

WHEREAS, consistent with this request, the applicant has also requested the approval of a new and updated Queen of the Valley Hospital Specific Plan, which would allow for the development of up to 1,580,000 Square Feet of Gross Floor Area and up to 525 Hospital Beds; and

WHEREAS, as the Lead Agency, the City of West Covina is responsible for implementing a CEQA review of the proposed Project, and to this end, a Program Environmental Impact Report (EIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) and Public Resources Code Section 21000 et seq.; and

WHEREAS, the CEQA process is intended to inform the public of the potential environmental effects of government decision and to encourage informed decision-making by public agencies, and CEQA requires state and local agencies to identify the

significant environmental effects of their actions, and to avoid or mitigate those impacts, if feasible; and

WHEREAS, pursuant to State Law, the City circulated the Notice of Preparation for a Program EIR for public review through the State Clearinghouse and through direct mailing to agencies and interested parties, properly noticed the Intent to Prepare a Program EIR in the San Gabriel Valley Tribune newspaper of general circulation in the area, posted at the Los Angeles County Clerk's Office, and made copies of these documents available at specified locations and on the City's website; and

WHEREAS, a 30-day public review period for the Notice of Preparation commenced on October 30, 2018 and ended on November 30, 2018, and all interested individuals and public agencies were encouraged to submit written comments regarding the information and determinations in these documents; and

WHEREAS, The City of West Covina, as the Lead Agency, held a Scoping Meeting for the Queen of the Valley Hospital Specific Plan Program EIR on Thursday, November 15, 2018 at 6:00 PM at the Hospital to receive public input from on environmental issues to be addressed in the EIR; and

WHEREAS, Pursuant to the requirements of the California Environmental Quality Act (CEQA) of 1970, a Program Environmental Impact Report has been prepared indicating that the project could have significant effect on the environment, despite implemented mitigation measures.

WHEREAS, it is a stated policy of the Our Natural Community Chapter of the General Plan to "Minimize the adverse impacts of growth and development on air quality and climate," and

WHEREAS, it is a stated policy of the Our Natural Community Chapter of the General Plan to "During the review of public and private development projects, analyze potential impacts to views of natural areas from public streets, parks, trails, and community facilities," and

WHEREAS, it is a stated policy of the Our Well Planned Community Chapter of the General Plan that "New growth will complete, enhance, and reinforce the form and character of the unique West Covina neighborhoods, districts, and corridors," and

WHEREAS, it is a stated policy of the Our Well Planned Communities Chapter of the General Plan to "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," and

WHEREAS, it is a stated policy of the Our Well Planned Community Chapter of the General Plan to "Support the growth of Queen of the Valley Hospital while developing a unifying vision and code for Sunset Avenue," and

WHEREAS, it is a stated action of the Our Well Planned Community Chapter of the General Plan to "Partner with Queen of the Valley hospital to develop a Corridor Plan and Development Code for Sunset Avenue that accommodates future hospital growth in a contextual manner with enhancements to Sunset Avenue Corridor," and

WHEREAS, it is a stated policy of the Our Accessible Community Chapter of the General Plan to "Allocate street space equitably among all modes," and

WHEREAS, it is a stated policy of the Our Accessible Community Chapter of the General Plan to "Take into account the special mobility needs of aging populations," and

WHEREAS, it is a stated policy of the Our Resilient Community Chapter of the General Plan to "Continue existing beneficial energy conservation programs, including adhering to the California Energy Code in new construction & major renovations.," and

WHEREAS, it is a stated policy of the Our Resilient Community Chapter of the General Plan to "Consider incorporating community gardens as part of city parks and recreation planning, and work with local schools Hurst Ranch, and Queen of the Valley Hospital to facilitate the development, administration and operation of additional community gardens throughout the city.," and

WHEREAS, it is a stated policy of the Our Healthy and Safe Community Chapter of the General Plan to "Promote and support transportation decision that reduce driving and increase rates of transit use, walking, and biking," and

WHEREAS, it is a stated policy of the Our Healthy and Safe Community Chapter of the General Plan that "New and renovated buildings should be designed and constructed to improve the health of the residents, workers, and visitors," and

WHEREAS, it is a stated policy of the Our Healthy and Safe Community Chapter of the General Plan to "Support and partner with health providers to offer active living activities and events," and

WHEREAS, the Planning Commission upon giving the required notice did on the 24th day of September, 2019, conduct a duly advertised public hearing as prescribed by law to consider said application.

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

SECTION 1: Based on the evidence presented, both oral and documentary, the Planning Commission recommends that the City Council approve General Plan

Amendment No. 18-02, amending the land use designation for the subject property as set forth on the Land Use Map as depicted on Exhibit A; and

SECTION 2: A Program Environmental Impact Report has been prepared in accordance with the California Environmental Quality Act of 1970, as amended.

SECTION 3: The Secretary shall be instructed to forward a copy of this Resolution to the City Council for its attention in the manner prescribed by law.

I HEREBY CERTIFY that the foregoing Resolution was adopted by the Planning Commission of the City of West Covina at a regular meeting held on the 24th day of September, 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

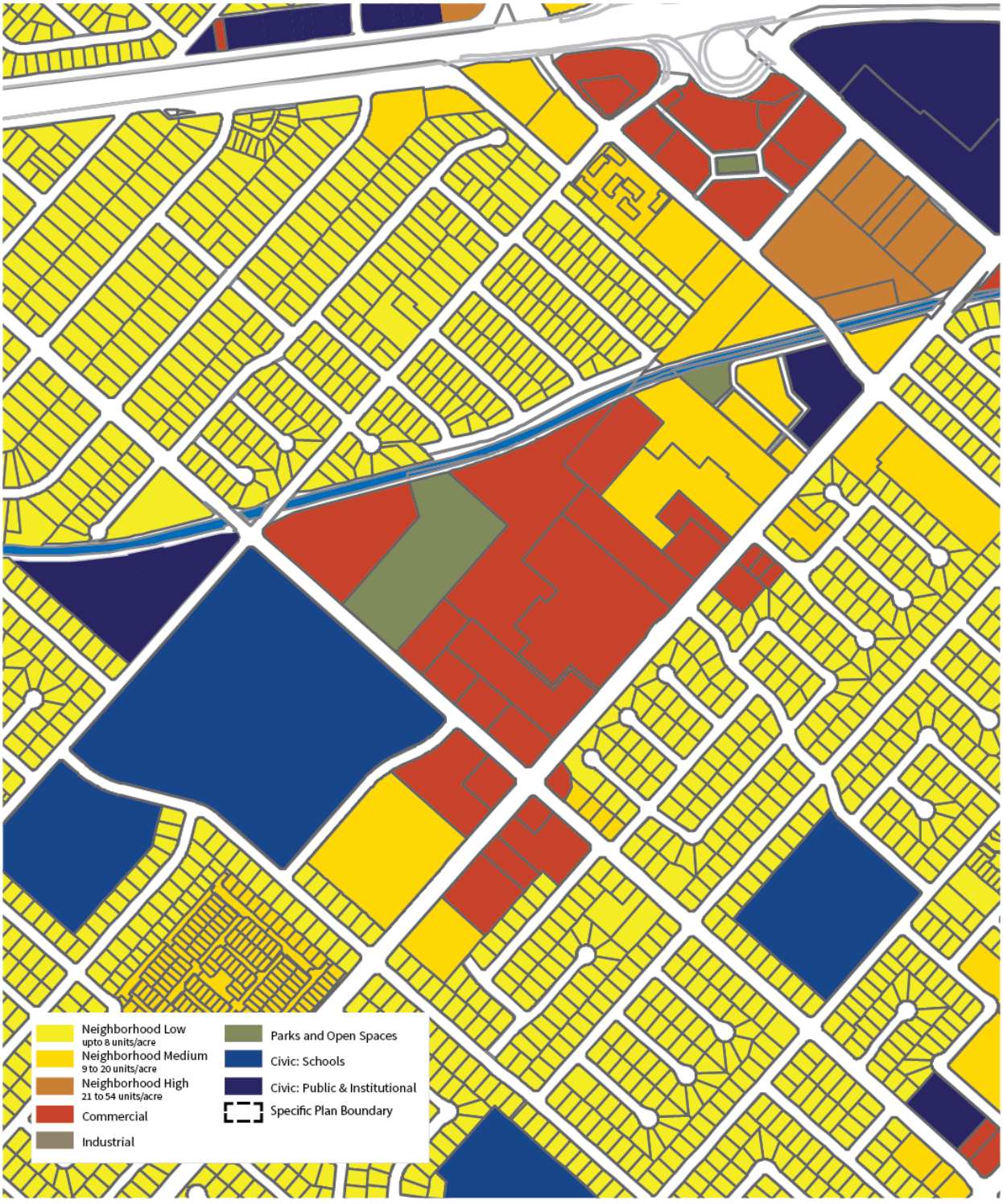
DATE: September 24, 2019

_____
Herb Redholtz, Chairman
Planning Commission

_____
Jeff Anderson, Secretary
Planning Commission

EXHIBIT A

PROPOSED AMENDED GENERAL PLAN LAND USE MAP



ATTACHMENT NO. 3

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

R E S O L U T I O N N O.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST COVINA, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL APPROVAL OF ZONE CHANGE NO. 17-02.

ZONE CHANGE NO. 17-02

RECOMMENDATION OF CERTIFICATION OF A PROGRAM ENVIRONMENTAL IMPACT REPORT

APPLICANT: Emanate Health

LOCATION: 1115 and 1135 S. Sunset Avenue and 1615 West Merced Avenue

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WHEREAS, there was filed with this City a verified application on the forms prescribed in Section 26-153 and 26-199 of the West Covina Municipal Code, for the reclassification from:

From the Queen of the Valley Specific Plan (1987) to the new Queen of the Valley Specific Plan (2019); and from,

"Residential 20" to "Specific Plan"

on that certain property generally described as follows:

Assessor's Parcel Number 8468-016-910 in the records of the Los Angeles County Assessor; and

WHEREAS, local governments are authorized by Government Code section 65450 et seq., to prepare specific plans for the systematic implementation of the general plan; and

WHEREAS, the Specific Plan implements the policies of the General Plan by providing an orderly, functional and compatible land use pattern; and

WHEREAS, consistent with the request, the applicant has also requested a General Plan Amendment (No. 18-02) to amend the designation of the Land Use Element on the subject property from "Parks and Open Space" to "Commercial;" and

WHEREAS, the proposed zone change is requested to provide consistency between the General Plan and Zoning Map, and to establish zoning standards for the subject project; and

WHEREAS, consistent with this request, said zone change application is requested to allow for the adoption of the new, updated Queen of the Valley Hospital Specific Plan (SP-1); and

WHEREAS, consistent with this request, the applicant has also requested the approval of a new and updated Queen of the Valley Hospital Specific Plan, which would allow for the development of up to 1,580,000 Square Feet of Gross Floor Area and up to 525 Hospital Beds; and

WHEREAS, as the Lead Agency, the City of West Covina is responsible for implementing a CEQA review of the proposed Project, and to this end, a Program Environmental Impact Report (EIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) and Public Resources Code Section 21000 et seq.; and

WHEREAS, the CEQA process is intended to inform the public of the potential environmental effects of government decision and to encourage informed decision-making by public agencies, and CEQA requires state and local agencies to identify the significant environmental effects of their actions, and to avoid or mitigate those impacts, if feasible; and

WHEREAS, pursuant to State Law, the City circulated the Notice of Preparation for a Program EIR for public review through the State Clearinghouse and through direct mailing to agencies and interested parties, properly noticed the Intent to Prepare a Program EIR in the San Gabriel Valley Tribune newspaper of general circulation in the area, posted at the Los Angeles County Clerk's Office, and made copies of these documents available at specified locations and on the City's website; and

WHEREAS, a 30-day public review period for the Notice of Preparation commenced on October 30, 2018 and ended on November 30, 2018, and all interested individuals and public agencies were encouraged to submit written comments regarding the information and determinations in these documents; and

WHEREAS, The City of West Covina, as the Lead Agency, held a Scoping Meeting for the Queen of the Valley Hospital Specific Plan Program EIR on Thursday, November 15, 2018 at 6:00 PM at the Hospital to receive public input from on environmental issues to be addressed in the EIR; and

WHEREAS, the Planning Commission, upon giving the required notice, did on the 24th day of September, 2019, conduct a duly noticed public hearing to consider said application and did give all persons interested therein an opportunity to be heard; and

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

1. The project consists of a specific plan intended to guide the development of the Queen of the Valley Hospital and provide a detailed description of proposed land uses, infrastructure, and implementation requirements for future improvements.

2. The project includes a zone change requesting to change the zone of the property located at 1615 West Merced Avenue (former Sunset Field) from "Residential 20 du/ac" to "Specific Plan" that will allow future development to occur as indicated by the Specific Plan.

3. The project includes a general plan amendment requesting to amend the land use designation of the property located at 1615 West Merced Avenue (former Sunset Field) from "Parks and Open Space" to "Commercial" to allow for development to occur as indicated by the Specific Plan.

4. Findings necessary for approval of a zone change are as follows:

   a. There are changed conditions since the existing zoning became effective to warrant other or additional zoning.

   b. The proposed change of zone will not adversely affect adjoining property as to value or precedent and will not be detrimental to the area.

   c. A change of zone will be in the interest or furtherance of the public health, safety, and general welfare.

   d. The approval of such a change of zone will not adversely affect the comprehensive General Plan so adopted by the City.

   e. The approval of such a zone change is consistent with the General Plan or applicable specific plans.

5. Pursuant to the requirements of the California Environmental Quality Act (CEQA) of 1970, a Program Environmental Impact Report has been prepared indicating that the project could have significant effect on the environment, despite implemented mitigation measures.

WHEREAS, based on the evidence, both oral and documentary, the Planning Commission finds as follows:

a. The proposed zone change will facilitate the development of the Queen of the Valley Specific Plan Area. The existing hospital facility is composed of many buildings that are aging and in need of update in order to continue to provide high-quality, modern healthcare users of the campus. The medical needs of the immediate community as well as the surrounding region as a whole have changed and evolved as the population of the City of West Covina has grown. Additionally, major improvements to the hospital facilities are required to comply with OSHA requirements, and future development must occur in order to maintain hospital certification which expires in the year 2030. The updated Queen

of the Valley Hospital Specific Plan allows the Hospital to implement the necessary updates and changes to its campus that will continue to meet the diverse medical needs of residents in the region.

b. An EIR has been prepared to analyze environmental impacts of the full build-out of the Specific Plan Area (subject to the building floor area limitation, building intensities, building heights, and other regulations set forth in the Specific Plan), discuss feasible alternatives, and recommend feasible mitigation measures in compliance with the provisions of CEQA. Mitigation measures serve to prevent adverse impacts on surrounding land uses, and service systems. In addition, the proposed zone change will not adversely affect adjoining property value and will not be detrimental since the proposed Specific Plan is designed to minimize impacts to surrounding residential areas by directing development away from these uses, reducing intensity near adjacent residential uses, and buffering these uses with setbacks. As such, the proposed change of zone will not adversely affect adjoining property as to value or precedent and will not be detrimental to the area.

c. The proposed zone change will facilitate the orderly development of the Queen of the Valley Hospital Specific Plan area. As previously mentioned, the hospital needs major improvements to continue providing high-quality medical care to its patients and to maintain hospital certification, which expires in 2030. According to the City of West Covina General Plan, Queen of the Valley Hospital improves healthcare accessibility within the City of West Covina and provides the city with high-wage, high-value jobs. The hospital is the anchor of the Sunset Avenue Corridor and invigorates office, research, and commercial activity in the area. Build-out of the Specific Plan will include safety and mobility improvements that will increase the ability of all users to utilize the hospital campus. Since the proposed zone change will increase healthcare accessibility within the City and increase safety and mobility to users of the campus, the approval of the zone change will be in the furtherance of the health, safety, and general welfare of the public.

The proposed project is consistent with the following goals and policies of the General Plan:

Our Prosperous Community

Policy 2.7a: Explore health/medical campus opportunities.

Our Well Planned Community

Policy 3.5: Support the growth of Queen of the Valley Hospital while developing a unifying vision and code for Sunset Avenue.

Our Accessible Community

Policy A5.10: Consider incorporating community gardens as part of city parks and recreation planning, and work with local schools, Hurst Ranch, and Queen of the Valley Hospital to facilitate the development, administration and operation of additional community gardens throughout the city.

d. Since the unique development needs of the Queen of the Valley Hospital are not readily accounted for in the existing Specific Plan adopted in 1987 (over 30 years ago), the applicant is proposing a Specific Plan to establish development standards for the project. The Specific Plan indicates a maximum buildout capacity of 1,580,000 Square Feet of Gross Floor Area and up to 525 Hospital Beds, and the design, building orientation, phasing, and interaction with the project's context are all dictated by the Specific Plan. Upon the approval of the Specific Plan (through the Zone Change) and General Plan Amendment requested by the applicant, the project will be consistent with the urban fabric of the City of West Covina and will not adversely affect the comprehensive General Plan adopted by the City.

e. In addition to the requested Zone Change, the applicant is requesting a General Plan Amendment. The appendix of the Specific Plan includes a consistency analysis with the City's General Plan, demonstrating consistency between the proposed Specific Plan and the City's General Plan. Upon the approval of the Zone Change and the General Plan Amendment, the project would be consistent with the General Plan. Once adopted, the project will be consistent with the Queen of the Valley Specific Plan, which has been created to be consistent with the Zone Change application.

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

SECTION NO. 1: Based on the evidence presented, and the findings set forth, the above Zone Change No. 17-02 is hereby found to be consistent with the City's General Plan and the land uses permitted within said zone classification.

SECTION NO. 2: The Planning Commission does hereby recommend to the City Council that it approve Zone Change No. 17-02, adopting the specific plan text as set forth in Attachment No. 6 of the Staff Report and changing the zoning designation for subject property as set forth on Exhibit A and amending the Zoning Map of the City of West Covina.

SECTION NO. 3: The Secretary is instructed to forward a copy of this Resolution to the City Council for its attention in the manner prescribed by law.

I HEREBY CERTIFY, that the foregoing Resolution was adopted by the Planning Commission of the City of West Covina, at a regular meeting held on the 24th day of September, 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

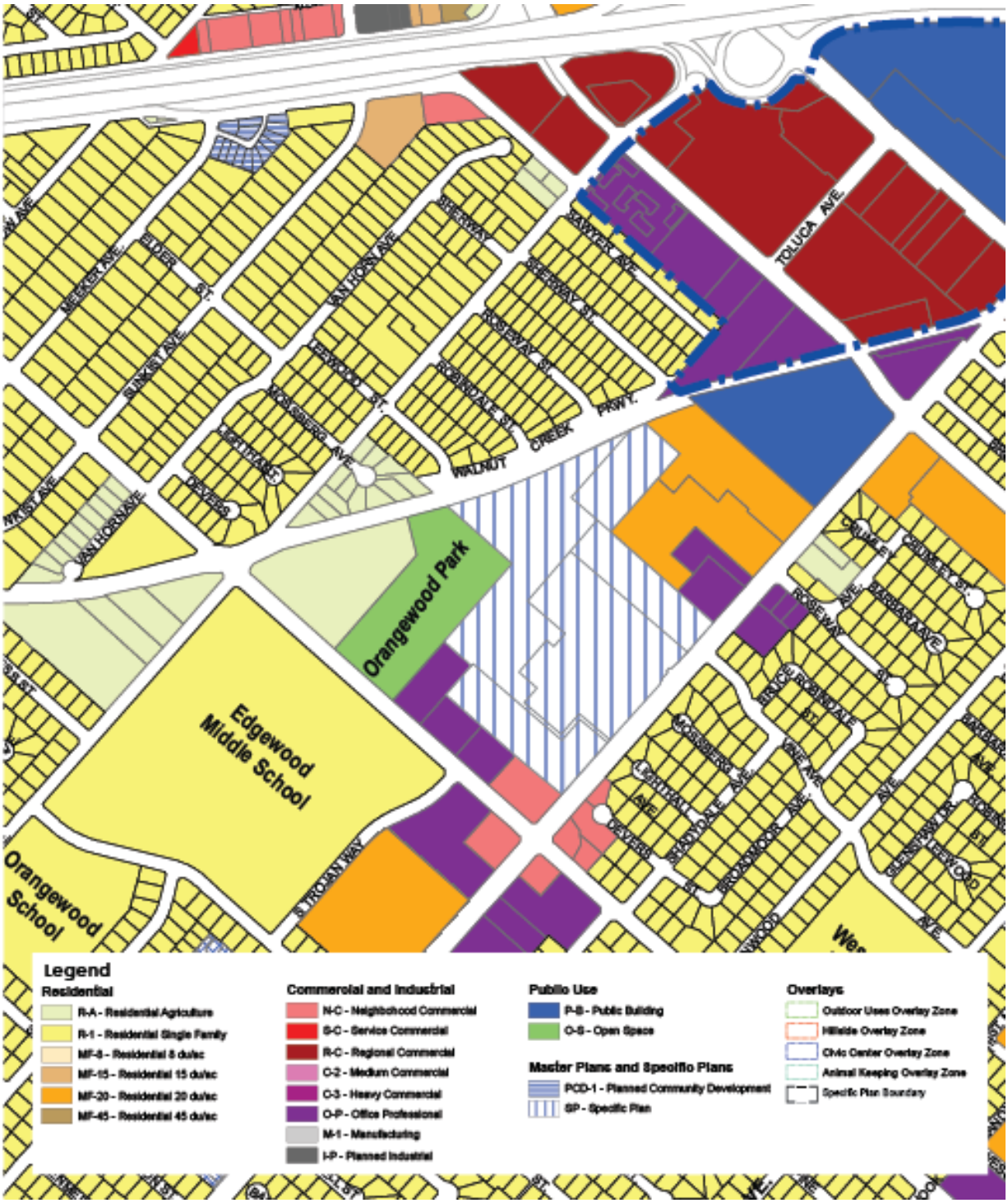
DATE: September 24, 2019

_____
Herb Redholtz, Chairman
Planning Commission

_____
Jeff Anderson, Secretary
Planning Commission

EXHIBIT A

PROPOSED AMENDED ZONING MAP



Attachment No. 4 - Local Vicinity Map

II. SUMMARY OF DATA

STANDARD	EXISTING	PROPOSED	EXISTING SPECIFIC PLAN REQUIREMENTS	PROPOSED SPECIFIC PLAN REQUIREMENTS
Site Area	25.99 Acres	28.79 Acres	15,000 square feet	None
F.A.R.	0.96	1.26	None	1.26
Setbacks				
Front	+/- 15 feet	No change*	- 15 feet min and 20 feet average to street	10 feet from Sunset Avenue
Sides and Rear	+/- 5 feet	No change*	- 10 feet to residential, additional 10 feet for every story - 0 feet to all others	- 15 to first story, 30 feet to second story, and 45 feet to third through sixth stories to residential uses - 15 to Walnut Creek Wash and Orangewood Park - 5 feet to all other uses
Minimum Building Separations	-+/- 5 feet	No change*	None	- 5 feet from building to internal roadway - 15 feet between primary buildings
Building Height	6 Stories	No change*	- 6 stories max, or 80 feet (whichever is less)	Buildings: 4 stories max within 50 feet of Sunset Avenue, 3 stories max within Zone 3, 6 stories elsewhere. Parking Structures: 30 feet max height within Zone 3, 60 feet max elsewhere.
Parking	1,365 parking spaces (1 space per 213 square feet of medical office; 2.95 spaces per hospital bed)	No change*	Off-street parking per Section 26-581 and 26-582 of the Municipal Code (1.5 spaces per hospital bed and 1 space per 200 square feet of medical offices and outpatient facilities)	- 2.5 parking spaces per hospital bed - 1 parking space per 200 square feet of outpatient facilities or medical facilities. - Others per Section 26-582 of the WCMC.

*No physical improvements are requested with this application. All new building additions will be required to be approved by the Planning Commission by a Precise Plan application.

Attachment No. 6 - Queen of the Valley Hospital Specific Plan (SP-1)
is available for download from City of West Covina website at:

https://www.westcovina.org/home/showdocument?id=17425

Attachment No. 7 - Draft EIR is available for download from City of West Covina website at:

https://www.westcovina.org/home/showdocument?id=16549

Queen of the Valley Hospital Specific Plan Final Program Environmental Impact Report (GPA No. 18-02 and ZC 17-02) SCH No. 2018101068

City of West Covina

June 2019

Draft EIR Circulated: April 11, 2019
Final EIR Certified: _____

Final Program Environmental Impact Report

Queen of the Valley Hospital Specific Plan Project

(GPA No. 18-02 and ZC 17-02)
State Clearinghouse Number 2018101068

Prepared for:
CITY OF WEST COVINA
Community Development Department
1444 W. Garvey Avenue South
West Covina, California 91790
Contact: Jeff Anderson, CDD

June 25, 2019

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APPENDICES

Appendix

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SECTION 1.0 INTRODUCTION AND SUMMARY

1.1 INTRODUCTION

The purpose of this document is to present public comments and responses to those comments received on Draft Programmatic Environmental Impact Report (Draft EIR) for the Queen of the Valley Hospital Specific Plan (QVHSP) Project (State Clearinghouse Number 2018101068, GPA 18-02). The City of West Covina is the Lead Agency on the Project.

The Draft EIR was circulated for a 45-day public review and comment beginning on April 14, 2019 and ending on May 28, 2019. During the public review period, the City of West Covina received a total of five written comment letters from State, regional and local agencies, organizations, and individuals on the Draft EIR. Written responses, included in this document, have been prepared to all comments received during the comment period regardless of whether such comments raised significant environmental issues or were general in nature.

During the public review of the Draft EIR, a Community Information Meeting was held on May 14, 2019 at the Queen of the Valley Hospital in the City of West Covina. Some of the comments on the Draft EIR are the result of attendance at the community meeting. These comments are included and addressed in Section 3.0 of this Responses to Comments document.

As required by Section 15132(d) of the California Environmental Quality Act (CEQA) Guidelines, this Final Program EIR responds to comments regarding "significant environmental points raised in the review and consultation process". This Response to Comments document provides revisions and clarifications to the Draft EIR, as appropriate. In keeping with the requirement of Section 21092.5 of the *California Public Resources Code,* which requires the lead agency to provide a copy of the written response to each public agency that commented on the Draft EIR, the City of West Covina will send copies of the Responses to Comments not only to the public agencies that commented, but also to all parties that commented on the Draft EIR. This will be done at least ten days prior to the City Council certifying the Final EIR.

The Final EIR consists of the following four items: (1) the Draft EIR; (2) the Draft EIR Technical Appendices; (3) Responses to Comments; and (4) Mitigation Monitoring and Reporting Program (MMRP). The Responses to Comments is divided into four sections: Section 1.0, provides the introduction; Section 2.0 provides a list of commenters on the Draft EIR; Section 3.0 provides responses to comments received on the Draft EIR; and Section 4.0 provides clarifications and modifications to the text of the Draft EIR, as appropriate. The changes to the Draft EIR are shown in red underline text and deletions are shown in ~~red strikethrough~~ text.

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SECTION 2.0 LIST OF COMMENTERS

In accordance with the State CEQA Guidelines Section 15132, the following is a list of public agencies, organization, and individuals that submitted comments on the Draft EIR. The comments included letters and e-mail correspondence. Comments have been numbered and are contained in Section 3.0 of these Responses to Comments. Each comment letter is followed by responses to address the comments. The responses are numbered to correspond to the comment letter brackets.

No.	Commenter	Date of Correspondence	Follows Page Number
Written Public Comments			
State Agencies			
1	Governor's Office of Planning and Research (OPR)	May 29, 2019	3-4
2	Caltrans	May 23, 2019	3-6
Regional and Local Agencies			
3	County Sanitation Districts of Los Angeles County	May 28, 2019	3-10
4	Suburban Water Systems	April 15, 2019	3-12
Organizations			
5	Torrey Pines Apartment Homes (Greenberg Glusker)	May 28, 2019	3-16
Individuals			
	None		

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SECTION 3.0 RESPONSES TO COMMENTS

Consistent with Section 15088 of the State CEQA Guidelines, the City's responses to comments received are provided below. The responses are numbered to match the bracketing on the comment letters. Comment letters are categorized by State, regional and local agencies, organizations, and individuals. Within each category, the comment letters and responses to those letters are provided chronologically.

Project Modifications. In response to public comments on the Draft EIR, City staff has recommended that the Queen of the Valley Specific Plan (i.e., the Draft EIR for the proposed Project) be modified to include the following items:

- Require a Conditional Use Permit (CUP) for all development in Zone 3, except for: open space, recreation, office, data center, research, and accessory uses, which would be permitted by right.
- Include tiered setbacks from residential development: 15 feet from the first story, 30 feet from the second story, and 45 feet from three or more stories. Parking structures would have a minimum setback of 70 feet from residential uses.
- Include the existing City Code requirement of a block wall separating commercial and residential uses.
- Include additional design guidelines related to decorative wall requirement along residential development and emphasize that the landscape design adjacent to residential uses will act as a buffer and help protect privacy and incrementally reduce noise.
- Add CalGreen bicycle parking requirement for racks/lockers to be located close to the building they are intended to serve.
- Prohibit walkways in the buffer adjacent to the Torrey Pines Apartment Homes, unless required by OSHA or state/federal ADA requirements.
- Require that all non-construction-related outdoor temporary events will be at least 70 feet from residential uses.
- Include existing City Code requirements related to parking lot landscaping.

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3.1 STATE

Two letters were received from the State. The comment letter is listed below.

- Governor's Office of Planning and Research (OPR) – May 29, 2019
- California Department of Transportation (Caltrans) – May 23, 2019

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STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Gavin Newsom
Governor

Kate Gordon
Director

May 29, 2019

Received

JUN 03 2019

Planning Division

Jeff Anderson
West Covina, City of
1444 West Garvey Avenue South
West Covina, CA 91790

Subject: Queen of the Valley Specific Plan
SCH#: 2018101068

Dear Jeff Anderson:

The State Clearinghouse submitted the above named EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on 5/28/2019, and the comments from the responding agency (ies) is (are) available on the CEQA database for your retrieval and use. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

1

Check the CEQA database for submitted comments for use in preparing your final environmental document: https://ceqanet.opr.ca.gov/2018101068/2 . Should you need more information or clarification of the comments, **we recommend that you contact the commenting agency directly.**

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

cc: Resources Agency

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Letter 1: Governor's Office of Planning and Research (OPR)

Comment Letter Dated May 29, 2019

1-1 The comment letter indicates that one state agency has submitted comments by the close of the review period (Caltrans, see Letter 2), and acknowledges that the City has complied with the State Clearinghouse review requirements for the Draft EIR, pursuant to CEQA. No further response is required. The OPR website listing for this EIR is https://ceqanet.opr.ca.gov/2018101068/2 and a copy is included in Final EIR Appendix A.

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DEPARTMENT OF TRANSPORTATION
DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-0673
FAX (213) 897-1337
www.dot.ca.gov

Making Conservation a California Way of Life.

May 23, 2019

Mr. Jeff Anderson
Community Development Director
City of West Covina
1444 W. Garvey Ave. South, 2nd Floor, Room 208
West Covina, CA 91790

RE: Queen of the Valley Specific Plan
Draft Environmental Impact Report (DEIR)
SCH#2018101068
GTS #07-LA-2018-02413
Vic. LA/ 10/ PM 33.399

Dear Mr. Anderson:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above-referenced project. The proposed Queen of the Valley Specific Plan (QVHSP) Project (Project) would govern the future development of the entire 28.8-acre hospital campus. The Project is anticipated to expand up to approximately 1.58 million square feet (plus 490,000 sf) in approximately 5 phases over at least the next 10 years (2019-2028+).

After reviewing the DEIR, Caltrans has the following comments:

The DEIR calls for the use of Congestion Management Program (CMP) to evaluate state facilities. As part of the CMP, Caltrans is responsible for obtaining measures that will off-set Project vehicle trip generation that worsens Caltrans facilities; and MTA's Congestion Management Program, in acknowledging the Caltrans' role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System (2010 CMP, Page D-2).	1
The nearest State facilities are I-10 and I-605. The Project's Traffic Impact Study (TIS) estimated that buildout the Project would generated 9,587 total average daily trips (ADT) with 776/924 total AM/PM peak hour trips. By comparison, existing medical and office uses at the hospital generate approximately 6,899 total ADT with 564/652 AM/PM peak hour trips. The Project's trip distribution indicated that 55% of the trips use the I-10 Freeway (DEIR, Page 4.13-12 to -13).	2
With the above-mentioned trip distribution to I-10 freeway, queuing analysis is recommended to ensure the queue formation at the indicated freeway ramps (Intersection 7, 14, 15) do not create traffic conflicts. Project-generated trips should also be added to the existing and future scenario traffic volumes for the indicated affected ramps.	3
In the Project's TIS Mitigation Measures section (TIS, Page 26-46), significant Project impacts were identified on freeway ramps and indicated that they are under jurisdiction and control of Caltrans. As a	4

result, fair share contribution models were discussed. Please contact Caltrans to discuss the details of the Project's proposed mitigation measure/improvements and fair share contribution involving state facilities. 4 cont.

Caltrans continues to strive to improve its standards and processes to provide flexibility while maintaining the safety and integrity of the State's transportation system. It is our goal to implement strategies that are in keeping with our mission statement, which is to "provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability."

Caltrans acknowledges mitigation measure TRA-9 and TRA-10 and encourages the City to continue to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions. Such reduction can be accomplished by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use. 5

Additionally, the City should continue to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. Considering vehicle demand-reducing strategies, including incentives for commuters to use transit, park-and-ride lots, discounts on monthly bus and rail passes, shuttle buses, vanpools, etc. To the extent that more of the population shifts to transit for some of their inter-regional trips and future cumulative traffic impacts to freeways may be satisfactorily mitigated. 6

Furthermore, Caltrans encourages the use of public transit. Caltrans recommends planning for gradual continual improvement of transit stops, bus bays, or other facilities, to accommodate traffic flow, especially on streets that are State Route locations or are near freeway intersections. 7

As a reminder, any transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

In addition, any work to be performed within the State Right-of-way will need an Encroachment Permit. For information on the Permit process, please contact Caltrans District 7 Office of Permit at (213) 897-3631. 8

If you have any questions or concerns, please contact project coordinator, Frances Lee at (213) 897-0673 or electronically at frances.lee@dot.ca.gov and refer to GTS#07-LA-2018-02413.

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Letter 2: California Department of Transportation (Caltrans)

Comment Letter Dated May 23, 2019

2-1 The comment indicates that Caltrans must be consulted regarding freeway impact locations. The Caltrans facilities, which were evaluated in the Traffic Impact Study (TIS), were selected based on the guidelines in the Caltrans' *Guide for the Preparation of Traffic Impact Studies*.

2-2 The comment restated the data in the Draft EIR TIS regarding trip generation and nearest state freeways. The stated information is generally correct although not all 55 percent of the Project trips will necessarily occur on the same segments of the I-10 freeway.

2-3 The comment suggests a queuing analysis to assure that Project traffic does not cause freeway congestion near 3 of the I-10 ramps. A queue analysis for all conditions at the three Caltrans ramp intersections has been provided in a memorandum addendum to the TIS (Final EIR Appendix B). As discussed in the memorandum, the off-ramp queues with and without the Project at intersections 7 (I-10 EB Ramps/Dalewood Street) and 15 (West Covina Parkway/I-10 EB Ramps) are expected to be served with the existing storage lengths, and no traffic interaction with the mainline is expected. However, based on the Synchro results, it is expected that the off-ramp queue at intersection 14 (West Covina Parkway/I-10 WB Ramps) may create traffic conflicts with or without the Project, and potentially even under existing conditions. Because the intersection is already assumed to have a significant and unavoidable impact, no additional mitigation measures are needed or recommended to address the potential queuing conflict, and any impacts continue to be considered significant and unavoidable. It is recommended that Caltrans continue to monitor the intersection and off-ramp and provide improvements, as feasible, should the queues create significant conflicts with the mainline traffic. The following information will also be added to Section 4.13, *Transportation/Traffic*, of the Draft EIR as documented in Section 4.0 of the Final EIR:

Freeway Queuing Impacts

In their Draft EIR comment letter, Caltrans suggested a queuing analysis to assure that Project traffic does not cause freeway congestion near 3 of the I-10 ramps. A queue analysis for all conditions at the three Caltrans ramp intersections has been provided in an addendum memorandum to the traffic study (Final EIR Appendix B). As discussed in the new section, the off-ramp queues with and without the Project at intersections 7 (I-10 EB Ramps/Dalewood Street) and 15 (West Covina Parkway/I-10 EB Ramps) are expected to be served with the existing storage lengths, and no traffic interaction with the mainline is expected. However, based on the Synchro results, it is expected that the off-ramp queue at intersection 14 (West Covina Parkway/I-10 WB Ramps) may create traffic conflicts with or without the Project, and potentially even under existing conditions. Because the intersection is already assumed to have a significant and unavoidable impact, no additional mitigation measures are needed or recommended to address the potential queuing conflict, and any impacts continue to be considered significant and unavoidable. It is recommended that Caltrans continue to monitor the intersection and off-ramp and provide improvements as feasible should the queues create significant conflicts with the mainline traffic.

2-4 The comment suggests that Caltrans be contacted about fair share contributions for Project-related freeway impacts. As noted, the Project is expected to result in a significant

impact at the intersection of West Covina Parkway and the I-10 WB Ramps. The report recommends restriping the south leg of the intersection (West Covina Parkway). This mitigation would not require any physical reconstruction or any changes on the ramps. However, the City cannot require Caltrans to implement or allow the mitigation measure to be implemented; therefore, the impact at the intersection continues to be considered significant and unavoidable. This conclusion is the same as indicated in the Draft EIR.

2-5 The comment acknowledges the proposed mitigation measures TRA-9 and TRA-10 and indicated that Caltrans is interested in reducing regional VMT. The City concurs with Caltrans goal and agrees that reducing VMT and GHG emissions should be a long-term goal for all local jurisdictions.

2-6 The comment suggests that the City install Intelligent Transportation System (ITS) improvements, as appropriate. The City will continue to evaluate Transportation Demand Management (TDM) strategies and ITS applications in an effort to better manage the overall transportation network and potentially reduce overall vehicle trips.

2-7 The comment indicates that Caltrans encourages the use of public transit and improvements to the system. The City will continue to plan for transit facilities and improvements, as feasible.

2-8 The comment states that any Project-related construction that affects freeways, or their rights-of-way, must be coordinated through Caltrans. The appropriate permits will be obtained, as needed.

3.2 REGIONAL AND LOCAL AGENCIES

Two letters were received from regional, county, or local agencies.

- County Sanitation Districts of Los Angeles County – May 28, 2019
- Suburban Water Systems – April 15, 2019

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COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

May 28, 2019

Ref. DOC: 5013011

Mr. Jeff Anderson
Community Development Director
City of West Covina
1444 West Garvey Avenue South
2nd Floor, Room 208
West Covina, CA 91790

Received
MAY 30 2019
Planning Division

Dear Mr. Anderson:

DEIR Response for the Queen of the Valley Hospital Specific Plan

The Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report (DEIR) for the subject project on April 11, 2019. The proposed project is located within the jurisdictional boundaries of District No. 22. Previous comments submitted by the Districts in correspondence dated November 30, 2018 (copy enclosed) still apply to the subject project with the following comments and updated information:

1. Project Description, *page 3-18*, first Sanitary Sewer paragraph – The Districts' 27-inch Joint Outfall H Unit 8M Trunk Sewer located in Sunset Avenue conveys wastewater from the project site southwest until reaching Merced Avenue, where the trunk sewer curves northwest. Upon reaching Merced Avenue, the diameter of the Joint Outfall H Unit 8M Trunk Sewer increases to 33-inches, and the capacity increases to 17.6 million gallons per day (mgd) to serve the surrounding development. 1

2. Project Description, *page 3-18*, second Sanitary Sewer paragraph – The information indicates the existing lateral may need to be upsized. Altering a direct connection to a Districts' trunk sewer requires approval by the Districts. For additional information, please contact the Districts' Engineering Counter at (562) 908-4288, extension 1205. 2

3. Utilities and Service Systems, *page 4.15-10*, third Wastewater and Wastewater Treatment paragraph – The San Jose Creek Water Reclamation Plant currently processes an average flow of 58.5 mgd. 3

4. Utilities and Service Systems, *page 4.15-12*, Sewer paragraph – The Districts' 27-inch Joint Outfall H Unit 8M Trunk Sewer located in Sunset Avenue conveys wastewater from the project site southwest until reaching Merced Avenue, where the trunk sewer curves northwest. Upon reaching Merced Avenue, the diameter of the Joint Outfall H Unit 8M Trunk Sewer increases to 33-inches and continues to convey wastewater northwest. 4

5. Utilities and Service Systems, *page 4.15-13*, Impact Analysis – The project is described as adding 200 new beds and 490,000 square feet of building space at the Project Buildout. Please contact the Districts' Industrial Waste Section to determine the expected increase in average wastewater flow from the project. 5

All other information concerning Districts' facilities and sewerage service contained in the document is current. If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717. 6

Very truly yours,

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

Enclosure

cc: L. Smith
E. Stewart
A. Schmidt
A. Howard

Letter 3: County Sanitation Districts of Los Angeles County (CSDLAC)

Comment Letter Dated May 28, 2019

3-1 The comment indicates the Project is in District No. 22 and suggests some text changes to page 3-18 of the Draft EIR Project Description. The following changes will be made to the Draft EIR and reflected in Section 4.0 of this Final EIR:

Sanitary Sewer (page 3-18)

The campus is within County Sanitation Districts of Los Angeles County (CSDLAC) District No. 22 and is currently serviced by three existing sewer mainlines, which include one 27-inch sewer main line in Sunset Avenue and one 33-inch sewer mainline in Merced Avenue, serving the area surrounding the QVHSP site, and are operated and maintained by the City of West Covina. The CSDLAC's 27-inch Joint Outfall H Unit 8M Truck Sewer is located in Sunset Avenue which conveys wastewater from the Project site southwest until reaching Merced Avenue where the truck sewer then curves northwest. Upon reaching Merced Avenue, the diameter of the Joint Outfall H Unit 8M Truck Sewer increases to 33 inches and the capacity increases to 17.7 million gallons per day (mgd) to serve the surrounding development.

The 27-inch public sewer pipe in Sunset Avenue runs southwest and connects to the 33-inch public sewer pipe in Merced Avenue, which carries sewage to the San Jose Creek East Water Reclamation Plant (WRP). The main hospital building is serviced by two 8-inch sewer lines exiting the hospital on the southeast side and joining at the property line into one 10-inch sewer line before connecting to the existing 27-inch public sewer line in Sunset Avenue. The central plant is serviced by a 6-inch sewer line running in the access road approximately 850 feet before connecting to the existing 33-inch public sewer line in Merced Avenue (refer to Exhibit 4.15-3, Existing and Proposed Sewer Plan in Section 4.15, Utilities and Service Systems).

The existing sewer system will remain in place to serve the existing medical office building and hospital buildings. The proposed emergency room, intensive care unit, and medical office building will be served by a new sewer lateral connecting to the existing 8-inch sewer lateral in the southeast half of the site. The proposed central plant will be serviced by the existing 6-inch lateral in the access road. Both laterals may need to be upsized when demand and capacity calculations are performed. The District indicates that altering a direct connection to a trunk sewer requires CSDLAC approval (Engineering Department).

3-2 The comment suggests some text changes to page 3-18 of the Draft EIR Project Description. These changes will be made to the Draft EIR and reflected in Section 4.0 of this Final EIR (see Response 3-1 above for text changes to Draft EIR page 3-18).

3-3 The comment suggests some text changes to page 4.15-10 of Draft EIR Section 4.15, *Utilities and Service Systems*. The following changes will be made to the Draft EIR and reflected in Section 4.0 of this Final EIR:

Wastewater and Wastewater Treatment

(3rd Paragraph) The Project site's wastewater is treated and disposed of at the LACSD's San Jose Creek Water Reclamation Plant (SJCWRP) (LACSD 2018b), located at 1965 Workman Mill Road in unincorporated Los Angeles County, the SJCWRP occupies

approximately 39 acres north of the Pomona Freeway (SR 60) on both sides of the San Gabriel River Freeway (SR 605), located adjacent to the City of Industry. The SJCWRP has a maximum permitted capacity of 100 million gallons of wastewater per day (MGD), serving a large residential population of approximately one million people. Currently, the SJCWRP treats an average flow of ~~63.8~~58.5 MGD (LACSD 2018). All biosolids and wastewater flows that exceed the capacity of the San Jose Creek WRP are diverted to and treated at the Joint Water Pollution Control Plant in the City of Carson (LACSD 2018b).

3-4 The comment suggests some text changes to page 4.15-12 of Draft EIR Section 4.15, *Utilities and Service Systems*. The following changes will be made to the Draft EIR and reflected in Section 4.0 of this Final EIR:

Sewer

The hospital campus is within County Sanitation Districts of Los Angeles County (CSDLAC) District No. 22 and is currently serviced by three existing sewer mainlines, which include one 27-inch sewer main line in Sunset Avenue and one 33-inch sewer mainline in Merced Avenue, serving the area surrounding the QVHSP site, and are operated and maintained by the City of West Covina. The CSDLAC's 27-inch Joint Outfall H Unit 8M Truck Sewer is located in Sunset Avenue, which conveys wastewater from the Project site southwest until reaching Merced Avenue where the truck sewer then curves northwest. Upon reaching Merced Avenue, the diameter of the Joint Outfall H Unit 8M Truck Sewer increases to 33 inches and the capacity increases to 17.7 million gallons per day (mgd) to serve the surrounding development.

The 27-inch public sewer pipe in Sunset Avenue runs southwest and connects to the 33-inch public sewer pipe in Merced Avenue, which eventually carries the sewage to the San Jose Creek East Water Reclamation Plant (WRP) adjacent to the City of Whittier. The campus is currently serviced by three existing sewer mainlines. The main hospital building is serviced by two 8-inch sewer lines exiting the hospital on the southeastern side and joining at the property line into one 10-inch sewer line before connecting to the existing 27-inch public sewer line in Sunset Avenue. The central plant is serviced by a 6-inch sewer line running in the access road for approximately 850 feet before connecting to the existing 33-inch public sewer line in Merced Avenue.

3-5 The comment suggests some text changes to page 4.15-13 of Draft EIR Section 4.15, *Utilities and Service Systems*. The following changes will be made to the Draft EIR and reflected in Section 4.0 of this Final EIR:

Impact Analysis (threshold 15.1)

(1st paragraph) Development facilitated by the proposed Project would increase demand for wastewater treatment services, as Project implementation would add 200 new beds and 490,000 square feet of building space at the Project buildout. The Hospital will need to contact the CSDLAC Industrial Waste Section to determine the actual expected increase in average wastewater flow from the Project. The demand for wastewater treatment services would incrementally increase with completion of each of the four phases of the Project.

3-6 The comment provides contact information for any other inquiries to the District. The comment information is noted, and the City will contact the District if more information is needed for the Project.

Suburban
Water Systems
A SouthWest Water Company

1325 N. Grand Avenue
Suite 100
Covina, CA 91724-4044
Phone 626.543.2500
Fax 626.331.4848
www.swwc.com

April 15, 2019

Mr. Jeff Anderson
Community Development Director
City of West Covina
1444 West Garvey Ave., South
2nd Floor, Room 208
West Covina, CA 91790

RE: Notice of Availability of a Draft Environmental Impact Report
General Plan Amendment No. 18-02
1115 and 1135 S. Sunset Ave., West Covina
Queen of the Valley Hospital

Dear Mr. Anderson,

Suburban Water Systems has received and reviewed the Environmental Impact Report (EIR) and has prepared the following response.

Suburban is the water purveyor for the project noted above. Suburban requests submittal of a detailed site plan showing proposed water services.

The Developer will be responsible for all costs associated with upgrading the system to serve this development. The cost to remove the existing facilities is the responsibility of the Developer. The Developer is responsible to coordinate and construct the private waterline(s) from the public water meter to the building and the cost of the backflow prevention assemblies required for the building. Contractors managed by Suburban will construct all installations required for the project from the main pipeline to the point of service. 1

Should you have any questions please contact Laura Sainz at 626-543-2565.

Regards,
SUBURBAN WATER SYSTEMS

Jorge Lopez, P.E.
Vice President, Engineering

cc: SWS File P-748

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Letter 4: Suburban Water Systems

Comment Letter Dated April 15, 2019

4-1 The comment confirms Suburban is the water supplier to the Project and the developer (hospital) will be responsible for installing needed connections/improvements to serve the expanded Project uses in the future and the payment of impact fees. The City and Hospital staff are aware of these requirements, which will be met, as needed, during each phase of Project development.

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3.3 ORGANIZATIONS

One comment was received from an organization. The comment letter is listed below:

- Torrey Pines Apartment Homes (Greenberg Glusker) – May 28, 2019

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Greenberg Glusker

Elizabeth Watson

D: 310.201.7439
F: 310.201.2339
EWatson@ggfirm.com
File Number: 59802-00001

May 28, 2019

By Email Only

City of West Covina
Planning Department
1444 West Garvey Avenue South
West Covina, CA 91790
Attn: Jeff Anderson, Planning Director
janderson@westcovina.org

Re: **Queen of the Valley Hospital Specific Plan/Comments on Draft Program Environmental Impact Report**

Dear Mr. Anderson:

This letter is submitted on behalf of our client TPA Nasch LLC ("TPA Nasch"), the owner of Torrey Pines Apartment Homes ("Torrey Pines"), the 251-unit residential community located at 851 S. Sunset Avenue. Torrey Pines is home to more than 1,000 City residents.

We appreciate the opportunity to provide written comments in response to the Draft Program Environmental Impact Report ("Draft EIR") prepared in connection with the Queen of the Valley Hospital Specific Plan project (the "Hospital Expansion Project"). The Hospital Expansion Project proposes the addition of up to approximately 490,000 square feet of new medical buildings and facilities together with two multi-story parking structures and the conversion of the Sunset Field Park property ("Sunset Field") to a surface parking lot (collectively, the "Hospital Expansion Improvements"). The Hospital Expansion Project would occur in phases over a ten-year period. 1

The Queen of the Valley Hospital Specific Plan No. 1 (the "Specific Plan") is the guiding planning document for the Hospital Expansion Project and will constitute the zoning for the Queen of the Valley Hospital campus (the "Hospital Campus"). The Specific Plan divides the Hospital Campus into three sectors, Zone 1, designated as Core Medical, Zone 2, designated as Transitional Office, and Zone 3, designated as Transitional Flex. The Specific Plan provides that the highest intensity hospital-related improvements will be sited in Zone 1, the moderate intensity medical office uses will be placed in Zone 2 and that Zone 3 will consist of the lowest intensity parking and supporting services to provide a buffer from the surrounding residential communities, specifically Torrey Pines and the northerly single-family neighborhoods across the Walnut Creek Wash. (Specific Plan at p. 3-2)

The Torrey Pines property directly abuts Zone 3, the Sunset Field property, as well as the easterly boundary of Zone 1, which currently serves as surface parking. According to the proposed development plan (the "Development Plan") for the planned Hospital Expansion Improvements for the Hospital Expansion Project (the "Planned Improvements"), Sunset Field is to be converted into a 325-space parking lot (the "Surface Lot") and Zone 1 is slated for the new emergency room and ICU building, the new medical office building and surgery center, the new hospital tower, and one of two new parking structures. These improvements are currently planned for the initial phases of the Hospital Expansion Project.

1 cont.

TPA Nasch is supportive of the Planned Improvements for the Hospital Expansion Project as presented in the proposed Development Plan and values the opportunity to provide our comments concerning the Specific Plan and the Draft EIR so as to identify areas of concern for the Torrey Pines community. The key consideration is to ensure that the Hospital Expansion Project and the provisions of the Specific Plan are compatible with the surrounding residential communities. Torrey Pines directly abuts the Hospital Campus and, consequently, is most vulnerable to any potential impacts of the development and activities proposed for the site.

DRAFT EIR

A. Project Description

The primary concern relating to the Draft EIR is the scope of the project description. An accurate project description is an essential component in assessing whether a proposed project may have a significant effect on the environment. CAL. CODE REGS. TIT. 14 § 15124. "An accurate project description is necessary for an intelligent evaluation of the potential environmental effects of a proposed activity." *San Joaquin Raptor/Wildlife Rescue Ctr. v. County of Stanislaus*, 27 Cal.App.4th 713, 730 (1994) (citations omitted).

The Draft EIR's analysis of potential environmental impacts utilizes the Development Plan for the Planned Improvements as the basis. (See Draft EIR, Table 3-3, Planned Building Improvements for the QVHSP Project, and the description of Planned Improvements at pages 3-6 through 3-8.)

2

In fact, the Specific Plan is much broader than the Planned Improvements and allows a range of uses and improvements that far exceed the scope and intensity of those presented in the Development Plan. (See Specific Plan Section 5.3 Permitted Uses at pages 5-4 through 5-7 and Section 5.4 Development Standards at pages 5-7 through 5-10.) While the Planned Improvements entail hospital facilities, medical office buildings and ancillary surface and multi-story parking structures, the permitted uses under the Specific Plan (the "Permitted Uses") extend to hospitality (hotels), community assembly/auditoriums, college and post-graduate educational institutions, general retail, restaurant, on-site alcohol sales, personal services and religious assembly institutions. These uses are not limited to those ancillary to the contemplated

medical facilities, such as on-site pharmacies, child-care, physical rehabilitation or food service/cafeterias.

In particular, as to Zone 3, which is intended to serve as the buffer area between the hospital facilities and the surrounding residences, the Surface Lot on Sunset Field constitutes the extent of the Planned Improvements for purposes of the project description in the Draft EIR. Consequently, the environmental analysis of potential impacts of the Hospital Expansion Project is based on the impacts of the Surface Lot as to Zone 3.

In contrast, the Specific Plan instead authorizes all of the Permitted Uses other than retail, dining establishments and on-site alcohol. In addition, temporary uses and special events are allowed throughout the Hospital Campus, including Zone 3. Specifically, outdoor receptions and festivals as well as farmers markets with hours from 7 a.m. to 9 p.m. are permitted without a temporary use permit. Other outdoor events lasting up to 14 consecutive days and at a rate of 12 events per year as well as modular buildings for a duration of three years with additional three-year extensions are authorized with approval by the Community Development Director. While these uses may be appropriate in Zones 1 and 2, they are not suitable adjacent to the residential uses surrounding Zone 3 or proximate to the portion of Torrey Pines abutting Zone 1.

Similarly, the Development Standards under the Specific Plan provide for a three-story height limit in Zone 3 and a 15-foot setback from the Specific Plan boundary. While these standards are more stringent than those applicable to Zones 1 and 2, they would allow Permitted Uses of significant size to be sited in close proximately to the Torrey Pines residences. 2 cont.

Despite the broad latitude granted under the Specific Plan as to potential future development within Zone 3, the Draft EIR presents only the Surface Lot as the project component within Zone 3 for purposes of the environmental analysis. This is contrary to CEQA, which requires the project description evaluated by an EIR to constitute a reasonable worst-case scenario. This includes the types, distributions and combinations of uses, the build-out capacity, the proximity to existing uses and the sequence, timing and scope of construction. An in-depth and detailed description of the scope and nature of operational activities is also critical, including features such as the hours of operations of various facilities, the timing and the levels of employee, patient, visitor and tenant presence on-site, the volume and access routes for emergency vehicles and peak demand periods for parking and access. The Draft EIR's project description for the Hospital Expansion Project fails to meet these requirements.

In sum, the Draft EIR's project description fails to disclose the full nature and extent of the potential development of the Hospital Campus under the Specific Plan. To fulfill the Draft EIR's function as an adequate environmental review document, the project description must be expanded to reflect the scope of the Specific Plan. In the alternative, the Specific Plan could be revised to be consistent with the Planned Improvements under the Development Plan which are utilized in the Draft EIR as the project description.

B. Environmental Impacts and Mitigation Measures

"The fundamental purpose of an EIR is 'to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment.'" *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova*, 40 Cal.4th 412, 428 (2007), citing, CAL. PUB. RES. CODE § 21061. "To that end, the EIR 'shall include a detailed statement setting forth … all significant effects on the environment of the proposed project.'" *Id.*, citing CAL. PUB. RES. CODE § 21100(b)(1); *see also* 15126.2(a).

Due to the inadequacy of the project description presented in the Draft EIR, the potential environmental impacts of the scope of development permitted under the Specific Plan are understated.

This is especially severe as to Zone 3, given its proximity to residential uses. The impacts of the Hospital Expansion Project have been assessed assuming that Zone 3 will be utilized solely for the Surface Lot, despite the wide array of intensive Permitted Uses and improvements that could be sited there under the Specific Plan. In addition, unlike Zones 1 and 2, which have existing conditions characterized by active hospital uses and activities, Sunset Field is a dormant open space use. Therefore, the baseline for CEQA purposes is demonstrably different. As a consequence, potential construction and operational impacts affecting nearby residences, including as to air quality, noise, aesthetics, lighting, land use, parking, traffic and circulation, have not been adequately presented and assessed. 3

This understatement of potential impacts extends to the whole of the Hospital Expansion Project, including Zones 1 and 2, to the extent that the Planned Improvements under the Development Plan presented as the project description do not reflect the level of potential development scope and intensity authorized under the Specific Plan. Again, CEQA requires the evaluation of "worst-case" scenarios, include as to build-out capacity, combinations and distributions of various uses, sequencing, duration and timing of construction and the nature and scope of operational activities.

As to Zone 3, the Draft EIR presents a single acknowledgement to the distinctive issues related to future development of Sunset Field. Specifically, the evaluation of land use and planning impacts presents as a means of mitigation Mitigation Measure LUP-1 (Draft EIR, page 4.9-9), which provides that, except for surface parking, any improved uses placed adjacent to residential uses shall be designed to minimize impacts related to views, lighting and noise on local residents. This includes 30-days prior notice to Torrey Pines residents of public hearings for any buildings in Zones 1 or 3 adjacent to such residences. 4

This mitigation measure lacks the specificity and enforceability to assure that any and all impacts are fully disclosed and fully mitigated. It essentially relies on a hearing notice to residents rather than providing clear and ascertainable standards for mitigation. By definition, it improperly defers both the assessment of the impacts and the scope and nature of the mitigation. 4 cont.

Now is the time to assess and evaluate the full scope of the potential worst-case scenarios as to the Permitted Uses under the Specific Plan rather than the Surface Lot component of the Planned Improvements presented in the Draft EIR.

C. Alternatives

In view of the failure to present and evaluate the potential impacts of an accurate and comprehensive project description, the project alternatives presented in the Draft EIR may not be adequate. This will not be known until such assessment has been completed. 5

SPECIFIC PLAN

This section of the letter will address our comments on the Specific Plan. They relate primarily to the provisions as they related to Zone 3 and the portion of Zone 1 abutting Torrey Pines. As previously noted, Zone 3 is distinct and distinguishable from the remainder of the Hospital Campus due to the proximately of residential uses as well as the low intensity prior park use and the extended vacancy of the property since the termination of the park use.

A. Surface Lot Use 6

The Surface Lot constitutes the Planned Improvements for Zone 3. That would be acceptable provided the Surface Lot is subject to adequate development standards and requirements to assure that the Surface Lot and the activities on the Surface Lot are fully buffered from the adjacent residences.

B. Surface Parking Lot Design Standards

Section 5.5.2 of the Specific Plan addresses design standards for surface parking lots that would apply to the Surface Lot. As to surface parking lots, the 15-foot setback from residential uses is reduced to a ten-foot landscaped area that can include curbs, walls, walkways, bikeways and drive approaches. When proximate to residential areas, that setback should be increased to the 15-foot minimum and should disallow walkways, bikeways and drive approaches along the Specific Plan boundary adjacent to Torrey Pines due to the noise and disturbance attributable to such activities. This is especially crucial given the around-the-clock nature of the hospital operations, include late night and early morning shift changes, that could cause disturbances during sleeping hours. It is likely, given its remote location from the core hospital facilities, that the Surface Lot would be used by hospital employees and staff. 7

In addition, the minimum 5-foot landscaped areas between the Specific Plan boundary and walls should be increased to ten feet. Similarly, the minimum 10-foot setback from surface parking lots to buildings should be required to be landscaped and increased to fifteen feet. 8

C. Lighting, Solar Panels, Bike Storage

The Secondary Development Standards in Section 5.4.2 of the Specific Plan address lighting, solar panels and bike storage. They require all new parking lots and other security lighting to be directed away from surrounding land uses and toward the specific location to be illuminated. The standards should incorporate specific requirements as to lighting for the Surface Lot and any proximate surface lot in Zone 1 to assure that light spill does not extend beyond the boundaries of the Specific Plan and is fully shielded from all nearby residences. 9

Light fixtures within surface parking areas adjacent to residential areas are not to exceed 20 feet in height. That maximum height should be reduced to the extent necessary to assure that light spill does not extend beyond the boundaries of the Specific Plan adjacent to residential areas, including as to the Surface Lot and Zone 1.

Solar canopies are permitted in parking areas subject to Administrative Review by the Planning Director. A restriction should be added to assure that solar panels are not sited so as to adversely affect adjacent residential areas and shall be set back at least twenty feet from the Specific Plan boundaries adjacent to residential areas. 10

No bike storage areas or vehicle charging stations should be allowed within twenty feet of the Specific Plan boundaries adjacent to residential areas. 11

D. Fences and Walls

The Secondary Development Standards (on page 5-15) appear to allow walls up to eight feet in height within the Hospital Campus. As to Specific Plan boundaries adjacent to residential areas, such walls should be attractively designed, of masonry construction, and limited to six feet in height with a minimum setback of ten feet and required to be fully landscaped. 12

The Secondary Development Standards (at page 5-15) require all ground-level trash, storage, loading, service, maintenance and mechanical and electrical equipment areas in public view to be screened by solid masonry walls or decorative fences. Solid masonry walls should be required along the perimeter of the Hospital Campus adjacent to all residential areas and should be required to fully screen all such ground-level facilities and equipment. In addition, trash, storage, loading service, maintenance and mechanical and electrical equipment areas should be set back a minimum of twenty feet from all residential area boundaries. 13

E. Parking Structures

The Planned Improvements place two multi-story parking structures in Zones 1 and 2 with the Surface Lot in Zone 3. As previously noted, the Draft EIR does not evaluate the impacts of the placement of any other types of development or uses within Zone 3. Provided that the Draft EIR is revised to assess the impacts of a parking structure within Zone 3, the Specific Plan standards should be revised to specify design requirements and setbacks that fully protect adjacent residential uses. 14

In particular, any parking structure along the Specific Plan boundary adjacent to any residential area should be set back a minimum of twenty-five feet. In addition, the parking structure design standards should require a landscaping buffer or other screening. The height of any such parking structure should be limited to twenty feet and use of the roof for parking should be prohibited so that all such adjacent parking structures are fully enclosed.

F. Improvements Other Than Parking

As previously noted, the Specific Plan allows a wide range of Permitted Uses within Zone 3 other than the Surface Lot or a parking structure. The Specific Plan should be revised to prohibit any uses other than parking unless and until a Specific Plan amendment is approved after the completion of environmental review in compliance with CEQA.

Given the remote location of the Sunset Field, its proximity to residential neighborhoods and its prior history as an open space recreational use, it is not suitable for the types of structures, improvements and uses allowed under the Specific Plan. In addition, the extensive size of the Hospital Campus provides ample area for the siting of buildings and structures elsewhere. Moreover, the Planned Improvements contemplated by the Development Plan accommodate a 50 percent increase in the square footage of medical-related improvements within the existing areas devoted to hospital uses in an orderly fashion without an incursion into the residential perimeters, including Zone 3. 15

From a planning perspective, Zones 1 and 2 are the suitable locations for all such uses and improvements. Zone 3 should be limited to parking, provided that it is adequately buffered from residential neighborhoods. Zone 3 in particular is remote from the core medical facilities and does not lend itself to efficient circulation or connection to the remainder of the Hospital Campus.

G. Temporary Uses

The Specific Plan allows a variety of high-intensity temporary uses, including outdoor activities, throughout the Hospital Campus. Such uses have minimal, and in many case no, permitting requirements and involve large groups congregating outdoors from 7 a.m. to 9 p.m. These include events with no population limitations. 16

Such uses are incompatible with adjacent residential areas and should be prohibited in Zone 3 and elsewhere within fifty feet of the Specific Plan boundary. 16 cont.

In closing, it is imperative that the Hospital Expansion Project is conceived and designed so as to protect and buffer the adjacent residential neighborhoods. As noted, the Torrey Pines community is the closest in proximity and is most directly impacted by the proposed substantial expansion of the institutional uses and improvements. Of the utmost importance is identifying effective means to buffer the Torrey Pines and other residences from the intensification and expansion of the around-the-clock hospital and medical activities as well as the accompanying lengthy demolition and construction process. Revising the provisions of the Specific Plan to assure the compatibility of the Hospital Expansion Project with surrounding residential uses is crucial.

TPA Nasch supports the Planned Improvements under the Development Plan provided they are buffered from the nearby residences. The concern is that the Specific Plan authorizes a wide array of uses and improvements beyond the medical uses and Planned Improvements reflected in the Development Plan evaluated in the Draft EIR. 17

Most critically, Zone 3 and the portion of Zone 1 abutting Torrey Pines are not subject to adequate limitations from a planning perspective. Under the Specific Plan, Zone 3, designated as Transitional Flex, could be developed with structures and uses incompatible with the established surrounding residential uses. Instead Zone 3 should be designated for parking and, principally, the Surface Lot, as contemplated by the Development Plan. Again, the ample size and configuration of the Hospital Campus can fully accommodate any other contemplated improvements within Zones 1 and 2.

We appreciate your consideration of TPA Nasch's comments. Should you have any questions or require any further information, please feel free to contact us.

Sincerely,

Elizabeth Watson

cc: Ronald Nasch

Letter 5: Torrey Pines Apartment Homes (Greenberg Glusker)

Comment Letter Dated May 28, 2019

5-1 The comment summarizes the Project characteristics and expresses concern about impacts to the neighboring Torrey Pines Apartment Homes (Torrey Pines). The City acknowledges the Torrey Pines residents and owner have a vested interest in the construction and operational aspects of the proposed hospital expansion project. As an introduction to the responses to this comment letter, the reader should note that the City has proposed a number of changes to the Queen of the Valley Specific Plan, especially to Zone 3 adjacent to the Torrey Pines Apartment Homes, that will provide additional protection for Torrey Pines residents by limiting future activities within Zone 3. These are elaborated below, in Responses 5-2 through 5-16.

Global Comment/Response. It is important to note that the EIR is a programmatic document because there is no specific information available on a number of design parameters, including, but not limited to, trash enclosures and outdoor equipment. The specific location, design, size, appearance, and other characteristics of future improvements will be evaluated when specific development is proposed. At that time, adjacent residents would be notified about the proposed development and their input into the design, appearance, and other project components would be solicited at that time. This response applies to all of the design-specific comments (Responses 5-2 through 5-16)

5-2 The comment expressed concern about the accuracy of the Draft EIR Project Description. The analysis of environmental issues in the Draft EIR (Sections 4.1 through 4.15) assumed that the list of possible ancillary uses outlined in Section 3.6 of the Draft EIR Project Description could be built where allowed under the QVHSP, including Zone 3. Table 3-6, *Permitted Uses*, and Table 3-7, *Conditional Uses*, and Section 3.6.2, *Permitted Temporary Uses and Special Events*, clearly outline the potential extent of uses that could be developed within the QVHSP property, mainly in Zones 2 and 3, since Zone 1 focuses on hospital buildings. However, the setbacks and buffering improvements, outlined in the QVHSP, were also assumed in the Draft EIR analyses. The Draft EIR made it clear that the Project was the Hospital development plan (Phases 1A, 1B, 2, and Long-Range Improvements) in addition to the allowable uses, as long as the total square footage of the Project did not exceed that identified and evaluated in the Draft EIR. It should be noted that a number of changes to the Queen of the Valley Specific Plan, especially to Zone 3 adjacent to the Torrey Pines Apartment Homes, are proposed that will provide additional protection for Torrey Pines residents by limiting future activities within Zone 3. Furthermore, all future developments that increase square footage will require a Precise Plan, per the established procedures of the City's Zoning Code. Finding 'C' required under a Precise Plan will require the approving body to make a finding that, "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" (Section 26-229, paragraph c).

5-3 The comment expresses concern about Zone 3 impacts to Torrey Pines and mitigation in general. As noted in Response 5-2, above, a number of changes to the Queen of the Valley Specific Plan, especially to Zone 3 adjacent to the Torrey Pines Apartment Homes, which will provide additional protection for Torrey Pines residents by limiting future activities within Zone 3. Furthermore, setbacks have been increased for buildings in excess of one story in height.

5-4 The comment expresses concern about Zone 3 impacts to Torrey Pines Apartment Homes and Mitigation Measure LUP-1. First, it should be remembered the EIR is a programmatic document and the specific location, design, size, appearance, and other characteristics of future improvements will be evaluated when specific development is proposed as part of the future Precise Plan application that will be required. In light of this, the language of LUP-1 is general, as it sets overall performance characteristics and limitations for future improvements, as well as specific noticing requirements for the Torey Pines Apartment Homes, as outlined below and as modified by City staff to reflect Municipal Code requirements:

LUP-1 Except for surface parking, any improved uses placed adjacent to the residential uses to the northeast of the QVHSP property, including the former Sunset Field site, shall be located and designed to minimize impacts related to views, lighting, and noise on local residents. Consistent with ~~In addition to~~ the required noticing for precise plans per the Municipal Code, property owners and residents living northeast of the site (i.e., Torrey Pines Apartment Homes) shall be notified of a public hearing ~~at least 30 days prior to the hearing~~ for any buildings in the portions of Specific Plan Zones 1 or 3, adjacent to these residences. This process is consistent with ~~in addition to~~ the Municipal Code's requirement to hold a public hearing for new buildings and to notify owners and residents within 300 feet of the proposed building of the public hearing. This measure shall be implemented to the satisfaction of the City Community Development Director.

5-5 The comment questions the adequacy of the alternatives analyzed in the Draft EIR in light of an "inaccurate" Project Description. The City considers the Project Description and the environmental analyses in Section 4.0 of the Draft EIR to be accurate and correctly reflecting the proposed QVHSP and related improvements within the Project site. It should also be noted that the Draft EIR complies with Section 15126.6 of the State CEQA Guidelines by including a reasonable range of alternatives. In this case, the EIR examined two No Project Alternatives (No Development and Existing General Plan and Zoning") as well as a "Reduced Intensity (50 percent) Alternative and a "Senior Care" Alternative. As explained in DEIR Section 5.5, other potential alternative plans were considered but ultimately rejected such as various mixed uses and alternative sites (e.g., the Hospital does not own property elsewhere in the City and could not relocate). Each of the alternatives has been designed to minimize, to different degrees, the potentially significant impacts associated with the Project; therefore, they achieved the stated purpose, as specified in Section 15126.6(b), of having alternatives "which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives". Therefore, the alternatives analysis does not need to be revised or expanded to address additional information or scenarios.

5-6 The comment focuses on QVHSP Zone 3 of the Specific Plan and buffering of surface parking. Response 5-2 above addresses the issue of future planning for Zone 3, including surface parking and other possible developed uses that would be governed by the setback and buffering requirements of the QVHSP. It should be noted that there are no regulations in the existing Specific Plan pertaining to surface parking lot setbacks to adjacent properties. Furthermore, the existing City of West Covina Municipal Code in Section 26-572, paragraph g only requires a six (6)-foot landscape buffer between non-residential and residential development. The proposed Specific Plan requires a ten (10)-foot landscape buffer between the campus and adjacent residential and open spaces uses.

5-7 The comment addresses QVHSP Zone 3 parking lot setbacks and buffering. As noted in Response 5-1, above, the QVHSP will be modified to add the following items:

- Include tiered setbacks from residential of 15 feet from the first story, 30 feet from the second story, and 45 feet from three or more stories. Parking structures would have a minimum setback of 70 feet from residential uses.
- Include the existing City Code requirement of a block wall separating commercial and residential uses.
- Do not allow walkways in the buffer adjacent to the Torrey Pines Apartment Homes unless required by OSHA or state/federal ADA requirements.

These changes to the Specific Plan and the Draft EIR Project Description are memorialized in Section 4.0, *Clarifications and Revisions to the Draft EIR*, Sub-Section 4.1.2, *Section 3.0, Project Description*.

5-8 The comment addresses the QVHSP Zone 3 parking lot landscape setback. As noted in Response 5-1, above, the QVHSP will be modified to add the following items:

- Include additional design guidelines related to decorative wall requirement along residential development and emphasize that the landscape design adjacent to residential uses will act as a buffer and help protect privacy and incrementally reduce noise.
- Include existing City Code requirements related to parking lot landscaping.

These changes to the Specific Plan and the Draft EIR Project Description are memorialized in Section 4.0, *Clarifications and Revisions to the Draft EIR*, Sub-Section 4.1.2, *Section 3.0, Project Description*.

5-9 The comment asks for more design specificity for lighting. The EIR is a programmatic document, because there is no specific information available at this time on a number of design parameters such as lighting. The specific location, design, size, appearance, and other characteristics of future improvements will be evaluated when specific development is proposed. It should be noted that all future developments would be required to comply with Section 26-570 of the WCMC, requiring that all lighting shall be hooded or directed away from adjoining properties.

5-10 The comment asks for more design specificity for solar panels. The EIR is a programmatic document, because there is no specific information available at this time on a number of design parameters such as solar panels. The specific location, design, size, appearance, and other characteristics of future improvements will be evaluated when specific development is proposed.

5-11 The comment asks for more design specificity for bicycle storage. As noted in Response 5-1, above, the QVHSP will be modified to add the following item:

- Add CalGreen bicycle parking requirement for racks/lockers to be located close to the building they are intended to serve.

This change to the Specific Plan and the Draft EIR Project Description is memorialized in Section 4.0, *Clarifications and Revisions to the Draft EIR*, Sub-Section 4.1.2, *Section 3.0, Project Description*.

5-12 The comment expresses concern about the design of new walls. As noted in Response 5-1, above, the QVHSP will be modified to add the following two items:

- Include the existing City Code regulation of a block wall separating commercial and residential uses.
- Include additional design guidelines related to decorative wall requirement along residential development and emphasize that the landscape design adjacent to residential uses will act as a buffer and help protect privacy and incrementally reduce noise.

These changes to the Specific Plan and the Draft EIR Project Description are memorialized in Section 4.0, *Clarifications and Revisions to the Draft EIR*, Sub-Section 4.1.2, *Section 3.0, Project Description*.

5-13 The comment expresses concern about the design of trash enclosures and outdoor equipment. It is important to note that the EIR is a programmatic document, because there is no specific information available on a number of design parameters such as trash enclosures and outdoor equipment. The specific location, design, size, appearance, and other characteristics of future improvements will be evaluated as part of a Precise Plan when specific development is proposed. At that time, adjacent residents would be notified about the proposed development and their input into the design, appearance, and other project characteristics would be solicited.

5-14 The comment expresses concern about the design of parking structures. As noted in Response 5-1, above, the QVHSP will be modified to add the following items:

- Include tiered setbacks from residential of 15 feet from the first story, 30 feet from the second story, and 45 feet from three or more stories. Parking structures would have a minimum setback of 70 feet from residential uses.

These changes to the Specific Plan and the Draft EIR Project Description are memorialized in Section 4.0, *Clarifications and Revisions to the Draft EIR*, Sub-Section 4.1.2, *Section 3.0, Project Description*. In addition, a parking structure is not a "use" and is not included in a Conditional Use Permit, but it would still require a Precise Plan of Design.

4-15 The comment expresses concern about permitted uses within the QVHSP. As noted in Response 5-1, above, the QVHSP will be modified to add the following item:

- Require a Conditional Use Permit (CUP) for all development in Zone 3, except for: open space, recreation, office, data center, research, and accessory uses, which would be permitted by right.

This change to the Specific Plan and the Draft EIR Project Description is memorialized in Section 4.0, *Clarifications and Revisions to the Draft EIR*, Sub-Section 4.1.2, *Section 3.0, Project Description*.

4-16 The comment expresses concern about temporary uses within the QVHSP. As noted in Response 5-1, above, the QVHSP will be modified to add the following item:

- Require that all non-construction-related outdoor temporary events will be at least 70 feet from residential uses.

This change to the Specific Plan and the Draft EIR Project Description is memorialized in Section 4.0, *Clarifications and Revisions to the Draft EIR*, Sub-Section 4.1.2, *Section 3.0, Project Description*.

4-17 The comment summarizes the concerns regarding potential impacts of the QVHSP on Torrey Pines residents and owner. The commenter's many issues and concerns are addressed in Responses 5-2 through 5-16, above.

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SECTION 4.0 CLARIFICATIONS AND REVISIONS TO THE DRAFT EIR

Some of the revisions included herein are based on input received from the commenters during the public review period, and some are City-identified changes. None of these clarifications and revisions reflect a substantial change to the Project, nor do they result in a new impact or intensification of an impact already identified in the Draft EIR. Additions to the Draft EIR are shown in red underline text and deletions are shown in ~~red strikethrough~~ text.

4.1 CLARIFICATIONS AND REVISIONS TO THE DRAFT EIR

4.1.1 SECTION 3.0, PROJECT DESCRIPTION

GLOBAL: The City has made the following clarifications/modifications to the Queen of the Valley Specific Plan Draft EIR Project Description to address concerns expressed by the Torrey Pines Apartment Homes in a Draft EIR comment letter submitted on May 28, 2019:

- Require a Conditional Use Permit (CUP) for all development in Zone 3, except for: open space, recreation, office, data center, research, and accessory uses, which would be permitted by right.
- Include tiered building setbacks from residential development: 15 feet from the first story, 30 feet for the second story, and 45 feet for three or more stories. Parking structures would have a minimum setback of 70 feet from residential uses.
- Include the existing City Code requirement of a block wall separating commercial and residential uses.
- Include additional design guidelines related to decorative wall requirement along residential development and emphasize that the landscape design adjacent to residential uses will act as a buffer and help protect privacy and incrementally reduce noise.
- Add CalGreen bicycle parking requirement for racks/lockers to be located close to the building they are intended to serve.
- Prohibit walkways in the buffer adjacent to the Torrey Pines Apartment Homes unless required by OSHA or state/federal ADA requirements.
- Require that all non-construction-related outdoor temporary events will be at least 70 feet from residential uses.
- Include existing City Code requirements related to parking lot landscaping.

The County Sanitation Districts of Los Angeles County requested the following clarifications to Sub-Section 3.6.4, Utilities (Section 3.0 Project Description), regarding water and wastewater treatment facilities serving the Project site and surrounding area:

Sanitary Sewer (page 3-18)

The campus is within County Sanitation Districts of Los Angeles County (CSDLAC) District No. 22 and is currently serviced by three existing sewer mainlines~~, which include one 27-inch sewer main line in Sunset Avenue and one 33-inch sewer mainline in Merced Avenue, serving the area surrounding the QVHSP site, and are operated and maintained by the City of West Covina~~. The CSDLAC's 27-inch Joint Outfall H Unit 8M Truck Sewer is located in Sunset Avenue which conveys wastewater from the Project site southwest until reaching Merced Avenue where the truck sewer then curves northwest. Upon reaching Merced Avenue, the diameter of the Joint

Outfall H Unit 8M Truck Sewer increases to 33 inches and the capacity increases to 17.7 million gallons per day (mgd) to serve the surrounding development.

The 27-inch public sewer pipe in Sunset Avenue runs southwest and connects to the 33-inch public sewer pipe in Merced Avenue, which carries sewage to the San Jose Creek East Water Reclamation Plant (WRP). The main hospital building is serviced by two 8-inch sewer lines exiting the hospital on the southeast side and joining at the property line into one 10-inch sewer line before connecting to the existing 27-inch public sewer line in Sunset Avenue. The central plant is serviced by a 6-inch sewer line running in the access road approximately 850 feet before connecting to the existing 33-inch public sewer line in Merced Avenue (refer to Exhibit 4.15-3, *Existing and Proposed Sewer Plan* in Section 4.15, *Utilities and Service Systems)*.

The existing sewer system will remain in place to serve the existing medical office building and hospital buildings. The proposed emergency room, intensive care unit, and medical office building will be served by a new sewer lateral connecting to the existing 8-inch sewer lateral in the southeast half of the site. The proposed central plant will be serviced by the existing 6-inch lateral in the access road. Both laterals may need to be upsized when demand and capacity calculations are performed. The District indicates that altering a direct connection to a trunk sewer requires CSDLAC approval (Engineering Department).

4.1.2 SECTION 4.9, LAND USE AND PLANNING

4.9.5 Environmental Impacts (page 4.9-9)

The following modifications were made to make Mitigation Measure LUP-1 completely consistent with the City Municipal Code noticing requirements:

Mitigation Measures

LUP-1 Except for surface parking, any improved uses placed adjacent to the residential uses to the northeast of the QVHSP property, including the former Sunset Field site, shall be located and designed to minimize impacts related to views, lighting, and noise on local residents. Consistent with ~~In addition to~~ the required noticing for precise plans per the Municipal Code, property owners and residents living northeast of the site (i.e., Torrey Pines Apartment Homes) shall be notified of a public hearing ~~at least 30 days prior to the hearing~~ for any buildings in the portions of Specific Plan Zones 1 or 3, adjacent to these residences. This process is consistent with ~~in addition to~~ the Municipal Code's requirement to hold a public hearing for new buildings and to notify owners and residents within 300 feet of the proposed building of the public hearing. This measure shall be implemented to the satisfaction of the City Community Development Director.

4.1.3 SECTION 4.15, UTILITIES AND SERVICE SYSTEMS

The County Sanitation Districts of Los Angeles County requested the following clarifications to the description of water and wastewater treatment facilities serving the Project site and the surrounding area:

4.15.2 Existing Setting (page 4.15-10)

Wastewater and Wastewater Treatment

(3rd Paragraph) The Project site's wastewater is treated and disposed of at the LACSD's San Jose Creek Water Reclamation Plant (SJCWRP) (LACSD 2018b), located at 1965 Workman Mill Road in unincorporated Los Angeles County, the SJCWRP occupies approximately 39 acres north of the Pomona Freeway (SR 60) on both sides of the San Gabriel River Freeway (SR 605), located adjacent to the City of Industry. The SJCWRP has a maximum permitted capacity of 100 million gallons of wastewater per day (MGD), serving a large residential population of approximately one million people. Currently, the SJCWRP treats an average flow of ~~63.8~~58.5 MGD (LACSD 2018). All biosolids and wastewater flows that exceed the capacity of the San Jose Creek WRP are diverted to and treated at the Joint Water Pollution Control Plant in the City of Carson (LACSD 2018b).

4.15.2 Existing Setting (page 4.15-12)

Sewer

The hospital campus is within County Sanitation Districts of Los Angeles County (CSDLAC) District No. 22 and is currently serviced by three existing sewer mainlines~~, which include one 27-inch sewer main line in Sunset Avenue and one 33-inch sewer mainline in Merced Avenue, serving the area surrounding the QVHSP site, and are operated and maintained by the City of West Covina~~. The CSDLAC's 27-inch Joint Outfall H Unit 8M Truck Sewer is located in Sunset Avenue, which conveys wastewater from the Project site southwest until reaching Merced Avenue where the truck sewer then curves northwest. Upon reaching Merced Avenue, the diameter of the Joint Outfall H Unit 8M Truck Sewer increases to 33 inches and the capacity increases to 17.7 million gallons per day (mgd) to serve the surrounding development.

The 27-inch public sewer pipe in Sunset Avenue runs southwest and connects to the 33-inch public sewer pipe in Merced Avenue, which eventually carries the sewage to the San Jose Creek East Water Reclamation Plant (WRP) adjacent to the City of Whittier. The campus is currently serviced by three existing sewer mainlines. The main hospital building is serviced by two 8-inch sewer lines exiting the hospital on the southeastern side and joining at the property line into one 10-inch sewer line before connecting to the existing 27-inch public sewer line in Sunset Avenue. The central plant is serviced by a 6-inch sewer line running in the access road for approximately 850 feet before connecting to the existing 33-inch public sewer line in Merced Avenue.

4.15.4 Environmental Impacts (page 4.15-13)

Impact Analysis (Threshold 15.1)

(1st paragraph) Development facilitated by the proposed Project would increase demand for wastewater treatment services, as Project implementation would add 200 new beds and 490,000 square feet of building space at the Project buildout. The Hospital will need to contact the CSDLAC Industrial Waste Section to determine the actual expected increase in average

wastewater flow from the Project. The demand for wastewater treatment services would incrementally increase with completion of each of the four phases of the Project.

4.1.4 SECTION 4.13, TRANSPORTATION/TRAFFIC

The following text on freeway queuing impacts was added to the traffic impact analysis in the DEIR as a result of comments by Caltrans (Letter 2):

4.13.5 Environmental Impacts (page 4.13-16)

Caltrans Study Segments

In addition to the study intersections, the seven Caltrans study segments were evaluated for existing conditions. As shown in Table 4.13-7, all segments are shown to operate at LOS D or better. Therefore, impacts are less than significant, and no mitigation is required.

TABLE 4.1-1
EXISTING PLUS PROJECT IMPACTS (2018) – CALTRANS SEGMENTS

I-10 Freeway Caltrans Segment	Peak Hour Volumes (passenger cars/ hour/lane)		Level of Service (LOS)	
	Existing	Existing Plus Project	Existing	Existing Plus Project
Between I-605 & Bess Ave/Frazier St	1,236	1,243	C	C
Between Bess Ave/Frazier St & Baldwin Park Blvd	1,210	1,233	C	C
Between Baldwin Park Blvd & Francisquito Ave	1,165	1,193	B	C
Between Francisquito Ave & Puente Ave	1,575	1,616	C	C
Between Puente Ave & Pacific Ave/W. Covina Pkwy	1,602	1,636	C	C
I-10 between Pacific Ave/W. Covina Pkwy & Vincent Ave	1,722	1,745	D	D
Between Vincent Ave & Azusa Ave	1,862	1,875	D	D
Source: Table 6, *Traffic Impact Study*, Psomas 2018.				

Freeway Queuing Impacts

In their Draft EIR comment letter, Caltrans suggested a queuing analysis to assure that Project traffic does not cause freeway congestion near 3 of the I-10 ramps. A queue analysis for all conditions at the three Caltrans ramp intersections has been provided in an addendum memorandum to the traffic study (Final EIR Appendix B). As discussed in the new section, the off-ramp queues with and without the Project at intersections 7 (I-10 EB Ramps/Dalewood Street) and 15 (West Covina Parkway/I-10 EB Ramps) are expected to be served with the existing storage lengths, and no traffic interaction with the mainline is expected. However, based on the Synchro results, it is expected that the off-ramp queue at intersection 14 (West Covina Parkway/I-10 WB Ramps) may create traffic conflicts with or without the Project, and potentially even under existing conditions. Because the intersection is already assumed to have a significant and unavoidable impact, no additional mitigation measures are needed or recommended to address the potential queuing conflict, and any impacts continue to be considered significant and unavoidable. It is recommended that Caltrans continue to monitor the intersection and off-ramp and provide improvements as feasible should the queues create significant conflicts with the mainline traffic.

Scenario 2: Completion of Phase 1 (2022)

Local Intersections

The next analysis scenario is for conditions after the completion of Phase 1 improvements by approximately 2022. Table 4.13-8 indicates there would be significant traffic impacts at four intersections after completion of Phase 1. As mentioned under Scenario 1 above, the highest lane delay, which occurs on the Toluca Avenue southwest shared through-left lane, is for the Cameron Avenue/Toluca Avenue intersection, as shown in Table 4.13-8. Although the highest lane delay represents a LOS F, a traffic signal is not recommended since the low left-turn volumes from Toluca Avenue would not warrant a traffic signal. Left turning vehicles from Toluca Avenue could also take alternative routes to avoid delays at the intersection during the peak hours.

4.2 REVISIONS TO THE EXHIBITS

Based on the comments and response to comments, no changes to any of the Draft EIR exhibits are required.

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Queen of the Valley Specific Plan

2 Documents in Project

Summary

SCH Number	2018101068
Lead Agency	West Covina, City of *(City of West Covina)*
Document Title	Queen of the Valley Specific Plan
Document Type	EIR - Draft EIR
Received	4/11/2019
Document Description	The proposed Queen of the Valley Specific Plan (QVHSP) would govern the future development of the entire 28.8-acre hospital campus. In addition to the QVHSP, the EIR will also examine "reasonable worst case" assumptions about the ultimate hospital development to assure the EIR examines all of the potential environmental impacts that could occur as the hospital expands in the future. The QVH currently occupies 1.09 million square feet of buildings and it anticipated to expand up to approximately 1.58 million square feet (plus 4900,000 square feet) in approximately five (5) phases over at least the next 10 years (2019 - 2028+).
Contact Information	Jeff Anderson City of West Covina 1444 West Garvey Avenue South West Covina, CA 91790 626-939-8400

Location

Coordinates	34°3'50"N 117°56'43"W
Cities	West Covina
Counties	Los Angeles
Cross Streets	1135 S. Sunset Avenue (Sunset and Merced Avenues)
Zip	91790
Total Acres	28.8
Parcel #	8468-016-910 et al (5 parcels)
State Highways	I-10
Schools	Edgewood MS, HS
Waterways	Walnut Creek FC Channel
Township	1S
Range	10W
Section	20
Base	SBBM

Notice of Completion

Review Period Start 4/11/2019

Review Period End 5/28/2019

Development Type Recreational (former Sunset Field (2.8 ac)) | Other (Hospital 1. 1 M SF to 1.6M SF)

Local Action Rezone | Specific Plan | General Plan Amendment

Project Issues Cumulative Effects | Landuse | Growth Inducing | Wetland/Riparian | Water Supply | Water Quality | Vegetation | Tribal Cultural Resources | Traffic/Circulation | Solid Waste | Soil Erosion/Compaction/Grading | Sewer Capacity | Septic System | Schools/Universities | Recreation/Parks | Public Services | Population/Housing Balance | Noise | Minerals | Geologic/Seismic | Forest Land/Fire Hazard | Flood Plain/Flooding | Drainage/Absorption | Biological Resources | Archaeologic-Historic | Air Quality | Agricultural Land | Aesthetic/Visual

Reviewing Agencies Caltrans, District 7 | Air Resources Board, Transportation Projects | Cal Fire | California Department of Parks and Recreation | California Highway Patrol | Department of Conservation | Department of Fish and Wildlife, Region 5 | Department of Water Resources | Native American Heritage Commission | Regional Water Quality Control Board, Region 4 | Resources Agency | San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy | State Water Resources Control Board, Division of Water Quality | State Water Resources Control Board, Division of Water Rights | Statewide Health Planning

Attachments

Environmental Document

- Appendix H - Traffic and Parking Studies PDF 28752 K
- Appendix G - Noise and Vibration PDF 3644 K
- Appendix F - Hazardous Materials PDF 630 K
- Appendix E - Cultural Resources PDF 16280 K
- Appendix D - Biological Resources PDF 127 K
- Appendix C - Air Quality and GHG Emissions PDF 1846 K
- Appendix B - NOP, Scoping Materials, and NOP Comments PDF 10343 K
- Appendix A - Project Information PDF 12830 K
- Queen of the Valley Hospital SP_DPEIR - April 2019 PDF 28270 K
- Summary Form PDF 428 K

NOC

- NOC PDF 809 K

State Comments

- 2018101068 caltrans PDF 976 K

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MEMORANDUM

To: Jeff Anderson

From: Darlene Danehy, T.E., PTOE, RSP

Date: June 5, 2019

Subject: Addendum to the Traffic Impact Study for the Queen of the Valley Hospital Specific Plan Environmental Impact Report
Queue Analysis

Introduction

Per Caltrans' request, the 95th percentile queues were evaluated for each of the three off-ramp intersections included in this study. Because the concern is the potential conflict of queues with the mainline traffic, the only queues discussed in this memorandum are related to the off-ramp volumes at the following intersections:

7. I-10 EB Ramps and Dalewood Street
14. West Covina Parkway and I-10 WB Ramps
15. West Covina Parkway and I-10 EB Ramps

The queues discussed in this memorandum were taken from *Synchro*, and the queue reports are included as an attachment. Where applicable, the queues shown for conditions with mitigation are based on the mitigation measures discussed in the *Traffic Impact Study (TIS), Queen of the Valley Hospital Specific Plan Environmental Impact Report* (Psomas, June 2019).

Queue Analysis

Existing + Project

Table 1 shows the 95th percentile queues at the Caltrans intersections in the AM and PM peak hours for Existing conditions, Existing Plus Project Buildout conditions, and Existing Plus Project Buildout with Mitigation conditions. As seen in the table, the off-ramp queues at the I-10 EB Ramps/Dalewood Street and West Covina Parkway/I-10 EB Ramps intersections are expected to be well contained within the existing storage lengths.

At the West Covina Parkway/I-10 WB Ramps intersection, the shared left turn-through lane is expected to have queues which could not be accurately measured by *Synchro*. The queue lengths shown (per *Synchro*) are therefore the maximum queues after two signal cycles. Note that this is the case for conditions with and without the project, and that the maximum queues after two cycles with the mitigation measures in place are slightly shorter than without mitigation.

Table 1. Existing + Project Buildout 95th Percentile Queues (Feet)

Scenario		Existing		Existing + Project Buildout		Existing + Project Buildout w/Mitigation		Storage
Peak Hour		AM	PM	AM	PM	AM	PM	
I-10 EB Ramps at Dalewood St	LT	76	64	114	83	N/A	N/A	**940**
	RT	26	25	24	25	N/A	N/A	**200**
I-10 WB Ramps at West Covina Pkwy	LT-TH	150*	273*	151*	272*	139*	271*	**1,100**
	RT	11	57	3	63	3	63	**240**
I-10 EB Ramps at West Covina Pkwy	LT	60	52	64	52	N/A	N/A	**720**
	TH	30	49	31	49	N/A	N/A	**2,300**
	RT	32	36	33	36	N/A	N/A	**180**

* 95th percentile volume exceeds capacity, actual queue may be longer - queue shown is maximum after two cycles

Existing + Interim Year 2022 + Project Phases 1A and 1B
The queue lengths for interim year 2022 with and without the project (Phases 1A and 1B) were taken from *Synchro* and are shown in Table 2. As with existing conditions, the off-ramp queues at the I-10 EB Ramps/Dalewood Street and West Covina Parkway/I-10 EB Ramps intersections are expected to be well contained within the existing storage lengths.

At the West Covina Parkway/I-10 WB Ramps intersection, the shared left turn-through lane is again expected to have queues which could not be accurately measured by *Synchro*. However, note that the listed queues (the maximum after two signal cycles) do not change with the project. Further, recall that the *TIS* did find that mitigation was needed in the interim year 2022 for the West Covina Parkway/I-10 WB Ramps intersection.

Existing + Interim Year 2026 + Project Phases 1A, 1B, and 2
The queue lengths for interim year 2026 with and without the project (Phases 1A, 1B, and 2) were taken from *Synchro* and are shown in Table 3. Again, the off-ramp queues at the I-10 EB Ramps/Dalewood Street and West Covina Parkway/I-10 EB Ramps intersections are expected to be well contained within the existing storage lengths.

At the West Covina Parkway/I-10 WB Ramps intersection, the shared left turn-through lane is again expected to have queues which could not be accurately measured by *Synchro*. This is the case with and without the project, and as with existing conditions, the maximum queues after two cycles with the mitigation measures in place are slightly shorter than without mitigation.

Table 2. Existing + Interim Year 2022 + Project Phases 1A and 1B 95th Percentile Queues (Feet)

Scenario		Existing + Interim Year 2022		Existing + Interim Year 2022 + Project Phases 1A, 1B		Storage (feet)
Peak Hour		AM	PM	AM	PM	
I-10 EB Ramps at Dalewood St	LT	79	68	90	70	**940**
	RT	26	27	26	27	**200**
I-10 WB Ramps at West Covina Pkwy	LT-TH	165*	296*	165*	296*	**1,100**
	RT	11	59	9	59	**240**
I-10 EB Ramps at West Covina Pkwy	LT	62	54	65	54	**720**
	TH	32	51	32	51	**2,300**
	RT	33	37	33	37	**180**

* 95th percentile volume exceeds capacity, actual queue may be longer - queue shown is maximum after two cycles

Table 3. Existing + Interim Year 2026 + Project Phases 1A, 1B, and 2 95th Percentile Queues (Feet)

Scenario		Existing + Interim Year 2026		Existing + Interim Year 2026 + Project Phases 1A, 1B, 2		Existing + Interim Year 2026 + Project Phases 1A, 1B, 2		Storage (feet)
Peak Hour		AM	PM	AM	PM	AM	PM	
I-10 EB Ramps at Dalewood St	LT	83	71	96	74	N/A	N/A	**940**
	RT	27	30	26	29	N/A	N/A	**200**
I-10 WB Ramps at West Covina Pkwy	LT-TH	182*	321*	182*	321*	167*	317*	**1,100**
	RT	10	62	7	66	18	66	**240**
I-10 EB Ramps at West Covina Pkwy	LT	70	57	70	57	N/A	N/A	**720**
	TH	34	53	34	53	N/A	N/A	**2,300**
	RT	35	38	35	38	N/A	N/A	**180**

* 95th percentile volume exceeds capacity, actual queue may be longer - queue shown is maximum after two cycles

General Plan Buildout + Project Buildout (2035)
The queue lengths for the buildout year with and without the full project were taken from *Synchro* and are shown in Table 4. As shown, the off-ramp queues at the I-10 EB Ramps/Dalewood Street and West Covina Parkway/I-10 EB Ramps intersections are expected to be well contained within the existing storage lengths through 2035 with or without the project.

At the West Covina Parkway/I-10 WB Ramps intersection, the shared left turn-through lane is again expected to have queues which could not be accurately measured by *Synchro*. This is the case with and without the project, and as with existing conditions, the maximum queues after two cycles with the mitigation measures in place are slightly shorter than without mitigation.

Table 4. General Plan Buildout + Project Buildout 95th Percentile Queues (Feet)

Scenario		General Plan Buildout		General Plan Buildout + Project Buildout		General Plan Buildout + Project Buildout w/Mitigation		Storage (feet)
Peak Hour		AM	PM	AM	PM	AM	PM	
I-10 EB Ramps at Dalewood St	LT	93	79	119	86	N/A	N/A	**940**
	RT	27	32	26	32	N/A	N/A	**200**
I-10 WB Ramps at West Covina Pkwy	LT-TH	225*	385*	225*	385*	204*	377*	**1,100**
	RT	8	107	2	124	92	246	**240**
I-10 EB Ramps at West Covina Pkwy	LT	85	63	88	63	N/A	N/A	**720**
	TH	40	59	41	59	N/A	N/A	**2,300**
	RT	38	39	38	39	N/A	N/A	**180**

* 95th percentile volume exceeds capacity, actual queue may be longer - queue shown is maximum after two cycles

Conclusion

Based on the *Synchro* evaluation, it is expected that the off-ramp queue at the intersection of West Covina Parkway and the I-10 WB Ramps may create traffic conflicts with or without the project, and potentially even under existing conditions. Because the intersection is already assumed to incur a significant and unavoidable impact (see the *TIS*), no additional mitigation measures are provided to address the potential queuing conflict, and any impacts continue to be considered significant and unavoidable. However, it is recommended that Caltrans continue to monitor the intersection and off-ramp and provide improvements as feasible should the queues create significant conflicts with the mainline traffic.

Attachment A – Synchro Reports

Jeff Anderson
June 5, 2019

Attachment
Synchro Reports

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	259	117	632	225	312	318
v/c Ratio	0.51	0.35	0.82	0.09	0.73	0.52
Control Delay	33.0	9.4	29.9	3.2	38.0	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	9.4	29.9	3.2	38.0	6.7
Queue Length 50th (ft)	58	0	252	12	132	0
Queue Length 95th (ft)	76	26	#358	21	#242	59
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1203	630	790	2699	473	639
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.19	0.80	0.08	0.66	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NET	NER	SWT
Lane Group Flow (vph)	14	578	577	407	221	120	184	274	435
v/c Ratio	0.15	0.58	0.97	0.90	0.11	0.13	0.99	0.40	0.82
Control Delay	44.9	30.5	52.2	57.1	9.8	2.7	97.3	5.0	42.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	30.5	52.2	57.1	9.8	2.7	97.3	5.0	42.7
Queue Length 50th (ft)	8	150	225	222	27	0	102	0	223
Queue Length 95th (ft)	27	205	#449	#387	55	27	#150	11	#377
Internal Link Dist (ft)		560			744		399		323
Turn Bay Length (ft)	102		56	255					
Base Capacity (vph)	91	995	596	477	2010	951	197	702	560
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.58	0.97	0.85	0.11	0.13	0.93	0.39	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
15: I-10 EB Ramps/Garvey Ave & West Covina Pkwy

06/04/2019

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	28	370	523	209	596	101	42	164	19	8	85
v/c Ratio	0.12	0.36	0.63	0.33	0.31	0.34	0.11	0.36	0.07	0.02	0.20
Control Delay	23.2	14.0	5.5	19.3	7.2	20.1	16.5	6.2	16.5	15.9	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	14.0	5.5	19.3	7.2	20.1	16.5	6.2	16.5	15.9	3.0
Queue Length 50th (ft)	6	36	0	23	30	21	8	0	4	2	0
Queue Length 95th (ft)	29	76	49	60	106	60	30	32	18	10	13
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	225	2659	1319	833	2985	1085	1443	1263	1053	1443	1254
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.14	0.40	0.25	0.20	0.09	0.03	0.13	0.02	0.01	0.07

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	182	65	608	508	198	113
v/c Ratio	0.37	0.23	0.77	0.20	0.55	0.28
Control Delay	29.3	9.1	23.8	3.3	30.9	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.3	9.1	23.8	3.3	30.9	7.7
Queue Length 50th (ft)	35	0	186	26	73	0
Queue Length 95th (ft)	64	25	#388	45	142	38
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1414	695	958	3051	526	528
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.09	0.63	0.17	0.38	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NET	NER	SWT
Lane Group Flow (vph)	48	832	325	392	377	153	245	409	432
v/c Ratio	0.42	0.91	0.64	0.93	0.22	0.18	0.95	0.50	0.77
Control Delay	52.7	47.6	24.5	65.3	15.4	3.5	74.0	4.5	35.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	47.6	24.5	65.3	15.4	3.5	74.0	4.5	35.1
Queue Length 50th (ft)	27	244	99	222	71	0	128	0	205
Queue Length 95th (ft)	63	#362	194	#402	103	35	#273	57	314
Internal Link Dist (ft)		560			744		399		323
Turn Bay Length (ft)	102		56	255					
Base Capacity (vph)	113	923	507	420	1704	841	289	864	628
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.90	0.64	0.93	0.22	0.18	0.85	0.47	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	158	670	485	251	769	66	63	160	31	42	263
v/c Ratio	0.44	0.50	0.54	0.39	0.52	0.29	0.20	0.40	0.14	0.14	0.55
Control Delay	24.6	14.1	4.0	22.7	14.7	25.1	22.8	8.2	22.8	22.1	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.6	14.1	4.0	22.7	14.7	25.1	22.8	8.2	22.8	22.1	8.5
Queue Length 50th (ft)	41	75	0	33	92	17	16	0	8	11	0
Queue Length 95th (ft)	110	144	50	76	168	52	49	36	30	37	45
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	551	1982	1099	1070	1943	916	1255	1119	899	1255	1152
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.34	0.44	0.23	0.40	0.07	0.05	0.14	0.03	0.03	0.23

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	413	117	632	246	319	318
v/c Ratio	0.64	0.30	0.86	0.10	0.77	0.53
Control Delay	34.0	7.8	36.2	4.4	43.7	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	7.8	36.2	4.4	43.7	7.1
Queue Length 50th (ft)	98	0	277	16	146	0
Queue Length 95th (ft)	114	24	#437	31	#281	61
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1133	601	744	2543	446	620
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.19	0.85	0.10	0.72	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NET	NER	SWT
Lane Group Flow (vph)	14	578	577	480	225	120	184	444	435
v/c Ratio	0.16	0.59	1.00	1.02	0.11	0.13	1.01	0.56	0.83
Control Delay	45.1	31.0	61.7	82.2	9.8	2.7	104.3	5.5	43.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	31.0	61.7	82.2	9.8	2.7	104.3	5.5	43.7
Queue Length 50th (ft)	8	150	~244	~298	27	0	103	0	223
Queue Length 95th (ft)	27	205	#466	#485	56	27	#151	3	#377
Internal Link Dist (ft)		560			744		399		323
Turn Bay Length (ft)	102		56	255					
Base Capacity (vph)	89	978	576	469	2026	957	191	810	551
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.59	1.00	1.02	0.11	0.13	0.96	0.55	0.79

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	28	503	523	254	678	101	42	164	19	8	85
v/c Ratio	0.13	0.44	0.60	0.40	0.33	0.36	0.11	0.37	0.07	0.02	0.20
Control Delay	25.5	14.6	5.0	21.4	7.1	22.2	18.2	6.6	18.2	17.6	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	14.6	5.0	21.4	7.1	22.2	18.2	6.6	18.2	17.6	3.2
Queue Length 50th (ft)	7	54	0	31	36	24	10	0	4	2	0
Queue Length 95th (ft)	31	103	47	76	124	64	31	33	19	11	13
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	208	2464	1261	772	2800	1005	1337	1182	976	1337	1172
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.20	0.41	0.33	0.24	0.10	0.03	0.14	0.02	0.01	0.07

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	246	65	608	517	219	113
v/c Ratio	0.46	0.21	0.79	0.21	0.60	0.28
Control Delay	30.0	8.5	26.0	3.7	33.1	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	8.5	26.0	3.7	33.1	7.8
Queue Length 50th (ft)	50	0	203	30	86	0
Queue Length 95th (ft)	83	25	#428	52	161	39
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1356	669	918	2950	505	511
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.10	0.66	0.18	0.43	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NET	NER	SWT
Lane Group Flow (vph)	48	832	325	639	391	153	245	465	432
v/c Ratio	0.43	0.91	0.65	1.53	0.23	0.18	0.94	0.55	0.76
Control Delay	52.8	47.8	24.5	276.1	15.5	3.5	72.2	4.9	34.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.8	47.8	24.5	276.1	15.5	3.5	72.2	4.9	34.7
Queue Length 50th (ft)	27	244	99	~523	74	0	128	3	205
Queue Length 95th (ft)	63	#362	194	#730	107	35	#272	63	313
Internal Link Dist (ft)		560			744		399		323
Turn Bay Length (ft)	102		56	255					
Base Capacity (vph)	112	919	506	419	1699	839	289	893	627
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.91	0.64	1.53	0.23	0.18	0.85	0.52	0.69

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	158	726	485	405	1054	66	63	160	31	42	263
v/c Ratio	0.50	0.49	0.51	0.58	0.68	0.33	0.23	0.43	0.16	0.15	0.58
Control Delay	28.7	14.8	3.8	25.7	16.8	28.7	25.7	8.9	25.3	24.6	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	14.8	3.8	25.7	16.8	28.7	25.7	8.9	25.3	24.6	9.4
Queue Length 50th (ft)	52	94	0	69	146	22	21	0	10	14	0
Queue Length 95th (ft)	111	172	54	113	249	52	49	36	30	37	45
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	469	1665	1001	910	1658	779	1067	975	764	1067	1019
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.44	0.48	0.45	0.64	0.08	0.06	0.16	0.04	0.04	0.26

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	413	117	632	246	319	318
v/c Ratio	0.64	0.30	0.86	0.10	0.77	0.53
Control Delay	34.0	7.8	36.2	4.4	43.7	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	7.8	36.2	4.4	43.7	7.1
Queue Length 50th (ft)	98	0	277	16	146	0
Queue Length 95th (ft)	114	24	#437	31	#281	61
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1133	601	744	2543	446	620
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.19	0.85	0.10	0.72	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NET	NER	SWT
Lane Group Flow (vph)	14	578	577	480	345	184	444	435
v/c Ratio	0.14	0.54	0.94	0.69	0.18	0.87	0.54	0.77
Control Delay	42.6	27.1	46.3	36.0	7.1	66.0	5.1	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.6	27.1	46.3	36.0	7.1	66.0	5.1	36.0
Queue Length 50th (ft)	7	133	209	121	27	87	0	196
Queue Length 95th (ft)	27	200	#455	170	61	#139	3	#365
Internal Link Dist (ft)		560			744	399		323
Turn Bay Length (ft)	102		56	255				
Base Capacity (vph)	98	1069	612	995	1907	226	844	602
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.54	0.94	0.48	0.18	0.81	0.53	0.72

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	28	503	523	254	678	101	42	164	19	8	85
v/c Ratio	0.13	0.44	0.60	0.40	0.33	0.36	0.11	0.37	0.07	0.02	0.20
Control Delay	25.5	14.6	5.0	21.4	7.1	22.2	18.2	6.6	18.2	17.6	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	14.6	5.0	21.4	7.1	22.2	18.2	6.6	18.2	17.6	3.2
Queue Length 50th (ft)	7	54	0	31	36	24	10	0	4	2	0
Queue Length 95th (ft)	31	103	47	76	124	64	31	33	19	11	13
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	208	2464	1261	772	2800	1005	1337	1182	976	1337	1172
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.20	0.41	0.33	0.24	0.10	0.03	0.14	0.02	0.01	0.07

Intersection Summary

Queues
7: Dalewood St & I-10 EB Ramps

06/04/2019

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	246	65	608	517	219	113
v/c Ratio	0.46	0.21	0.79	0.21	0.60	0.28
Control Delay	30.0	8.5	26.0	3.7	33.1	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	8.5	26.0	3.7	33.1	7.8
Queue Length 50th (ft)	50	0	203	30	86	0
Queue Length 95th (ft)	83	25	#428	52	161	39
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1356	669	918	2950	505	511
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.10	0.66	0.18	0.43	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NET	NER	SWT
Lane Group Flow (vph)	48	832	325	639	544	245	465	432
v/c Ratio	0.42	0.90	0.64	0.83	0.33	0.92	0.54	0.75
Control Delay	51.9	45.5	24.1	43.0	14.0	67.5	4.9	33.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	45.5	24.1	43.0	14.0	67.5	4.9	33.2
Queue Length 50th (ft)	27	244	99	178	92	127	3	205
Queue Length 95th (ft)	63	#362	194	#259	133	#271	63	311
Internal Link Dist (ft)		560			744	399		323
Turn Bay Length (ft)	102		56	255				
Base Capacity (vph)	115	945	516	835	1646	300	905	652
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.88	0.63	0.77	0.33	0.82	0.51	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	158	726	485	405	1054	66	63	160	31	42	263
v/c Ratio	0.50	0.49	0.51	0.58	0.68	0.33	0.23	0.43	0.16	0.15	0.58
Control Delay	28.7	14.8	3.8	25.7	16.8	28.7	25.7	8.9	25.3	24.6	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	14.8	3.8	25.7	16.8	28.7	25.7	8.9	25.3	24.6	9.4
Queue Length 50th (ft)	52	94	0	69	146	22	21	0	10	14	0
Queue Length 95th (ft)	111	172	54	113	249	52	49	36	30	37	45
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	469	1665	1001	910	1658	779	1067	975	764	1067	1019
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.44	0.48	0.45	0.64	0.08	0.06	0.16	0.04	0.04	0.26

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	273	124	668	237	330	336
v/c Ratio	0.53	0.36	0.87	0.09	0.76	0.54
Control Delay	33.5	9.2	34.3	3.3	40.2	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	9.2	34.3	3.3	40.2	7.3
Queue Length 50th (ft)	61	0	277	13	143	4
Queue Length 95th (ft)	79	26	#427	23	#266	65
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1174	623	772	2636	462	638
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.20	0.87	0.09	0.71	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NET	NER	SWT
Lane Group Flow (vph)	15	611	610	431	234	127	195	290	460
v/c Ratio	0.17	0.63	1.07	0.94	0.12	0.13	1.04	0.41	0.85
Control Delay	45.5	32.2	81.6	64.5	10.0	2.6	111.7	4.9	44.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	32.2	81.6	64.5	10.0	2.6	111.7	4.9	44.9
Queue Length 50th (ft)	8	160	~304	240	28	0	~122	0	241
Queue Length 95th (ft)	28	217	#511	#419	58	28	#165	11	#413
Internal Link Dist (ft)		560			744		399		323
Turn Bay Length (ft)	102		56	255					
Base Capacity (vph)	88	967	570	464	1988	944	187	701	543
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.63	1.07	0.93	0.12	0.13	1.04	0.41	0.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
15: I-10 EB Ramps/Garvey Ave & West Covina Pkwy

06/04/2019

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	29	391	553	220	630	107	44	174	20	8	90
v/c Ratio	0.13	0.37	0.64	0.35	0.32	0.36	0.11	0.37	0.07	0.02	0.21
Control Delay	24.4	14.2	5.6	20.2	7.3	21.0	17.1	6.3	17.1	16.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.4	14.2	5.6	20.2	7.3	21.0	17.1	6.3	17.1	16.6	3.5
Queue Length 50th (ft)	7	40	0	24	33	23	9	0	4	2	0
Queue Length 95th (ft)	31	81	49	65	115	65	32	33	19	11	15
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	219	2595	1308	813	2920	1059	1408	1239	1025	1408	1227
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.15	0.42	0.27	0.22	0.10	0.03	0.14	0.02	0.01	0.07

Intersection Summary

Queues
7: Dalewood St & I-10 EB Ramps

06/04/2019

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	193	68	642	537	210	119
v/c Ratio	0.41	0.24	0.77	0.21	0.59	0.30
Control Delay	30.5	9.6	24.3	3.3	33.2	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	9.6	24.3	3.3	33.2	7.6
Queue Length 50th (ft)	39	0	208	28	83	0
Queue Length 95th (ft)	68	27	#451	49	152	39
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1318	652	892	2943	491	504
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.10	0.72	0.18	0.43	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NET	NER	SWT
Lane Group Flow (vph)	52	879	344	415	399	161	260	433	457
v/c Ratio	0.47	0.98	0.69	1.01	0.24	0.19	0.98	0.51	0.80
Control Delay	55.6	59.9	27.2	84.5	15.9	3.5	80.6	4.4	37.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	59.9	27.2	84.5	15.9	3.5	80.6	4.4	37.3
Queue Length 50th (ft)	29	263	111	~255	76	0	141	0	224
Queue Length 95th (ft)	#72	#393	211	#433	109	36	#296	59	#370
Internal Link Dist (ft)		560			744		399		323
Turn Bay Length (ft)	102		56	255					
Base Capacity (vph)	110	898	497	409	1660	828	277	867	596
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.98	0.69	1.01	0.24	0.19	0.94	0.50	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
15: I-10 EB Ramps/Garvey Ave & West Covina Pkwy

06/04/2019

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	168	708	514	265	813	70	66	170	32	44	279
v/c Ratio	0.47	0.52	0.56	0.42	0.54	0.31	0.21	0.42	0.14	0.14	0.56
Control Delay	25.8	14.6	4.1	23.5	15.2	25.9	23.4	8.2	23.4	22.7	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	14.6	4.1	23.5	15.2	25.9	23.4	8.2	23.4	22.7	8.5
Queue Length 50th (ft)	46	83	0	37	102	20	18	0	9	12	0
Queue Length 95th (ft)	117	156	51	80	181	54	51	37	31	38	46
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	534	1922	1094	1037	1883	885	1216	1092	868	1216	1130
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.37	0.47	0.26	0.43	0.08	0.05	0.16	0.04	0.04	0.25

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	315	124	668	243	331	336
v/c Ratio	0.57	0.34	0.88	0.10	0.77	0.55
Control Delay	33.6	8.6	36.6	3.6	41.9	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	8.6	36.6	3.6	41.9	7.5
Queue Length 50th (ft)	72	0	285	14	146	4
Queue Length 95th (ft)	90	26	#447	26	#279	67
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1156	615	759	2594	455	632
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.20	0.88	0.09	0.73	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NET	NER	SWT
Lane Group Flow (vph)	15	611	610	443	234	127	195	335	460
v/c Ratio	0.17	0.63	1.08	0.96	0.12	0.13	1.05	0.46	0.85
Control Delay	45.5	32.3	83.9	67.5	10.0	2.6	114.8	5.0	45.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	32.3	83.9	67.5	10.0	2.6	114.8	5.0	45.4
Queue Length 50th (ft)	8	160	~306	248	28	0	~122	0	241
Queue Length 95th (ft)	28	217	#514	#436	58	28	#165	9	#413
Internal Link Dist (ft)		560			744		399		323
Turn Bay Length (ft)	102		56	255					
Base Capacity (vph)	88	963	567	462	1993	947	185	730	541
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.63	1.08	0.96	0.12	0.13	1.05	0.46	0.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	29	426	553	228	643	107	44	174	20	8	90
v/c Ratio	0.13	0.39	0.64	0.36	0.33	0.37	0.11	0.37	0.07	0.02	0.21
Control Delay	24.8	14.3	5.4	20.6	7.3	21.4	17.4	6.3	17.4	16.7	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	14.3	5.4	20.6	7.3	21.4	17.4	6.3	17.4	16.7	3.5
Queue Length 50th (ft)	7	44	0	27	34	25	10	0	4	2	0
Queue Length 95th (ft)	31	88	49	68	117	65	32	33	19	11	15
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	215	2549	1295	798	2876	1040	1383	1220	1007	1383	1208
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.17	0.43	0.29	0.22	0.10	0.03	0.14	0.02	0.01	0.07

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	202	68	642	538	215	119
v/c Ratio	0.42	0.24	0.78	0.21	0.61	0.30
Control Delay	30.7	9.5	24.6	3.3	33.6	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.7	9.5	24.6	3.3	33.6	7.6
Queue Length 50th (ft)	41	0	212	28	85	0
Queue Length 95th (ft)	70	27	#453	50	155	39
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1309	649	887	2928	487	502
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.10	0.72	0.18	0.44	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NET	NER	SWT
Lane Group Flow (vph)	52	879	344	475	402	161	260	441	457
v/c Ratio	0.47	0.98	0.69	1.16	0.24	0.19	0.98	0.52	0.80
Control Delay	55.6	59.9	27.2	129.8	15.9	3.5	80.6	4.4	37.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	59.9	27.2	129.8	15.9	3.5	80.6	4.4	37.3
Queue Length 50th (ft)	29	263	111	~327	76	0	141	0	224
Queue Length 95th (ft)	#72	#393	211	#514	110	36	#296	59	#370
Internal Link Dist (ft)		560			744		399		323
Turn Bay Length (ft)	102		56	255					
Base Capacity (vph)	110	898	497	409	1660	828	277	872	596
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.98	0.69	1.16	0.24	0.19	0.94	0.51	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	168	717	514	303	883	70	66	170	32	44	279
v/c Ratio	0.48	0.52	0.55	0.46	0.66	0.32	0.22	0.42	0.15	0.14	0.57
Control Delay	26.8	14.9	4.1	24.0	17.2	26.8	24.1	8.3	24.1	23.3	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.8	14.9	4.1	24.0	17.2	26.8	24.1	8.3	24.1	23.3	8.7
Queue Length 50th (ft)	49	87	0	45	115	21	19	0	9	13	0
Queue Length 95th (ft)	117	164	53	89	201	54	51	37	31	38	46
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	519	1856	1074	1006	1827	859	1181	1065	843	1181	1105
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.39	0.48	0.30	0.48	0.08	0.06	0.16	0.04	0.04	0.25

Intersection Summary

Queues
7: Dalewood St & I-10 EB Ramps

06/04/2019

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	289	131	706	251	349	355
v/c Ratio	0.55	0.37	0.93	0.10	0.79	0.57
Control Delay	33.8	9.0	42.1	3.4	42.8	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	9.0	42.1	3.4	42.8	8.5
Queue Length 50th (ft)	65	0	307	14	154	11
Queue Length 95th (ft)	83	27	#470	25	#292	79
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1161	622	763	2605	457	634
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.21	0.93	0.10	0.76	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NET	NER	SWT
Lane Group Flow (vph)	16	646	645	456	247	134	206	306	487
v/c Ratio	0.18	0.67	1.16	0.99	0.13	0.15	1.16	0.43	0.92
Control Delay	45.9	33.2	115.2	73.9	11.1	2.8	150.5	4.9	54.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.9	33.2	115.2	73.9	11.1	2.8	150.5	4.9	54.0
Queue Length 50th (ft)	9	172	~363	258	30	0	~140	0	263
Queue Length 95th (ft)	30	232	#574	#453	61	28	#182	10	#455
Internal Link Dist (ft)		560			744		399		323
Turn Bay Length (ft)	102		56	255					
Base Capacity (vph)	88	963	556	462	1922	921	177	710	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.67	1.16	0.99	0.13	0.15	1.16	0.43	0.92

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
15: I-10 EB Ramps/Garvey Ave & West Covina Pkwy

06/04/2019

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	31	414	585	233	666	113	46	183	21	9	95
v/c Ratio	0.15	0.38	0.65	0.37	0.36	0.38	0.12	0.38	0.07	0.02	0.22
Control Delay	25.5	14.3	5.5	21.2	9.0	22.0	17.7	6.3	17.7	17.1	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	14.3	5.5	21.2	9.0	22.0	17.7	6.3	17.7	17.1	4.0
Queue Length 50th (ft)	8	43	0	27	36	26	10	0	5	2	0
Queue Length 95th (ft)	33	87	49	72	124	70	34	35	20	12	18
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	212	2513	1293	787	2837	1025	1364	1208	991	1364	1193
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.16	0.45	0.30	0.23	0.11	0.03	0.15	0.02	0.01	0.08

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	204	72	679	568	221	126
v/c Ratio	0.44	0.26	0.80	0.22	0.63	0.32
Control Delay	31.4	10.3	25.9	3.3	34.9	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.4	10.3	25.9	3.3	34.9	7.5
Queue Length 50th (ft)	42	0	234	31	88	0
Queue Length 95th (ft)	71	30	#495	53	159	40
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1257	626	851	2821	468	492
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.12	0.80	0.20	0.47	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NET	NER	SWT
Lane Group Flow (vph)	54	929	363	439	422	171	275	458	483
v/c Ratio	0.50	1.05	0.74	1.09	0.27	0.22	1.02	0.52	0.84
Control Delay	57.5	78.8	30.3	106.1	17.3	3.5	92.0	4.5	40.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.5	78.8	30.3	106.1	17.3	3.5	92.0	4.5	40.7
Queue Length 50th (ft)	30	~306	123	~284	81	0	~161	1	245
Queue Length 95th (ft)	#75	#426	#250	#465	116	36	#321	62	#414
Internal Link Dist (ft)		560			744		399		323
Turn Bay Length (ft)	102		56	255					
Base Capacity (vph)	108	884	491	403	1553	790	269	874	576
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	1.05	0.74	1.09	0.27	0.22	1.02	0.52	0.84

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
15: I-10 EB Ramps/Garvey Ave & West Covina Pkwy

06/04/2019

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	177	749	543	280	860	73	70	180	35	46	294
v/c Ratio	0.50	0.54	0.57	0.44	0.64	0.33	0.23	0.44	0.16	0.15	0.58
Control Delay	27.0	14.8	4.1	24.4	17.2	26.9	24.2	8.3	24.1	23.3	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	14.8	4.1	24.4	17.2	26.9	24.2	8.3	24.1	23.3	8.7
Queue Length 50th (ft)	51	91	0	42	113	22	20	0	10	13	0
Queue Length 95th (ft)	124	171	53	84	195	57	53	38	33	39	46
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	514	1846	1085	998	1813	850	1170	1061	832	1170	1104
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.41	0.50	0.28	0.47	0.09	0.06	0.17	0.04	0.04	0.27

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	340	131	706	258	351	355
v/c Ratio	0.59	0.35	0.94	0.10	0.81	0.58
Control Delay	33.9	8.3	46.0	3.8	45.2	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	8.3	46.0	3.8	45.2	8.8
Queue Length 50th (ft)	78	0	316	16	159	12
Queue Length 95th (ft)	96	26	#495	29	#308	82
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1139	612	748	2556	448	627
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.21	0.94	0.10	0.78	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NET	NER	SWT
Lane Group Flow (vph)	16	646	645	475	248	134	206	362	487
v/c Ratio	0.18	0.67	1.17	1.03	0.13	0.15	1.16	0.48	0.92
Control Delay	45.9	33.2	117.9	84.0	11.2	2.8	150.5	5.0	54.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.9	33.2	117.9	84.0	11.2	2.8	150.5	5.0	54.0
Queue Length 50th (ft)	9	172	~366	~292	30	0	~140	0	263
Queue Length 95th (ft)	30	232	#578	#479	61	28	#182	7	#455
Internal Link Dist (ft)		560			744		399		323
Turn Bay Length (ft)	102		56	255					
Base Capacity (vph)	88	963	553	462	1922	921	177	748	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.67	1.17	1.03	0.13	0.15	1.16	0.48	0.92

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	31	457	585	245	687	113	46	183	21	9	95
v/c Ratio	0.15	0.41	0.65	0.39	0.37	0.39	0.12	0.39	0.07	0.02	0.22
Control Delay	26.0	14.5	5.4	21.7	9.0	22.5	18.1	6.4	18.1	17.4	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	14.5	5.4	21.7	9.0	22.5	18.1	6.4	18.1	17.4	4.0
Queue Length 50th (ft)	8	49	0	29	38	27	10	0	5	2	0
Queue Length 95th (ft)	33	95	49	75	129	70	34	35	20	12	18
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	208	2463	1279	771	2791	1004	1336	1187	971	1336	1171
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.19	0.46	0.32	0.25	0.11	0.03	0.15	0.02	0.01	0.08

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	214	72	679	569	228	126
v/c Ratio	0.45	0.26	0.80	0.22	0.64	0.31
Control Delay	31.6	10.2	26.4	3.4	35.5	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	10.2	26.4	3.4	35.5	7.5
Queue Length 50th (ft)	44	0	237	32	92	0
Queue Length 95th (ft)	74	29	#498	54	165	40
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1250	622	847	2804	465	490
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.12	0.80	0.20	0.49	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NET	NER	SWT
Lane Group Flow (vph)	54	929	363	512	426	171	275	467	483
v/c Ratio	0.50	1.05	0.74	1.27	0.27	0.22	1.02	0.53	0.84
Control Delay	57.5	78.8	30.3	171.9	17.3	3.5	92.0	4.8	40.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.5	78.8	30.3	171.9	17.3	3.5	92.0	4.8	40.7
Queue Length 50th (ft)	30	~306	123	~371	82	0	~161	4	245
Queue Length 95th (ft)	#75	#426	#250	#562	117	36	#321	66	#414
Internal Link Dist (ft)		560			744		399		323
Turn Bay Length (ft)	102		56	255					
Base Capacity (vph)	108	884	491	403	1553	790	269	874	576
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	1.05	0.74	1.27	0.27	0.22	1.02	0.53	0.84

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	177	758	543	325	943	73	70	180	35	46	294
v/c Ratio	0.51	0.54	0.57	0.49	0.68	0.33	0.23	0.44	0.16	0.15	0.59
Control Delay	28.0	15.2	4.1	24.8	17.6	27.8	24.9	8.5	24.8	23.9	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	15.2	4.1	24.8	17.6	27.8	24.9	8.5	24.8	23.9	8.9
Queue Length 50th (ft)	54	95	0	51	128	23	21	0	11	14	0
Queue Length 95th (ft)	124	179	55	94	220	57	53	38	33	39	46
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	497	1782	1066	964	1752	822	1131	1032	804	1131	1077
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.43	0.51	0.34	0.54	0.09	0.06	0.17	0.04	0.04	0.27

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	340	131	706	258	351	355
v/c Ratio	0.59	0.35	0.94	0.10	0.81	0.58
Control Delay	33.9	8.3	46.0	3.8	45.2	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	8.3	46.0	3.8	45.2	8.8
Queue Length 50th (ft)	78	0	316	16	159	12
Queue Length 95th (ft)	96	26	#495	29	#308	82
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1139	612	748	2556	448	627
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.21	0.94	0.10	0.78	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NET	NER	SWT
Lane Group Flow (vph)	16	646	645	475	382	206	362	487
v/c Ratio	0.15	0.52	0.96	0.87	0.21	1.02	0.48	0.84
Control Delay	43.3	25.1	48.4	54.2	7.7	101.4	5.8	42.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	25.1	48.4	54.2	7.7	101.4	5.8	42.3
Queue Length 50th (ft)	9	151	270	137	32	~121	11	252
Queue Length 95th (ft)	29	204	#503	#219	70	#167	18	#427
Internal Link Dist (ft)		560			744	399		323
Turn Bay Length (ft)	102		56	255				
Base Capacity (vph)	109	1245	677	556	1859	202	759	579
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.52	0.95	0.85	0.21	1.02	0.48	0.84

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	31	457	585	245	687	113	46	183	21	9	95
v/c Ratio	0.15	0.41	0.65	0.39	0.37	0.39	0.12	0.39	0.07	0.02	0.22
Control Delay	26.0	14.5	5.4	21.7	9.0	22.5	18.1	6.4	18.1	17.4	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	14.5	5.4	21.7	9.0	22.5	18.1	6.4	18.1	17.4	4.0
Queue Length 50th (ft)	8	49	0	29	38	27	10	0	5	2	0
Queue Length 95th (ft)	33	95	49	75	129	70	34	35	20	12	18
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	208	2463	1279	771	2791	1004	1336	1187	971	1336	1171
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.19	0.46	0.32	0.25	0.11	0.03	0.15	0.02	0.01	0.08

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	214	72	679	569	228	126
v/c Ratio	0.45	0.26	0.80	0.22	0.64	0.31
Control Delay	31.6	10.2	26.4	3.4	35.5	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	10.2	26.4	3.4	35.5	7.5
Queue Length 50th (ft)	44	0	237	32	92	0
Queue Length 95th (ft)	74	29	#498	54	165	40
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1250	622	847	2804	465	490
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.12	0.80	0.20	0.49	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NET	NER	SWT
Lane Group Flow (vph)	54	929	363	512	597	275	467	483
v/c Ratio	0.49	1.02	0.72	0.74	0.41	0.96	0.53	0.79
Control Delay	55.7	67.7	28.7	39.8	16.4	75.5	4.7	35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	67.7	28.7	39.8	16.4	75.5	4.7	35.6
Queue Length 50th (ft)	29	~280	118	136	104	146	4	231
Queue Length 95th (ft)	#75	#426	#250	189	148	#317	66	#405
Internal Link Dist (ft)		560			744	399		323
Turn Bay Length (ft)	102		56	255				
Base Capacity (vph)	111	915	504	808	1527	285	889	610
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	1.02	0.72	0.63	0.39	0.96	0.53	0.79

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	177	758	543	325	943	73	70	180	35	46	294
v/c Ratio	0.51	0.54	0.57	0.49	0.68	0.33	0.23	0.44	0.16	0.15	0.59
Control Delay	28.0	15.2	4.1	24.8	17.6	27.8	24.9	8.5	24.8	23.9	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	15.2	4.1	24.8	17.6	27.8	24.9	8.5	24.8	23.9	8.9
Queue Length 50th (ft)	54	95	0	51	128	23	21	0	11	14	0
Queue Length 95th (ft)	124	179	55	94	220	57	53	38	33	39	46
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	497	1782	1066	964	1752	822	1131	1032	804	1131	1077
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.43	0.51	0.34	0.54	0.09	0.06	0.17	0.04	0.04	0.27

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	328	148	801	285	396	402
v/c Ratio	0.58	0.39	1.08	0.11	0.89	0.64
Control Delay	34.1	8.4	80.4	3.8	53.5	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	8.4	80.4	3.8	53.5	11.7
Queue Length 50th (ft)	76	0	~434	17	183	30
Queue Length 95th (ft)	93	27	#591	31	#362	118
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1133	622	745	2544	446	626
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.24	1.08	0.11	0.89	0.64

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NET	NER	SWT
Lane Group Flow (vph)	18	732	731	516	280	152	233	347	552
v/c Ratio	0.20	0.76	1.38	1.12	0.15	0.16	1.49	0.47	1.13
Control Delay	46.7	36.1	209.3	111.0	11.2	2.7	280.4	5.0	112.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.7	36.1	209.3	111.0	11.2	2.7	280.4	5.0	112.0
Queue Length 50th (ft)	10	201	~503	~341	35	0	~185	0	~368
Queue Length 95th (ft)	32	267	#723	#533	68	30	#225	8	#568
Internal Link Dist (ft)		560			744		399		323
Turn Bay Length (ft)	102		56	255					
Base Capacity (vph)	88	963	528	462	1922	929	156	738	489
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.76	1.38	1.12	0.15	0.16	1.49	0.47	1.13

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	34	469	662	265	756	129	52	208	23	10	107
v/c Ratio	0.17	0.40	0.68	0.44	0.40	0.42	0.13	0.41	0.08	0.02	0.24
Control Delay	29.1	14.8	5.6	24.3	9.5	24.1	19.0	6.3	19.1	18.4	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	14.8	5.6	24.3	9.5	24.1	19.0	6.3	19.1	18.4	4.9
Queue Length 50th (ft)	9	55	0	36	49	33	12	0	5	2	0
Queue Length 95th (ft)	40	104	51	91	155	85	40	38	23	13	23
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	195	2315	1264	725	2654	943	1256	1135	908	1256	1108
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.20	0.52	0.37	0.28	0.14	0.04	0.18	0.03	0.01	0.10

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	231	82	770	643	251	143
v/c Ratio	0.48	0.28	0.93	0.25	0.67	0.33
Control Delay	32.2	10.1	39.5	3.6	36.6	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	10.1	39.5	3.6	36.6	7.2
Queue Length 50th (ft)	49	0	311	38	104	0
Queue Length 95th (ft)	79	32	#606	64	183	43
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1226	618	830	2751	456	496
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.13	0.93	0.23	0.55	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NET	NER	SWT
Lane Group Flow (vph)	61	1054	412	497	478	194	311	519	548
v/c Ratio	0.56	1.19	0.84	1.23	0.31	0.24	1.26	0.59	1.05
Control Delay	62.2	129.8	38.9	157.4	17.7	3.4	175.6	6.8	82.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.2	129.8	38.9	157.4	17.7	3.4	175.6	6.8	82.8
Queue Length 50th (ft)	34	~384	157	~353	93	0	~225	24	~342
Queue Length 95th (ft)	#88	#510	#319	#543	131	39	#385	107	#534
Internal Link Dist (ft)		560			744		399		323
Turn Bay Length (ft)	102		56	255					
Base Capacity (vph)	108	884	491	403	1553	803	246	873	522
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	1.19	0.84	1.23	0.31	0.24	1.26	0.59	1.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	201	848	615	318	974	84	80	202	39	52	333
v/c Ratio	0.56	0.57	0.60	0.50	0.69	0.38	0.26	0.47	0.18	0.17	0.62
Control Delay	30.1	15.7	4.3	26.4	18.4	29.5	25.8	8.3	25.5	24.6	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	15.7	4.3	26.4	18.4	29.5	25.8	8.3	25.5	24.6	9.0
Queue Length 50th (ft)	69	114	0	56	143	29	27	0	13	17	0
Queue Length 95th (ft)	141	208	59	94	233	63	59	39	36	43	48
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	471	1711	1082	913	1660	774	1071	996	755	1071	1052
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.50	0.57	0.35	0.59	0.11	0.07	0.20	0.05	0.05	0.32

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	428	148	801	299	399	402
v/c Ratio	0.65	0.35	1.11	0.12	0.93	0.65
Control Delay	34.6	7.4	95.1	4.6	61.3	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	7.4	95.1	4.6	61.3	12.5
Queue Length 50th (ft)	102	0	~461	21	194	32
Queue Length 95th (ft)	119	26	#626	37	#386	125
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1096	606	720	2459	431	615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.24	1.11	0.12	0.93	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NET	NER	SWT
Lane Group Flow (vph)	18	732	731	553	282	152	233	457	552
v/c Ratio	0.20	0.76	1.40	1.20	0.15	0.16	1.49	0.56	1.13
Control Delay	46.7	36.1	214.1	140.0	11.3	2.7	280.4	5.4	112.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.7	36.1	214.1	140.0	11.3	2.7	280.4	5.4	112.0
Queue Length 50th (ft)	10	201	~507	~385	35	0	~185	0	~368
Queue Length 95th (ft)	32	267	#727	#582	68	30	#225	2	#568
Internal Link Dist (ft)		560			744		399		323
Turn Bay Length (ft)	102		56	255					
Base Capacity (vph)	88	963	524	462	1922	929	156	813	489
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.76	1.40	1.20	0.15	0.16	1.49	0.56	1.13

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
15: I-10 EB Ramps/Garvey Ave & West Covina Pkwy

06/04/2019

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	34	555	662	287	798	129	52	208	23	10	107
v/c Ratio	0.18	0.45	0.67	0.47	0.41	0.44	0.13	0.42	0.08	0.03	0.25
Control Delay	30.5	15.1	5.3	25.8	9.4	25.6	20.2	6.6	20.2	19.4	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	15.1	5.3	25.8	9.4	25.6	20.2	6.6	20.2	19.4	5.1
Queue Length 50th (ft)	10	70	0	42	54	36	14	0	6	3	0
Queue Length 95th (ft)	41	123	50	101	164	88	41	38	24	14	24
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	187	2216	1238	694	2546	903	1202	1095	869	1202	1066
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.25	0.53	0.41	0.31	0.14	0.04	0.19	0.03	0.01	0.10

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	254	82	770	647	264	143
v/c Ratio	0.50	0.27	0.94	0.25	0.70	0.33
Control Delay	32.6	9.9	42.2	3.7	37.8	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	9.9	42.2	3.7	37.8	7.2
Queue Length 50th (ft)	55	0	324	40	111	0
Queue Length 95th (ft)	86	32	#613	68	195	43
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1209	610	819	2713	450	491
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.13	0.94	0.24	0.59	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NET	NER	SWT
Lane Group Flow (vph)	61	1054	412	641	487	194	311	539	548
v/c Ratio	0.56	1.19	0.84	1.59	0.31	0.24	1.26	0.62	1.05
Control Delay	62.2	129.8	38.9	305.0	17.7	3.4	175.6	7.6	82.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.2	129.8	38.9	305.0	17.7	3.4	175.6	7.6	82.8
Queue Length 50th (ft)	34	~384	157	~525	95	0	~225	32	~342
Queue Length 95th (ft)	#88	#510	#319	#732	134	39	#385	124	#534
Internal Link Dist (ft)		560			744		399		323
Turn Bay Length (ft)	102		56	255					
Base Capacity (vph)	108	884	491	403	1553	803	246	873	522
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	1.19	0.84	1.59	0.31	0.24	1.26	0.62	1.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	201	869	615	408	1140	84	80	202	39	52	333
v/c Ratio	0.59	0.57	0.59	0.61	0.74	0.40	0.28	0.49	0.19	0.18	0.63
Control Delay	31.9	16.3	4.2	27.9	19.9	30.5	26.5	8.5	25.9	25.0	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.9	16.3	4.2	27.9	19.9	30.5	26.5	8.5	25.9	25.0	9.3
Queue Length 50th (ft)	70	124	0	73	180	30	28	0	13	18	0
Queue Length 95th (ft)	141	220	61	117	288	63	59	39	36	43	48
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	436	1554	1040	847	1544	718	994	938	700	994	999
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.56	0.59	0.48	0.74	0.12	0.08	0.22	0.06	0.05	0.33

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	428	148	801	299	399	402
v/c Ratio	0.65	0.35	1.11	0.12	0.93	0.65
Control Delay	34.6	7.4	95.1	4.6	61.3	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	7.4	95.1	4.6	61.3	12.5
Queue Length 50th (ft)	102	0	~461	21	194	32
Queue Length 95th (ft)	119	26	#626	37	#386	125
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1096	606	720	2459	431	615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.24	1.11	0.12	0.93	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NET	NER	SWT
Lane Group Flow (vph)	18	732	731	553	434	233	457	552
v/c Ratio	0.17	0.56	1.05	1.26	0.25	1.21	0.64	0.97
Control Delay	43.8	24.3	72.0	170.2	9.4	164.3	14.9	62.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	24.3	72.0	170.2	9.4	164.3	14.9	62.0
Queue Length 50th (ft)	10	170	~393	~205	40	~163	89	304
Queue Length 95th (ft)	32	226	#613	#307	83	#204	92	#519
Internal Link Dist (ft)		560			744	399		323
Turn Bay Length (ft)	102		56	255				
Base Capacity (vph)	108	1317	695	438	1765	192	719	568
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.56	1.05	1.26	0.25	1.21	0.64	0.97

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
15: I-10 EB Ramps/Garvey Ave & West Covina Pkwy

06/04/2019

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	34	555	662	287	798	129	52	208	23	10	107
v/c Ratio	0.18	0.45	0.67	0.47	0.41	0.44	0.13	0.42	0.08	0.03	0.25
Control Delay	30.5	15.1	5.3	25.8	9.4	25.6	20.2	6.6	20.2	19.4	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	15.1	5.3	25.8	9.4	25.6	20.2	6.6	20.2	19.4	5.1
Queue Length 50th (ft)	10	70	0	42	54	36	14	0	6	3	0
Queue Length 95th (ft)	41	123	50	101	164	88	41	38	24	14	24
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	187	2216	1238	694	2546	903	1202	1095	869	1202	1066
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.25	0.53	0.41	0.31	0.14	0.04	0.19	0.03	0.01	0.10

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR2
Lane Group Flow (vph)	254	82	770	647	264	143
v/c Ratio	0.50	0.27	0.94	0.25	0.70	0.33
Control Delay	32.6	9.9	42.2	3.7	37.8	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	9.9	42.2	3.7	37.8	7.2
Queue Length 50th (ft)	55	0	324	40	111	0
Queue Length 95th (ft)	86	32	#613	68	195	43
Internal Link Dist (ft)	395			358	280	
Turn Bay Length (ft)		350	168			134
Base Capacity (vph)	1209	610	819	2713	450	491
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.13	0.94	0.24	0.59	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NET	NER	SWT
Lane Group Flow (vph)	61	1054	412	641	681	311	539	548
v/c Ratio	0.39	0.91	0.67	1.35	0.49	1.21	0.70	1.00
Control Delay	45.4	41.9	22.9	202.2	20.1	151.9	16.5	68.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	41.9	22.9	202.2	20.1	151.9	16.5	68.0
Queue Length 50th (ft)	33	298	130	~247	138	~217	121	304
Queue Length 95th (ft)	71	#423	236	#354	195	#377	246	#518
Internal Link Dist (ft)		560			744	399		323
Turn Bay Length (ft)	102		56	255				
Base Capacity (vph)	186	1160	615	476	1397	258	775	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.91	0.67	1.35	0.49	1.21	0.70	1.00

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	201	869	615	408	1140	84	80	202	39	52	333
v/c Ratio	0.59	0.57	0.59	0.61	0.74	0.40	0.28	0.49	0.19	0.18	0.63
Control Delay	31.9	16.3	4.2	27.9	19.9	30.5	26.5	8.5	25.9	25.0	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.9	16.3	4.2	27.9	19.9	30.5	26.5	8.5	25.9	25.0	9.3
Queue Length 50th (ft)	70	124	0	73	180	30	28	0	13	18	0
Queue Length 95th (ft)	141	220	61	117	288	63	59	39	36	43	48
Internal Link Dist (ft)		744			761		404			336	
Turn Bay Length (ft)	60			132					98		
Base Capacity (vph)	436	1554	1040	847	1544	718	994	938	700	994	999
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.56	0.59	0.48	0.74	0.12	0.08	0.22	0.06	0.05	0.33

Intersection Summary

Exhibit B-2 - Traffic Impact Study (June 2019) is available for download from City of West Covina at:

https://www.westcovina.org/departments/planning/projects-and-environmental-documents

Queen of the Valley Hospital Specific Plan Mitigation Monitoring and Reporting Program Final Program Environmental Impact Report (GPA No. 18-02 and ZC No. 17-02) SCH No. 2018101068

City of West Covina

July 2019

Mitigation Monitoring and Reporting Program
Queen of the Valley Hospital Specific Plan
Final Program Environmental Impact Report

(GPA No. 18-02 and ZC No. 17-02)
SCH No. 2018101068

July 2019

Lead Agency:

CITY OF WEST COVINA
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TABLE OF CONTENTS

Section **Page**

Acronym List

The following are acronyms used in the Mitigation Monitoring and Reporting Matrix:

A	
ACM	asbestos-containing material
AES	Aesthetics
AIR	Air Quality
B	
BIO	Biological Resources
BMP	Best Management Practice
C	
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGS	California Geological Survey
City	City of West Covina
Council	City of West Covina City Council
CPTED	Crime Prevention Through Environmental Design
CUL	Cultural Resources
D	
DIF	Development Impact Fee
DTSC	Department of Toxic Substances Control
E	
EIR	Environmental Impact Report
F	
Final EIR	*Final Environmental Impact Report, Queen of the Valley Hospital Specific Plan*
G	
GEO	Geology and Soils
GHG	Greenhouse Gas Emissions
H	
HAZ	Hazards and Hazardous Materials
HYD	Hydrology and Water Quality
L	
LID	Low-Impact Development
LUP	Land Use and Planning
M	
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MWELO	Model Water Efficient Landscape Ordinance
N	
NAHC	Native American Heritage Commission
NPDES	National Pollutant Discharge Elimination System
P	
Program	Mitigation Monitoring and Reporting Program
PS	Public Services and Recreation

Q	
QVHSP	Queen of the Valley Hospital Specific Plan
S	
SWPPP	Storm Water Pollution Prevention Plan
T	
TCP	Traffic Control Plan
TCR	Tribal Cultural Resources
TRA	Transportation/Traffic
U	
USEPA	U.S. Environmental Protection Agency
USGS	U.S. Geological Survey
UTL	Utilities and Service Systems
V	
VOC	volatile organic compound
W	
WCPD	West Covina Police Department
WQMP	Water Quality Management Plan

MITIGATION MONITORING AND REPORTING PROGRAM

1. INTRODUCTION

In accordance with the requirements of Section 21081.6 of the *California Public Resources Code,* and as part of its certification of the adequacy of Final Environmental Impact Report (Final EIR) for the Queen of the Valley Hospital Specific Plan (Project), the City Council (Council) of the City of West Covina (City) adopts the following Mitigation Monitoring and Reporting Program (MMRP or Program). The Council adopts this MMRP in its capacity as the lead agency for Final EIR in accordance with the provisions of the California Environmental Quality Act (CEQA) (*California Public Resources Code* Section 21000 et seq.), the State CEQA Guidelines (*California Code of Regulations,* Title 14, Section 15000 et seq.), and the City of West Covina Monitoring Requirements.

2. MITIGATION MONITORING PROCEDURES

The principal purpose of the MMRP is to ensure that the Council-approved mitigation measures and development requirements for the adopted Project are reported and monitored to ensure compliance with the measures' requirements. In general, City of West Covina, Community Development Department is responsible for overseeing implementation and completion of the adopted measures. This includes the review of all monitoring reports, enforcement actions, and document disposition, unless otherwise noted in the attached MMRP Table. However, the Council retains overall responsibility for verifying implementation of all adopted mitigation measures.

3. MITIGATION MONITORING AND REPORTING PROGRAM

The MMRP is provided in tabular format to facilitate effective tracking and documentation of the status of regulatory requirements and mitigation measures. The attached MMRP Table provides the following monitoring information:

- **Regulatory Requirements.** All adopted Regulatory Requirements for the Project from the Final EIR are included.
- **Mitigation Measures.** All adopted mitigation measures for the Project from the Final EIR are included.
- **Responsible for Implementation.** The Project Applicant or designated representative is the responsible party for implementing the measures, and the City of West Covina or a designated representative is responsible for monitoring implementation of the measures, unless noted differently.
- **Timing of Mitigation.** A time frame is provided for performance of the mitigation measures, and the specific action deadline is designed to ensure that impact-related components do not proceed without establishing that the mitigation is implemented.
- **Responsibility for Monitoring.** The City Department(s) or other public agency(ies) responsible for overseeing the implementation and completion of measures is listed.
- **Completion Date.** The dates the measures are completed are to be filled in by the approving/verifying authority at a later date. Upon completion, the MMRP and associated documentation will be kept on file at the City of West Covina Community Development Department, Planning Division.

4. PROJECT LOCATION

The Queen of the Valley Hospital Specific Plan (QVHSP) Project site occupies approximately 28.8 acres and is located at 1115-1135 South Sunset Avenue in the City of West Covina. The property is at the north corner of South Sunset Avenue and West Merced Avenue, approximately one-half mile south of the Interstate 10 (I-10) Freeway in the east-central portion of the San Gabriel Valley. The City is approximately 18 miles east of downtown Los Angeles and 3 miles east of the I-10/Interstate 605 (I-605) Freeway Interchange. The site is located at 34° 3' 50" North latitude and 117° 56' 43" West longitude, within Section 20 of Township 1 South Range 10 West in West Covina. The property is in the Baldwin Park (1972) 7.5-minute series topographic map by the U.S. Geological Survey (USGS).

5. PROJECT DESCRIPTION SUMMARY

The Queen of the Valley Hospital (QVH or Hospital) currently includes 1,090,000 square feet of building area on 28.8 acres and is proposing to add 490,000 square feet of new buildings to support improved or new medical services on campus. This expansion would be accomplished in phases from 2019 to 2028+ depending on need and financing. Initially, four existing buildings (Marian Rooms A and B and Buildings A–C) would be demolished to accommodate new buildings. This initial work would also involve adding surface parking on the former City-owned 2.8-acre Sunset Field park property adjacent and to the north of the hospital grounds.

The first phase (1A) of new construction would involve expansion and new construction of the emergency room and intensive care unit for a total of 66,000 square feet. Phase 1B will entail construction of a new medical office building and ambulatory surgery center and a new multi-story parking structure. Phases 1A and 1B are expected to occur in the 2020-2022 time frame. Phase 2 construction would occur from 2022-2026 and include a new five- to six-story medical tower with 132,000 square feet of new building space. The final phase of long-range improvements planned for 2028 or later would involve consolidation of the two medical towers, a new medical office building with 90,000 square feet of space, a second multi-story parking structure, and a new hospital building with 132,000 square feet. New buildings may be up to six stories tall depending on location. Details of the Project Description are in Section 3.0, Project Description of the Program EIR. The Primary Development Standards from the Specific Plan are shown below.

PRIMARY DEVELOPMENT STANDARDS

Standard	Requirement
Building Orientation	
Toward internal roadway/pedestrian access	Primary Entrance
Toward open space area	Secondary Entrance
Height	
Primary building height	6 stories max. 4 stories max. within 50 ft. of Sunset Ave. 3 stories in Zone 3
Portions of the building that extend above the primary building height[1]	20 ft. max.[7]
Parking structures[2]	60 ft. max.
Modular structures[3]	30 ft. max.
Separations[4]	
Building from internal roadway[5]	5 ft. min.
From South Sunset Avenue ROW	10 ft. min.
From Specific Plan boundary[5]	15 ft. min. from Walnut Creek Wash, Residential, or Open Space
Between primary buildings[6]	15 ft. min.

1 Portions of the building such as screened mechanical and electrical towers, chimneys, staircases, elevators, architectural elements such as towers, cupolas, domes, etc., and other integral parts of the building may project above the roofline of the uppermost floor, provided these elements do not constitute more than 15 percent of the roof area.
2 Parking is allowed on the top deck of parking structures. Light standards and parapet walls exempt from height.
3 Modular structures are prohibited from being visible from any public right-of-way.
4 As measured from front of curb.
5 When the boundary is not along South Sunset Avenue, it will be measured from the property line.
6 Buildings may be physically connected to each other subject to applicable building and fire codes, and secondary buildings do not need to observe these setback distances.
7 Surface parking lots are subject to separate standards provided in this Section.

Ave.: Avenue; ft.: foot/feet; max.: maximum; min.: minimum

Source: *Queen of the Valley Hospital Specific Plan,* 2019.

QUEEN OF THE VALLEY HOSPITAL SPECIFIC PLAN
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Responsible for Implementation	Timing of Mitigation	Responsibility of Monitoring	Completion Date (Signature Required)
Aesthetics				
AES-1 Construction staging areas shall be located as far as practical from residential neighborhoods immediately adjacent to the Project site, and perimeter fencing shall be installed to obstruct views from adjacent ground-level vantage points into the Project site during construction. Implementation of this measure shall be verified by the City during construction.	Hospital and Contractor	Prior to and during construction activities	City Planning Department	
AES-2 The development of the QVHSP limits new parking structures to 60 feet in height. Buildings would be subject to a six-story height limit in Zones 1 and 2. Zone 3 would reduce the height limit of 30 feet for parking structures and three stories for buildings. Compliance with the established height limits shall be confirmed by the City in accordance with implementation provisions outlined in Chapter 6 of the Queen of the Valley Specific Plan prior to the issuance of any building permits.	Hospital	Prior to the issuance of any building permits	City Planning Department	
AES-3 Prior to approval of any building plans for structures over 45 feet or three stories in height that are within 100 feet of the Orangewood Park soccer fields, a detailed shade and shadow analysis shall be conducted to accurately inform the City and park users as to any anticipated encroachment (i.e., shade or shadow) on the park fields upon completion of the involved structure(s). The hospital shall also plan for any structures in this location to be at the minimum height necessary to minimize shade and shadow impacts on City park facilities to the extent practical. This measure shall be implemented to the satisfaction of the City Community Development Director.	Hospital	Prior to building plan approval within 100 feet of the Orangewood Park soccer fields	City Planning Department	
AES-4 Temporary nighttime lighting installed during construction for security or any other purpose shall be downward-facing and hooded or shielded to prevent light from spilling outside the staging area and from directly broadcasting security light into the sky or onto adjacent residential properties. Compliance with this measure shall be verified by the City's Building and Safety Services Department during inspections of the construction site.	Hospital and Contractor	During construction activities	City Public Works, Building and Safety Services Department	
Air Quality				
AIR-1 During construction of the Long Range Improvements Phase of the Project, the Hospital shall use paints that have a volatile organic compound (VOC) content of 10 grams/Liter (g/L) or less for all architectural coating activities.	Hospital and Contractor	During construction activities	City Public Works, Building and Safety Services Department	

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AIR-2 During all construction phases of the Project, all off-road diesel-powered construction equipment that is greater than or equal to 50 horsepower shall be required to meet or exceed U.S. Environmental Protection Agency (USEPA) Tier 3 emission standards.	Hospital and Contractor	During all construction phases	City Public Works, Building and Safety Services Department	
AIR-3 Prior to the start of any construction activities, proposed building plans shall demonstrate that any standby emergency generator proposed as part of that phase shall be powered by natural gas. This measure shall be implemented to the satisfaction of the City Engineer.	Hospital	Prior to construction activities	City Public Works, Building and Safety Services Department	
Biological Resources				
BIO-1 All construction activities shall comply with the federal Migratory Bird Treaty Act of 1918 (MBTA), the Golden Eagle Protection Act, and *California Fish and Game Code* Sections 3503, 3511, and 3513. The MBTA governs the taking and killing of migratory birds, their eggs, parts, and nests and prohibits the take of any migratory bird, their eggs, parts, and nests. Compliance with the MBTA shall be accomplished by completing the following: Construction activities involving vegetation removal shall be conducted between outside of the peak nesting period (February 1 and September 1), if possible. If it is not possible for construction to occur outside of the peak nesting season, a pre-construction survey by a qualified biologist shall be conducted within 72 hours prior to construction activities to identify any active nesting locations. If the biologist does not find any active nests, the construction work shall be allowed to proceed. The biologist conducting the clearance survey shall document a negative survey with a report indicating that no impacts to active avian nests shall occur. If the biologist finds an active nest on the Project site and determines that the nest may be impacted, the Biologist shall delineate an appropriate buffer zone around the nest. The size of the buffer shall be determined by the biologist in consultation with California Department of Fish and Wildlife (CDFW), and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. These buffers are typically 300 feet from the nests of non-listed species and 500 feet from the nests of listed species. Any active nests	Hospital	Prior to and during construction activities	City Planning Department	

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observed during the survey shall be mapped on an aerial photograph. Only construction activities (if any) that have been approved by a Biological Monitor shall take place within the buffer zone until the nest is vacated. The Biologist shall serve as a Construction Monitor when construction activities take place near active nest areas to ensure that no inadvertent impacts on these nests occur. Results of the pre-construction survey and any subsequent monitoring shall be provided to the Property Owner, CDFW, and the City. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until written authorization is received by the applicant from CDFW.				
BIO-2 All construction activities shall comply with Sections 3503, 3503.5, 3511, and 3513 of the *California Fish and Game Code*, which protect active nests of any raptor species, including common raptor species. Compliance with these codes shall be accomplished by completing the following: If vegetation is to be cleared during the potential raptor nesting season (December 1 to August 31), all suitable habitat within 500 feet of the Project site shall be thoroughly surveyed for the presence of nesting raptors by a qualified biologist within 72 hours prior to clearing. If the biologist does not find any active nests, the construction work shall be allowed to proceed. The biologist conducting the clearance survey shall document a negative survey with a report indicating that no impacts to active avian nests shall occur. If any active nests are detected, the area shall be flagged and mapped on the construction plans with a buffer. The size of the buffer shall be determined by the biologist in consultation with CDFW and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. These buffers are typically 500 feet from the nests of raptors. The buffer area shall be avoided until the nesting cycle is complete or until it is determined that the nest has failed. Results of the pre-construction survey and any subsequent monitoring shall be provided to the Property Owner, CDFW and the City. The monitoring report shall summarize the results of the nest	Hospital	Prior to and during vegetation clearing/grubbing, grading, and construction activities	City Planning Department	

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monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until authorization is received by the applicant from CDFW. Although presumed absent, prior to development of the Project site, a pre-construction burrowing owl clearance survey shall be conducted to ensure burrowing owls remain absent from the Project site. The clearance survey shall be conducted in accordance with the CDFW 2012 Staff Report on Burrowing Owl Mitigation, which requires that two clearance surveys be conducted 14 to 30 days before and 24 hours prior to any grading or vegetation removal on the Project site. If burrowing owls are observed on the Project site during the pre-construction surveys, a burrowing owl passive relocation plan shall be prepared and submitted to CDFW for review and approval prior to commencement of vegetation clearing/grubbing, grading, and construction activities on the Project site. The burrowing owl relocation plan shall outline methods to passively relocate any burrowing owls occurring on the Project site and ensure compliance with the MBTA and *California Fish and Game Code*.				
Cultural and Scientific Resources				
CUL-1 A qualified archaeologist (the "Project Archaeologist") shall be retained prior to the start of grading for Project-related construction. The Project Archaeologist shall monitor all ground-disturbing activities within the areas of native soil (i.e., below existing areas of artificial fill from previous hospital construction). If archaeological or historical resources are encountered during implementation of any phase of the Project, the Project Archaeologist will be allowed to temporarily divert or redirect grading or excavation activities in the vicinity of the find in order to make an evaluation of the find. If historical materials are found during grading, a qualified historian ("Project Historian") shall be retained to evaluate and make appropriate recommendations on the disposition of any historical artifacts in consultation with the City local historical experts as determined appropriate by the City. The disposition of any archaeological resources shall be governed by Mitigation Measure CUL-3.	Hospital and Contractor	Prior to issuance of grading permits	City Planning Department	

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CUL-2 Prior to the start of any Project-related grading, the following note shall be placed on the Grading Plan: "If any suspected archaeological resources are discovered during ground-disturbing activities and the archaeological monitor or Tribal representatives are not present, the construction supervisor is obligated to halt work in a 100-foot radius around the find and call the Project Archaeologist and appropriate Tribal representatives to the site to assess the significance of the find."	Hospital and Contractor	Prior to issuance of grading permits	City Planning Department	
CUL-3 The Project Archaeologist shall monitor Project-related grading as outlined in Mitigation Measure CUL-1. Any archaeological resources uncovered during the course of Project-related grading shall be recorded and/or removed per applicable guidelines, in consultation and cooperation with the City, the South Central Coastal Information Center Staff (located at California State University, Fullerton) and appropriate Native American tribal representatives. If a significant archaeological resource(s) is discovered on the property, ground-disturbing activities shall be suspended 100 feet around the resource(s). The archaeological monitor and representatives of the appropriate Native American Tribe(s), Hospital Staff, and the City Planning Department shall confer regarding mitigation of the discovered resource(s). A treatment plan and/or preservation plan shall be prepared by the archaeological monitor and reviewed by representatives of the appropriate Native American Tribe(s), Hospital Staff, and the City Planning Department and implemented by the archaeologist to protect the identified archaeological resource(s) from damage and destruction. The Hospital shall relinquish ownership of all archaeological artifacts that are of Native American origin found on the Project site to the culturally affiliated Native American tribe(s) for proper treatment and disposition. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the City Planning Department, the appropriate Native American tribe(s), and the South Central Coastal Information Center. All cultural material, excluding sacred, ceremonial, grave goods and human remains, collected during the grading monitoring program and from any previous	Hospital and Contractor	Prior to issuance of grading permits and during grading	City Planning Department	

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archaeological studies or excavations on the Project site shall be curated, as determined by the treatment plan, according to the current professional repository standards and may include a culturally affiliated tribal curatorial facility.				
CUL-4 A qualified Paleontologist (the "Project Paleontologist") shall be retained prior to the start of grading for any Project-related construction. Also prior to the start of grading, the Project Paleontologist shall review the grading plan to identify any areas where excavation will occur in native soils that could contain fossils (i.e., older Quaternary alluvium). The Project Paleontologist shall monitor all ground-disturbing activities in those areas and prepare a brief memo report on monitoring activities during that time. If fossiliferous materials are found during grading in other (i.e., non-marked) areas, work shall be halted until the Project Paleontologist is contacted and can evaluate the find and determine an appropriate course of action to protect significant paleontological resources.	Hospital and Contractor	Prior to issuance of grading permits and during grading	City Planning Department	
CUL-5 If human remains are encountered during any Project-related ground-disturbing activities, Section 7050.5 of the *California Health and Safety Code* states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition of the materials pursuant to Section 5097.98 of the *California Public Resources Code.* The provisions of Section 15064.5 of the California Environmental Quality Act Guidelines shall also be followed. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner shall notify the Native American Heritage Commission (NAHC). The NAHC will determine and notify a Most Likely Descendent (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The descendent must complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. These requirements shall be included as notes on the contractor specification and verified by the Community Development Department, prior to issuance of grading permits. This measure shall be implemented to the satisfaction of the City in consultation with the County Coroner.	Hospital and Contractor	During grading	City Planning Department	

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Geology and Soils				
GEO-1 Prior to approval of Project plans, a site-specific Geotechnical Report shall be prepared for each proposed structure. The Geotechnical Report shall be prepared by a registered Civil Engineer or certified Engineering Geologist and shall contain site-specific evaluations of the seismic and geologic hazards affecting the Project and shall identify recommendations for earthwork and construction. All recommendations from forthcoming site-specific geotechnical studies shall be included in the site preparation and building design specifications. Compliance with this requirement shall be verified by the City Engineer as part of the Project certification process, which includes review and approval of the site-specific geotechnical studies by the California Geological Survey (CGS).	Hospital	Prior to approval of Project plans	City Public Works, Building and Safety Services Department	
GEO-2 Prior to the issuance of building permits, the final Grading Certification (on the approved City of West Covina form) shall be prepared, stamped, and signed by the appropriate professional personnel. A California registered Civil Engineer, soil engineer, and geologist (if applicable) and the grading contractor shall sign the final Grading Certification. In addition, the final compaction report shall be signed by the soils engineer and submitted for review and approval by the Building and Safety Official prior to the issuance of building permits.	Hospital and Contractor	Prior to the issuance of building permits	City Public Works, Building and Safety Services Department	
Greenhouse Gas Emissions				
GHG-1 Prior to completion of all new Project-related buildings or structures, the Hospital shall install solar photovoltaic panels that generate at least 25 percent of the additional electricity demand associated with the new Project-related structure(s). The location, size, and other design parameters of the panels shall be at the discretion of the Hospital. This measure shall be implemented to the satisfaction of the City Engineer.	Hospital	Prior to completion of Project-related buildings	City Public Works, Building and Safety Services Department	

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Hazards and Hazardous Materials				
HAZ-1 Prior to the start of any grading or excavation during Project-related improvements, the Hospital shall have on staff or retain qualified personnel to be available should any unknown potentially hazardous materials (hazmat) be found during grading or excavation. If any unknown or suspected hazardous materials are found, work in that area shall cease immediately and the qualified hazmat professional shall evaluate/characterize the find and make appropriate recommendations for its safe removal and disposal according to applicable federal and state laws and regulations. The qualified hazmat professional shall also determine if consultation and coordination with the California Department of Toxic Substances Control (DTSC) is necessary to characterize and/or remediate the hazardous material(s). The Hospital shall inform the City Planning Department on the same day such materials are found. If necessary, the Hospital shall enter into a Voluntary Cleanup Agreement with DTSC for remediation of the hazardous materials. Within two weeks of disposal of the material(s), the qualified hazmat professional shall prepare a closure report on the incident and submit it to the Hospital and City Planning Department. This measure shall be implemented to the satisfaction of the City Planning Department and DTSC if they are involved in the characterization and/or remediation of the material(s).	Hospital and Contractor	Prior to grading or excavation	City Planning Department in consultation with the California Department of Toxic Substances Control (DTSC) if needed	
HAZ-2 Prior to demolition of any structures or interior remodeling of existing buildings, the hospital shall provide evidence that an assessment for asbestos-containing materials (ACMs) and lead-based paint (LBP) has been performed and any necessary abatement has been conducted in accordance with local, State, and federal guidelines. This measure shall be implemented to the satisfaction of the City Planning Department.	Hospital and Contractor	Prior to demolition	City Planning Department	

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HAZ-3 Prior to the start of Project construction and at least annually thereafter during the Project construction period, the Hospital Facilities Staff shall meet with the principals of the Edgewood Middle and High Schools and the Superintendent of the West Covina Unified School District to review the planned hospital expansion and discuss health and safety issues relative to hazardous materials at the hospital. The Hospital Staff shall also share their hazmat response and disaster preparedness plans with the school and district personnel so each has an understanding of potential risks, lines of communication and responsibility and can comment on the plans as they may affect the adjacent school facilities. This measure shall be implemented to the satisfaction of the City Planning Director.	Hospital and Contractor	Prior to and during construction	City Planning Department	
Hydrology and Water Quality				
HYD-1 Prior to issuance of any grading or building permit, the Queen of the Valley Hospital shall comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit) applicable at the time the grading or building permit is issued. The Queen of the Valley Hospital shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) during construction of any Project-related improvements. The SWPPP must include erosion- and sediment-control Best Management Practices (BMPs) that will meet or exceed measures required by the determined risk level of the Construction General Permit, as well as BMPs that control the other potential construction-related pollutants. A Construction Site Monitoring Program that identifies monitoring and sampling requirements during construction is a required component of the SWPPP. Evidence of compliance with the NPDES Construction General Permit shall be provided to the City's Building and Safety Services Director prior to issuance of a grading permit. This measure shall be implemented to the satisfaction of the City Engineer.	Hospital	Prior to issuance of any grading or building permit	City Public Works, Building and Safety Services Department	

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HYD-2 Prior to issuance of any grading or building permit, the Queen of the Valley Hospital shall submit a Water Quality Management Plan (WQMP) for review and approval by the City's Engineering Department. The WQMP shall identify all BMPs to be incorporated into the Project to control storm water and non-storm water pollutants during and after construction (i.e., ongoing operations of the hospital). This measure shall be implemented to the satisfaction of the City Engineer.	Hospital	Prior to issuance of any grading or building permit	City Public Works, Building and Safety Services Department	
HYD-3 Prior to issuance of any building permits, the Queen of the Valley Hospital, its engineer, and/or its contractor shall demonstrate that all applicable Low Impact Development (LID) design requirements have been included in Project plans and shall be implemented in each phase of the Project, as appropriate. LID design aspects of each facility of the Project shall include an evaluation of the use of permeable pavement and other infiltration enhancement techniques. This measure shall be implemented to the satisfaction of the City Engineer.	Hospital	Prior to issuance of any building permits	City Public Works, Building and Safety Services Department	
Land Use and Planning				
LUP-1 Except for surface parking, any improved uses placed adjacent to the residential uses to the northeast of the QVHSP property, including the former Sunset Field site, shall be located and designed to minimize impacts related to views, lighting, and noise on local residents. Consistent with the required noticing for precise plans per the Municipal Code, property owners and residents living northeast of the site (i.e., Torrey Pines Apartment Homes) shall be notified of a public hearing at least 30 days prior to the hearing for any buildings in the portions of Specific Plan Zones 1 or 3, adjacent to these residences. This process is consistent with the Municipal Code's requirement to hold a public hearing for new buildings and to notify owners and residents within 300 feet of the proposed building of the public hearing. This measure shall be implemented to the satisfaction of the City Community Development Director.	Hospital	Prior to issuance of a grading or building permit	City Planning Department	

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Public Services and Recreation				
PS-1 Pursuant to Chapter 17, Article IV, Development Impact Fees of the City's Municipal Code, prior to issuance of each building permit, the Queen of the Valley Hospital shall be responsible for payment of the City's Development Impact Fees (DIFs) including police facilities, fire facilities, park facilities, administration facilities, and public works facilities, as appropriate and in amounts established by City Council Resolution. The fees paid shall be those in effect at the time of issuance of the building permit, subject to applicable fee credits for community facilities provided as part of the Project.	Hospital	Prior to issuance of a building permit	City Planning Department	
PS-2 The Queen of the Valley Hospital shall verify that all Project-related improvements comply with applicable codes, ordinances, and standard conditions, including the current edition of the California Fire Code and the West Covina Fire Department, regarding fire prevention and suppression measures, fire hydrants, automatic fire extinguishing systems, access, water availability, and fire sprinkler system, among other measures. Prior to issuance of building permits, the Planning Department and West Covina Fire Department shall verify compliance with applicable codes and that appropriate fire safety measures are included in the project design. All such codes shall be complied with, and all measures shall be implemented prior to issuance of a certificate of occupancy.	Hospital	Prior to issuance of building and occupancy permits, as appropriate	City Planning Department and West Covina Fire Department	
PS-3 The Hospital shall comply with PlanWC appropriate Crime Prevention Through Environmental Design (CPTED) features as determined by West Covina Police Department (WCPD) for all improvements related to the proposed Project. CPTED features incorporated into the design of spaces shall include, but not be limited to, territorial reinforcement, strategic natural surveillance, well-lit spaces, and appropriate maintenance. CPTED review of each proposed development shall be completed by the WCPD prior to issuance of building permits.	Hospital	Prior to issuance of a building permit	City Planning Department and West Covina Police Department	
PS-4 Prior to the issuance of each building permit, the Property Owner/Developer shall pay applicable developer's fees to the impacted school district(s) pursuant to Section 65995 of the California Government Code. Under State law, payment of the developer fees provides full and complete mitigation of the	Hospital	Prior to issuance of a building permit	City Planning Department	

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project's impacts on school facilities. Evidence that these fees have been paid shall be submitted to the Planning Department.				
Transportation/Traffic				
TRA-1 Prior to the issuance of building permits for improvements identified under Phase 1 of the Project, the Queen of the Valley Hospital shall make fair share contributions toward the installation of the following improvements: • **Cameron Avenue/Sunset Avenue** o Convert the outside lane on Sunset Avenue to a shared thru-right turn lane in both directions. This will require additional striping on the downstream side of the intersection in both directions and will require that parking be prohibited on Sunset Avenue within the improvement area. • **Merced Ave/Dalewood Street/Garvey Avenue** o Restripe the eastbound approach to include one thru lane and one exclusive right turn lane. o Convert the intersection to two-way stop control, with free eastbound and westbound movements. • **Merced Avenue/California Avenue** o Restripe both approaches on Merced Avenue to include one exclusive left turn lane, one thru lane, and one shared thru-right turn lane. • **Cameron Avenue/Orange Avenue** o Restripe both approaches on Orange Avenue to include one exclusive left turn lane and a shared thru-right turn lane.	Hospital	Prior to issuance of Phase 1 building permits	City Public Works, Traffic and Lighting Section	
Prior to issuance of any building permits beyond Phase 1, identified improvements at these intersections will need to be physically in place to mitigate potential impacts of Project-related traffic. This measure shall be implemented to the satisfaction of the City Engineer.	Hospital	Beyond the issuance of Phase 1 building permits	City Public Works, Traffic and Lighting Section	

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TRA-2 Prior to the issuance of building permits for any improvements identified under Phase 2 of the Project, the Queen of the Valley Hospital shall make a fair share contribution toward the installation of the following improvements: • **West Covina Parkway/I-10 WB Ramps** o Restripe the northwest-bound West Covina Parkway approach to include two left turn lanes, one thru lane, and a shared thru-right turn lane.	Hospital	Prior to the issuance of Phase 2 building permits	City Public Works, Traffic and Lighting Section	
Prior to completion of construction under Phase 2, these improvements shall be physically in place to mitigate Project-related traffic impacts. This measure shall be implemented to the satisfaction of the City Engineer.	Hospital	Prior to completion of all Phase 2 improvements	City Public Works, Traffic and Lighting Section	
TRA-3 Prior to issuance of building permits for any improvements identified beyond Phase 2 of the Project, the Queen of the Valley Hospital shall make fair share contributions towards the installation of the following improvements: • **Vine Avenue/Sunset Avenue** o Restripe both approaches of Sunset Avenue to include two thru lanes and a shared thru-right turn lane. This will require additional striping on the downstream side of the intersection in both directions and will require that parking be prohibited on Sunset Avenue in the improvement area. o Widen the project driveway across from Vine Avenue to provide two left turn lanes and a shared thru-right turn lane for traffic exiting the hospital campus. • **West Covina Parkway/Sunset Avenue** o Restripe both approaches of West Covina Parkway to include two thru lanes and an exclusive right turn lane. This should only require restriping, but if needed, right-of-way is available.	Hospital	Prior to and beyond the issuance of Phase 2 building permits, as appropriate	City Public Works, Traffic and Lighting Section	

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Prior to certification of Project completion, these improvements shall be physically in place to mitigate Project-related traffic impacts. This measure shall be implemented to the satisfaction of the City Engineer.	Hospital	Prior to certification of Phase 2 completion	City Public Works, Traffic and Lighting Section	
TRA-4 Prior to the start of any major construction activity or improvement on the Project site, the Queen of the Valley Hospital shall discuss planned activities with the City and prepare a Traffic Control Plan (TCP) for City review and approval. The TCP shall provide for appropriate temporary control measures, including barricades, warning signs, speed control devices, flaggers, and other measures to mitigate potential traffic hazards and protect public safety. The TCP would also ensure coordination with emergency response providers to provide sufficient emergency response access to the Project site and to surrounding areas. This measure shall be implemented to the satisfaction of the City Engineer and City Planning Department, as appropriate.	Hospital	Prior to construction activities and/or improvement on the Project site	City Public Works, Traffic and Lighting Section and City Planning Department	
TRA-5 Prior to completion of Phase 1 improvements, the Hospital shall document to the City that it has provided at least the following based on the Project Parking Study: • Provide 85 parking spaces for the new/expanded Emergency Room (per parking generation rate based on the existing campus), either as surface parking or on the ground level of the nearest planned parking structure. • Maintain existing parking spaces designated for maternal and child health center in existing location adjacent to the Family Birth & Newborn Center.	Hospital	Prior to completion of Phase 1 improvements	City Public Works, Traffic and Lighting Section and City Planning Department	
TRA-6 Prior to the start of any phase of Project improvements that contains a parking structure, the Queen of the Valley Hospital shall provide documentation as to the location, need, and appropriate size of the structure, to the satisfaction of the City Engineer and the City Planning Department.	Hospital	Prior to the start of any Project improvement phase with a parking structure	City Engineering Division and City Planning Department	
TRA-7 Any parking structure constructed as part of the Project shall be opened and available for parking prior to the completion of the phase within which it is being constructed.	Hospital	During all construction phases	City Planning Department	

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TRA-8 During all phases of construction, signs shall be posted and information placed on the Queen of the Valley Hospital's website on where complaints regarding parking, noise, etc. during construction should be directed. The Queen of the Valley Hospital shall make a good faith effort to resolve complaints by local neighbors regarding parking or other construction-related issues.	Hospital	During all construction phases	City Planning Department	
TRA-9 During all phases of Project construction, the Queen of the Valley Hospital shall provide sufficient onsite or designated offsite parking for construction workers to prevent parking in adjacent residential areas. Construction workers will be given information in writing on specific parking locations they can use if off-site parking is needed. This measure shall be implemented to the satisfaction of the Planning Department.	Hospital	During all construction phases	City Planning Department	
TRA-10 At least twice a year the Queen of the Valley Hospital shall provide printed information to its employees regarding carpooling and ridesharing. Copies of this information shall be transmitted to the City Planning Department.	Hospital	During Project occupancy	City Planning Department	
Tribal Cultural Resources				
TCR-1 Prior to the start of grading for each phase of the Project, the Queen of the Valley Hospital shall enter into a Cultural Resources Monitoring Agreement with qualified tribal representatives, and that a professional archaeological monitor meeting Secretary of Interior standards has been retained to conduct monitoring of all grading activities and has the authority to temporarily halt and redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction. The Project Archaeologist and tribal representatives shall attend any pre-grading meetings with the City and contractors to explain and coordinate the requirements of the monitoring program for each phase of Project work as appropriate.	Hospital	Prior to the start of grading for each phase of the Project	City Planning Department	
TCR-2 During all Project-related grading activities, the City, Queen of the Valley Hospital representatives, Project Archaeologist, and the tribal representative(s) shall be allowed to monitor and have received a minimum of 30 days advance notice of all grading and trenching activities. The Project Archaeological Monitor shall observe all mass grading and trenching activities per the Cultural Resources Monitoring	Contractor	Before and during all Project-related grading and trenching activities	City Planning Department	

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Agreement. If the tribal representatives suspect that an archaeological resource may have been unearthed, the archaeologist, in consultation with the tribal representative, shall immediately halt and redirect grading operations in a 100-foot radius around the find to allow identification and evaluation of the suspected resource. In consultation with the appropriate Native American tribe(s), the archaeological monitor shall evaluate the suspected resource and make a determination of significance pursuant to *California Public Resources Code* Section 21083.2.				
Utilities and Service Systems				
UTL-1 Water and sewer plans shall be designed and constructed to meet the applicable requirements of Suburban Water Systems and City of West Covina Municipal Code. Approval of the plans by the Suburban Water Systems shall be required prior to final map approval or issuance of permits, whichever occurs first.	Hospital	Prior to final design or building and occupancy permit	City Public Works, Engineering Division	
UTL-2 Landscaping associated with future development in the Queen of the Valley Hospital Specific Plan (QVHSP) area shall be implemented in compliance with Section 26-515, *Landscape Criteria,* of the City of West Covina Development Standards, which sets landscape standards and water conservation requirements. In addition, all landscape areas and irrigation systems shall be subject to the water efficiency provisions contained in Division 1 of Article XIV of Chapter 26 of the Municipal Code and the Planning Commission Guidelines for Water Efficient Landscaping, unless otherwise exempted. Section 26.750 of the West Covina Municipal Code includes the requirements and standards of the Model Water Efficient Landscape Ordinance or MWELO.	Hospital	Prior to and during all Project improvements	City Planning Department	
UTL-3 Landscape plans prepared for future development in the QVHSP area shall be developed in compliance with Section 26.708, *Landscape Plans*, of the City of West Covina Development Code, which requires final map landscaping plans including planting design and an irrigation system to be prepared by a licensed landscape architect and submitted by the applicant for review and approval by the planning director or duly authorized representative.	Hospital	Prior to approval of any Project-related improvements	City Planning Department	

QUEEN OF THE VALLEY HOSPITAL SPECIFIC PLAN
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Responsible for Implementation	Timing of Mitigation	Responsibility of Monitoring	Completion Date (Signature Required)
UTL-4 Demolition and construction activities during implementation of the Queen of the Valley Hospital Specific Plan shall be conducted in compliance with requirements of Chapter 7, Article XVI, *Waste Reduction, Reuse and Recycling of Construction and Demolition Debris*, of the West Covina Municipal Code, which requires diversion of construction waste into landfills for every "covered project" as set forth in Section 7-261(a) and (b). Construction and demolition wastes shall be made available for deconstruction, salvage, and recovery prior to demolition. Further, demolition and construction waste requires the recycling or salvage for re-use of a minimum of 65 percent of the construction and demolition debris in compliance with State and local statutory goals and policies. Prior to permit issuance, the Project applicant shall submit a "Waste Diversion Plan" to the Department of Public Works. The Project Applicant may be exempt from meeting the 65-percent diversion requirement if the applicant uses the City-franchised hauler/collector pursuant to Section 12-17 of the West Covina Municipal Code and provides the completed documentation as required by Section 7-262, including receipts and/other documentation from the waste hauler/collector bearing the name(s) of the City of West Covina franchised hauler/collector.	Hospital	During demolition and construction activities	City Public Works, Maintenance Division, Environmental Services Section	
UTL-5 Development in the QVHSP area shall comply with Chapter 12, *Garbage and Rubbish Collection*, of the West Covina Municipal Code, which requires that collection and disposal of refuse, recyclables, or green waste shall only be conducted by entities contracted by the City to do so (either through its own employees or through an entity under exclusive franchise with the City), as identified in the Municipal Code. In addition, the Project shall comply with Article III, *Trash Enclosure District,* of the West Covina Municipal Code, outlining the regulations pertaining to proper storage and disposal of solid waste in commercial areas of the City.	Hospital	During Project occupancy	City Public Works, Maintenance Division, Environmental Services Section	

PSOMAS

3 Hutton Centre Drive
Suite 200
Santa Ana, CA 92707
714.751.7373 Phone
714.545.8883 Fax
www.Psomas.com

QUEEN OF THE VALLEY HOSPITAL

Community Outreach Summaries

Hosted by the City of West Covina, Emanate Health, Psomas, and KTGY
June 2019

TABLE OF CONTENTS

AGENDA

August 9, 2018
6:30 PM — 8:00 PM

INTRODUCTIONS

Tony Blakely
- Corporate Director Design & Construction - Emanate Health

Chip Riddle
- Chief of Support Services Officer - Emanate Health

Ken Ryan
- Principal of Community Planning and Urban Design - KTGY

PROJECT INFORMATION

Purpose of Meeting
Hospital History
Improvement Commitments
What is a Specific Plan?
Tentative Process
Local and Regulatory Context
Future Hospital Enhancements

QUESTIONS AND ANSWERS

MAILING NOTICES

Please Mark Your Calendars for a Neighbor Information Meeting

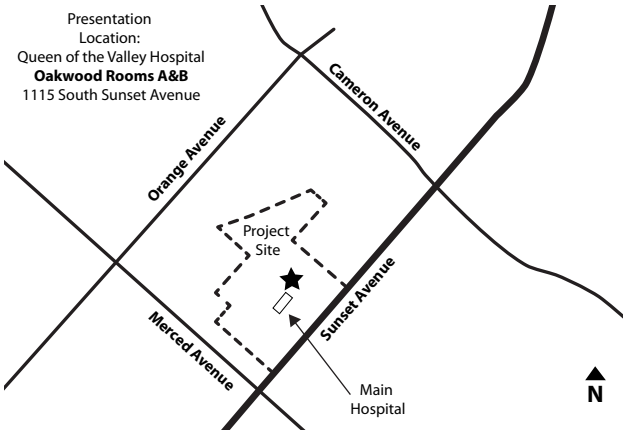
Queen of the Valley Hospital would like to invite you to our Neighbor Information Meeting to share with you our future plans for the hospital. Your input is highly valued to help guide the vision for this project.

WHEN: Thursday, August 9, 2018, 6:30 P.M. – 8:00 P.M.

WHERE: Queen of the Valley Hospital, in the Oakwood Rooms
1115 South Sunset Avenue, West Covina, CA (see map)

PARKING: Main Visitor Parking Lot, enter off of Sunset Avenue

For questions, please contact John Moreland, Senior Project Manager of KTGY at 949.221.6216 or at jmoreland@ktgy.com



SESSION PHOTOGRAPHS

SUMMARY (VERBAL/POWERPOINT)

- The attendees were split with equal amount of the participants, (29%) were interested neighbors living in neighborhoods adjacent to the project site, (29%) business owners in the area, and (29%) Citrus Valley Health Partners employees.

- Participants were presented with the project's improvement commitments, tentative Specific Plan process, existing specific details on the hospital's current status, as well as future phasing that the hospital would like to see in the next 4-8 years.

- The majority of respondents (57%) have "never" utilized the services at Queen of the Valley Hospital. With 29% "often" and 14% "infrequently" having utilized the services.

- When asked what the most important element of the hospital improvement, 71% of respondents indicated that having state-of-the-art facilities and services was the most important factor to the Queen of the Valley hospital. 14% of participants indicated that they would like to see attractive landscaping and efficient circulation.

- 56% of the respondents indicated that they would not be likely to walk to the project in any situation. Respondents were less likely to walk to the project, with 33% being "very likely," and 11% likely depending on the weather.

- The types of non-hospital uses preferred by the group were predominantly support retail, such as pharmacy and medical supply (43%) and technology education (29%) uses. This is also consistent with a response received on a comment card.

Attendees were asked how could the project best fit into the West Covina community. Enhance wayfinding/signage experience throughout the campus was the first choice among respondents (63%). Providing more hospital related special events open to the public, such as the weekly farmer's market, was also favored, receiving 25% of the votes.

Of those that visit the hospital by car, 50% of respondents said that signage directing the driver to the appropriate parking area was the biggest concern/ issue. Ease of finding a parking spot, ease and accessibility of drop-off areas, and signage directing pedestrians from the parking lot to the appropriate facility all received 17% of the remaining votes, respectively.

Further details on attendee responses can be found at the end of this document.

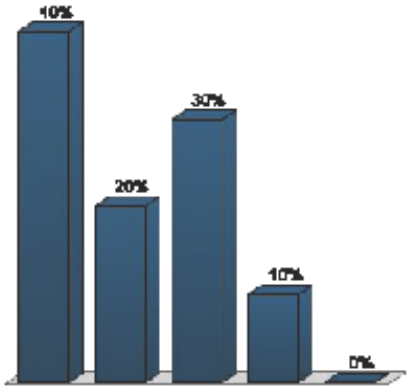
Turning Point remote used to interact with presentations

Turning Point technology allows audience members to interact with the presentation by answering prepared multiple choice questions designed to gauge the preferences of participants. This data is shown live as it is collected during the presentation and is also saved for later analysis by team members, and helps in the plan development process.

Presentation Response Data

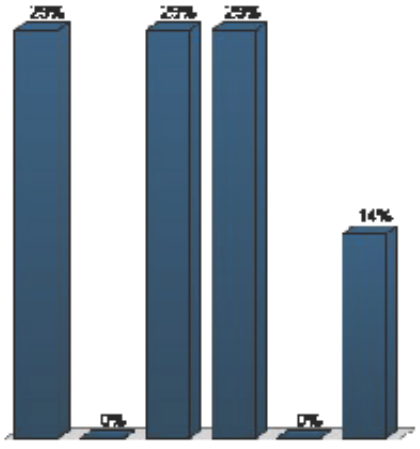
1. How was the weather this week?

	Responses	
	Percent	Count
Hot	40	4
Very hot	20	2
Extremely hot	30	3
My shoes melted	10	1
I don't know, I stayed inside	0	0



2. I am attending this workshop as a...

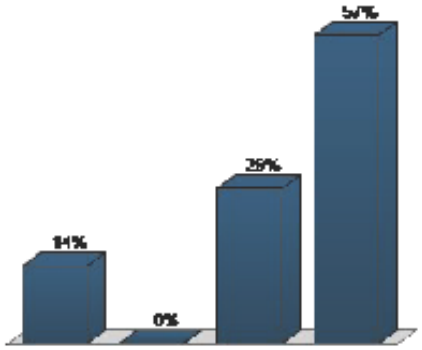
	Responses	
	Percent	Count
Interested neighbor	28.57	2
Representative of the City	0	0
Business owner in the area	28.57	2
Citrus Valley Health Partners Employee	28.57	2
I'm lost, but you have cookies and coffee	0	0
Other	14.29	1



Presentation Response Data, Cont.

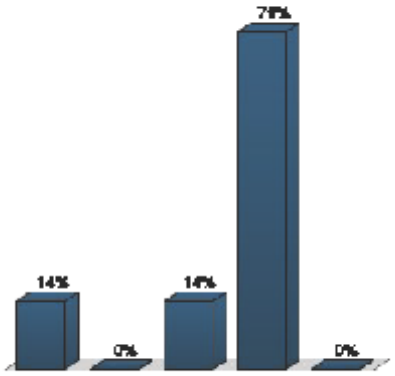
3. How frequently do you utilize the services at Queen of the Valley?

	Responses	
	Percent	Count
Infrequently	14.29	1
Frequently	0	0
Often	28.57	2
Never	57.14	4



4. The most important element of the hospital improvement project is...

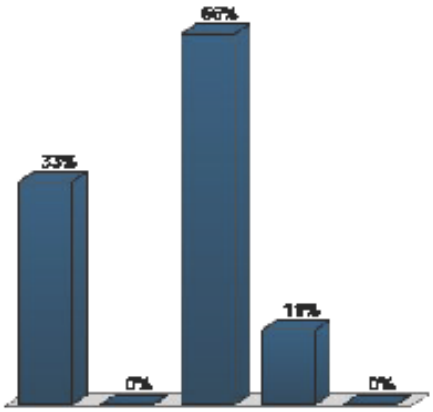
	Responses	
	Percent	Count
Circulation efficiency	14.29	1
Architectural character	0	0
Attractive landscaping	14.29	1
State-of-the-art facility and services	71.43	5
Other	0	0



Presentation Response Data

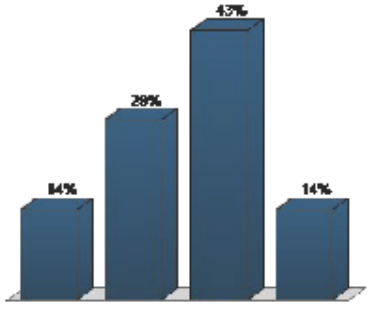
5. How likely are you to walk to the hospital?

	Responses	
	Percent	Count
Very likely	33.33	3
Likely	0	0
Not likely	55.56	5
Depends on the weather	11.11	1
No opinion	0	0



6. Which of the following uses would you be most interested to see implemented in the Specific Plan?

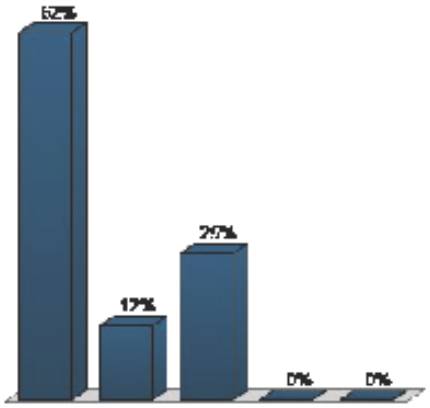
	Responses	
	Percent	Count
Support food services (e.g. bakery)	14.29	1
Technology education center (e.g. research and development)	28.57	2
Support retail (e.g. pharmacy, medical supply)	42.86	3
Other	14.29	1



Presentation Response Data, Cont.

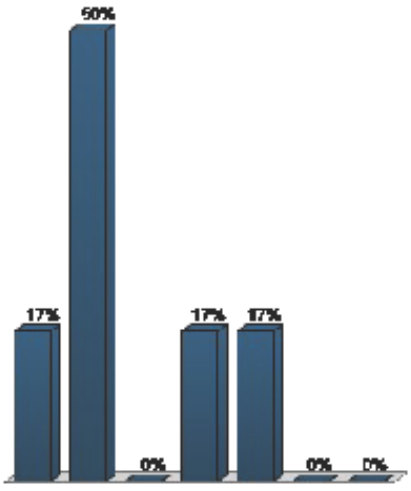
7. How could the project best fit into the West Covina Community?

	Responses	
	Percent	Count
Enhance wayfinding/signage experience throughout campus	62.5	5
Continue medical technological enhancements and residency training programs	12.5	1
Provide more hospital related special events open to the public (such as weekly farmer's market)	25	2
Improve landscaping	0	0
Other	0	0



8. Of those that visit the hospital by car, what is the biggest concern/issue?

	Responses	
	Percent	Count
Ease of finding a parking space	16.67	1
Signage directing the driver to the appropriate parking area	50	3
Distance of the parking space to hospital facilities	0	0
Ease and accessibility of drop-off areas	16.67	1
Signage directing pedestrians form the parking lot to the appropriate facilities	16.67	1
Other	0	0
Not applicable	0	0



TRANSCRIBED COMMENT CARDS

Name: Nilesh Kotadiya (Owner @ EZ Care Pharmacy)
Address: 1535 W. Merced Ave, Suite #100
Email: nkotadiya@gmail.com

"Is the hospital going to have or thinking about having an out patient discharged prescriptions pharmacy. I think the biggest challenge for patients to get their discharge meds, once they get discharged from the hospital. As a business owner, I can say, we offer free delivery service at our pharmacy & that helps a lot to discharged patients so they can go straight home without waiting or stop by at pharmacy."

Name: Crystal Pance deLeon (Torrey Pines Apartments)
Address: 851 S. Sunset Ave
Email: crystal@fairmanage.com

"Environmental impacts, dust mitigation. Email me the environmental plants. Thanks!."

Name: Mazen Karkowkli
Address: 1318 W. Vine Ave
Email: mkarkowkli@msn.com

"-Will hospital remain open during construction
-How wall the tower
-New land acquired?"

AGENDA

November 15, 2018
6:00 PM — 7:30 PM

INTRODUCTIONS

Jeff Anderson
- Community Development Director - City of West Covina

Kent Norton
- Senior Project Manager Environmental Planner - Psomas

John Moreland
- Senior Project Manager - KTGY

PROJECT INFORMATION

What is CEQA
Purpose of CEQA Scoping Meeting
Project Summary
Potential Environmental Impacts
CEQA Review Schedule (tentative)
Contact Information

QUESTIONS AND ANSWERS

SUMMARY

- There were 12 attendees with 3 local residents, 5 hospital staff, and 5 members of the Specific Plan and/or EIR preparation team (i.e., City, Hospital, Psomas or KTGY).

- Kent Norton and John Moreland made a brief presentation of the project characteristics and the CEQA process. John explained the area along the flood control channel would likely be used to temporarily house hospital uses and staff displaced by construction.

- The major local concerns appeared to be parking and traffic, and what would happen during construction phasing. Someone asked if the hospital would become a trauma center, the answer was no (County already selected Pomona Valley Hospital). Several questions about future plans, hospital staff said they would be focusing on cardiac and neurology treatment and possibly expand the residency program.

- A few questions about local General Plan land use and zoning designations, but they seemed more for clarification of existing designations of the hospital and surrounding neighborhoods rather than concerns or issues. A few questions about what areas were actually included in the old vs. the new specific plan. One adjacent neighbor wondered if they could be added to the Specific Plan at this point.

- The timing of the various construction phases seemed to be the other main concern. Some other questions on the design, appearance, and height of the new tower, and need for seismic retrofitting of old tower.

- Comment cards were provided, but no written comments were received at this meeting.

MAILING NOTICES

NOTICE OF PREPARATION AND A SCOPING MEETING FOR THE PREPARATION OF AN EIR

GENERAL PLAN AMENDMENT NO. 18-02

ZONE CHANGE NO. 17-02 (QUEEN OF THE VALLEY HOSPITAL SPECIFIC PLAN)

ENVIRONMENTAL IMPACT REPORT (EIR)

APPLICANT: City of West Covina

LOCATION: Citywide

The City of West Covina has issued a Notice of Preparation (NOP) and will hold a Scoping Meeting to gather input on the scope and content of the Environmental Impact Report for the Queen of the Valley Hospital Specific Plan. For more information on the NOP or the Specific Plan see the City Planning Department's website: http://www.westcovina.org/departments/planning

THE SCOPING MEETING WILL BE HELD:

PLACE: Queen of Valley Hospital, Oakwood Rooms
1115 South Sunset Avenue, West Covina

DATE: Thursday, November 15, 2018

TIME: 6:00 p.m.

If you have any questions, we urge you to contact Jeff Anderson at (626) 939-8423 or Room 208, at City Hall.

Only through citizen participation can your government build a better City.

Date: October 29, 2018

BY ORDER OF THE
PLANNING COMMISSION OF THE
CITY OF WEST COVINA

AGENDA

May 13, 2019
6:00 PM — 8:00 PM

INTRODUCTIONS

Jeff Anderson
- Community Development Director - City of West Covina

Kent Norton
- Senior Project Manager Environmental Planner - Psomas

John Moreland
- Senior Project Manager - KTGY

PROJECT INFORMATION

Introductions
Purpose of Meeting
Project Timeline
Context
Summary of Specific Plan Objectives
Proposed Land Use Plan
Key Specific Plan Elements
CEQA & EIR Process
Scope of EIR Analysis
Draft EIR Availability
Draft EIR Public Comments
Next Steps

QUESTIONS AND ANSWERS

SUMMARY

- There were 8 attendees that signed in and at least 3 additional attendees that walked in after the session began. Of the 11 total attendees, there were the Mayor of West Covina, a Senior Citizen's Commissioner, 3 Planning Commissioners, 1 hospital staff member, 1 local business owner, 2 Torrey Pine representatives, and a reporter for the San Gabriel Valley Tribune.

- Jeff Anderson, Kent Norton, and John Moreland made a brief presentation about the project status to date, an overview of the Specific Plan, and an overview of the Draft EIR. John provided a description of the land use plans, setbacks, and identified some of the key differences from the existing Specific Plan.

- Kent provided an overview of the environmental process and the scope of the EIR analysis. He also provided information relating to availability of the Draft EIR and that public comments can be sent to Jeff Anderson. He lastly summarized the next steps in the environmental process.

- Only one person expressed concerns of the project. She represented the apartment complex adjacent to the project area. She expressed concerns about the proximity of parking structures in Zone 3 to the residential dwelling units as well as potential noise and aesthetic impacts those structures could have. She also expressed the need to have attractive landscaping separating the hospital use from the apartments and requested that some of the uses in Zone 3 be conditionally permitted, rather than permitted by right, so certain findings need to be met.

- No other public comments were received at the meeting, verbally or in writing.

SESSION PHOTOGRAPHS

MAILING NOTICES

NOTICE OF COMMUNITY INFORMATION MEETING

GENERAL PLAN AMENDMENT NO. 18-02

ZONE CHANGE NO. 17-02 (QUEEN OF THE VALLEY HOSPITAL SPECIFIC PLAN)

ENVIRONMENTAL IMPACT REPORT (EIR)

APPLICANT: Citrus Valley Health Partners

LOCATION: 1115 and 1135 S. Sunset Avenue

We invite you to a public information meeting for the Queen of the Valley Specific Plan. The City of West Covina has released a Draft Environmental Impact Report (DEIR) for review and completed the initial draft of the Specific Plan. This meeting will provide an overview of both documents. For more information, including viewing files of the DEIR and Specific Plan, see the City Planning Department's website: http://www.westcovina.org/departments/planning.

THE COMMUNITY INFORMATION MEETING WILL BE HELD:

PLACE:	Queen of Valley Hospital, Oakwood Rooms A&B 1115 South Sunset Avenue, West Covina
DATE:	Monday, May 13, 2019
TIME:	6:00 pm - 8:00 p.m.

The comment period for the DEIR will be open until May 28th, 2019. If you have any questions, we urge you to contact Jeff Anderson at (626) 939-8423 or at janderson@westcovina.gov.

Only through citizen participation can your government build a better City.

Date: April 25, 2019

17911 Von Karman Ave
Suite 200
Irvine, CA 92614

B APPENDIX

General Plan Consistency Analysis

This Appendix contains a consistency analysis between The Queen of the Valley Specific Plan and the applicable policies and actions contained in the City of West Covina General Plan as required by Section 65454 of the California Government Code. As shown by this consistency analysis, The Queen of the Valley Specific Plan is consistent with the City of West Covina General Plan.

Our Natural Community

Policy 1.1: Promote alternative transportation modes like walking, biking, and transit that reduce emissions related to vehicular travel.		
	Action	**Consistency Analysis**
A1.1	Continue to channel Federal, State and Local transportation funds to programs, and infrastructure improvements that reduce air pollution through the promotion of walking, biking, ride-sharing, public transit use, the use of alternative fuel vehicles or other clean engine technologies.	The Specific Plan includes provisions that will encourage walking, biking, ride-sharing, and public transit services to the site, as well as minimum car charging requirements. Furthermore, the hospital does not include its vehicle fleet.
Policy 1.3 Minimize the adverse impacts of growth and development on air quality and climate.		
	Action	**Consistency Analysis**
A1.3	Prepare and adopt a plan to reduce greenhouse gases as part of the Environmental Impact Report (to be concurrently approved with the West Covina General Plan) to achieve compliance with State mandates, and consistency with the Regional Transportation Plan/Sustainable Community Strategy to facilitate development by streamlining the approval process, and to improve air quality.	An air quality analysis was prepared at part of the Project's Environmental Impact Report (EIR) and impacts are less than significant with the implementation of recommended mitigation measures.
Policy 1.5: Where appropriate, new development shall minimize impervious area, minimize runoff and pollution, and incorporate best management practices.		
	Action	**Consistency Analysis**
A1.5	Develop standards to increase pervious surfaces to recharge groundwater basin, where appropriate.	Pervious or open-grid paving is recommended for use in parking areas to reduce the negative effects of stormwater runoff and facilitate groundwater recharge. Permeable paving and/or recycled materials should be used to the extent feasible.

Policy 1.6: Preserve, conserve, and add to public open space.		
	Action	**Consistency Analysis**
A1.6	Maintain the existing conservation areas and prohibit any development in spaces designated as parks and open space on the land use plan.	A referendum was approved selling the Sunset Fields to the hospital and using the funds from that sale for park purposes elsewhere in the City.
A1.6b	Continue to add public open spaces through developer dedication, in-lieu fees, or conservation easements.	The project does not include any residential uses. Should residential uses be added, in-lieu fees and/or parkland dedication will be required per applicable City of West Covina dedication requirements.
Policy 1.7: Develop a multi-use integrated trail system that supports recreational and mobility needs.		
	Action	**Consistency Analysis**
A1.7c	Identify and provide additional access points adjacent to the Walnut Creek Wash and existing and planned trails.	Once the Wash has been improved to function as a trail, the Project can provide a minimum of one point of connection between the Wash and the primary entrance of the hospital. Standards within the Specific Plan require a 15-foot setback between the wash and any buildings.
Policy 1.9: During the review of public and private development projects, analyze potential impacts to views of natural areas from public streets, parks, trails, and community facilities.		
	Action	**Consistency Analysis**
A1.9	Adopt development standards that protect public views and assess the impact to public views during the development review process.	Building placement and orientation will be designed so that views of buildings from adjacent off-site locations and public rights-of-way are taken into consideration.

Policy 1.10: To preserve nighttime views within and immediately adjacent to single family residential zones, require property owners within and directly adjacent to these zones to utilize shielding and directional lighting methods to direct lighting away from adjoining properties.		
Action		**Consistency Analysis**
A1.10	Adopt development standards that prevent glare and light trespass and assess the impact of outdoor lighting during the development review process.	All new parking lot and other security lighting shall be directed away from surrounding land uses and towards the specific location intended for illumination. State-of-the art fixtures shall be used, and all lighting shall be designed to minimize the production of glare and light spill onto surrounding uses. *Section 4.5 Lighting*, has additional provisions to limit glare and trespass.
Policy 1.11: Plant to maximize the social, economic, and environmental benefits of trees.		
Action		**Consistency Analysis**
A1.11c	Pursue an expanded and equitable distribution of trees and greening throughout the City. Fill in the gaps in canopy cover, address aging tree population, and identify vacant and new planting spots. Target planting where pedestrian and public realm improvements are prioritized such as safe streets to schools and parks. Set a citywide tree canopy coverage goal.	Landscape design standards and guidelines are established to give character and definition to the Queen of the Valley Hospital campus and to enhance the range of open spaces in the Specific Plan Area. Where appropriate, additional trees will be planted to reduce the heat island effect.

Our Prosperous Community

Policy 2.1: Maintain and enhance the City's current tax base.		
Action		**Consistency Analysis**
A2.1a	Continue to strengthen the City's retail base.	*Table 5.2, Permitted Uses*, includes retail as a permitted use within the parts of the Specific Plan Area. In addition, Farmers, Food and Craft markets are allowed as a temporary use.
A2.1c	Ensure that new development is not a fiscal burden to the City.	The implementation of the project will be phased in a fiscally responsible manner not to be a burden on the City's infrastructure and budget. However, improvements to facilitate the project are not expected to occur beyond the project site, with the exception of some improvements to the access and utilities on the property to the southwest of the project site and the access points along Merced and Sunset Avenues. Project phasing and financing are discussed in *Sections 6.7* and *6.8*.
Policy 2.6: Create a diversity of housing options.		
Action		**Consistency Analysis**
A2.6b	Explore opportunities for affordable senior housing.	The project site is designated as the primary medical campus for the City of West Covina and is one of the leading campuses in the eastern San Gabriel Valley. Affordable housing is not considered for this site, but the project would not block implementation of this policy in other areas of the City.
Policy 2.7: Target employment based uses to downtown.		
Action		**Consistency Analysis**
A2.7a	Explore health/medical campus opportunities.	The Queen of the Valley Hospital Specific Plan serves as a planning guide to implement this action with the intent to add and expand the medical campus. Job growth from the proposed project is expected to increase by about 50 percent over the next 10 to 15 years.

Our Well Planned Community

Policy 3.3: New growth will complete, enhance, and reinforce the form and character of the unique West Covina neighborhoods, districts, and corridors.		
	Action	**Consistency Analysis**
A3.3	Adjust regulations for the neighborhoods, districts and corridors to reflect the nature of intended change.	The development regulations provided in *Section 5.4, Development Standards*, translate the vision and guiding principles into prescriptive, physical standards to guide the development of the Queen of the Valley Hospital Campus.

Policy 3.5: Support the growth of Queen of the Valley Hospital while developing a unifying vision and code for Sunset Avenue.		
	Action	**Consistency Analysis**
A3.5	Partner with Queen of the Valley hospital to develop a Corridor Plan and Development Code for Sunset Avenue that accommodates future hospital growth in a contextual manner with enhancements to Sunset Avenue Corridor.	The creation of this Specific Plan occurs before the Sunset Avenue Corridor Plan and Development Code has been undertaken. However, the General Plan identifies the subject property as being designated as a medical center. Uses within this Specific Plan are consistent with that designation. Furthermore, the implementation of this Specific Plan will not impact the City's ability to create a future Sunset Avenue Corridor Plan.

Policy 3.6: Reduce West Covina's production of greenhouse gas emissions and contribution to climate change, and adapt to the effects of climate change.		
	Action	**Consistency Analysis**
A3.6	Key land use adaptation strategies to reduce greenhouse gas emissions are: • Promoting transit-oriented infill development, and • Providing incentives for high-performance buildings and infrastructure.	The Specific Plan Area is served by Foothill Transit, which has several bus stops located adjacent to the hospital campus. Bicycle lanes and sidewalks also exist adjacent to the Specific Plan Area, which facilitates alternative modes of transportation. *Section 5.4 Development Standards* requires compliance with Cal-Green Title 24, Part 11), California Energy Code (Title 24, Part 6), the City of West Covina's Municipal Code and General Plan or the guidelines found in *Section 4.6.1* of this Specific Plan, whichever results in greater energy efficiency or reduced energy consumption.

Our Accessible Community

Policy 4.5: Work to eliminate barriers to pedestrian and bicycle travel.		
Action		**Consistency Analysis**
A4.5b	Require the construction of pedestrian and bicycle facilities and amenities, where warranted, as a condition of approval of new development projects.	Short-term bicycle parking (bicycle racks) shall be provided for five (5) percent of the new visitor parking spaces provided. Long-term bicycle parking (bicycle lockers, enclosures, or rooms with anchored racks) shall be provided for five (5) percent of the new parking spaces provided for employees.

Policy 4.7: Increase the efficiency, cost-effectiveness and utility of existing parking and road supply by managing demand.		
Action		**Consistency Analysis**
A4.7a	Revise the municipal parking code as described in a following section of this document.	As part of the project, a comprehensive parking study was conducted to evaluate the parking demand for Queen of the Valley's facilities. The requirements identified in *Section 5.5 Parking Standards,* include specific parking requirements based on the parking demand on this site. Furthermore, *Section 5.5.1, Parking Standard Modifications* allows for the modification of parking standards by implementing the recommendations of a parking study and required by a Conditional Use Permit.

Policy 4.8: Implement "green" streetscape elements for purposes of beautification, carbon reduction and stormwater runoff management.		
Action		**Consistency Analysis**
A4.8	As part of the green infrastructure plan, develop a strategy to increase the tree canopy along existing arterial streets by 25 percent.	*Section 4.4, Landscaping*, highly encourages the installation of trees in the landscape area between the building and the parkway, which would increase the overall canopy along Sunset Avenue.

Policy 4.11: To ensure that the City is prepared for future changes in transportation technologies and preferred modes of travel, seek to incorporate emerging mobility options such as Transportation Network Companies (TNC) and autonomous vehicles into planning and other efforts.		
Action		**Consistency Analysis**
A4.11a	Understanding that increased adoption of TNCs and future introduction of autonomous vehicles may reduce parking needs, seek to limit the scale of investments in expensive parking infrastructure (parking structures). Consider investing instead in surface parking lots and on-street spaces that can be more easily repurposed for other needs.	The parking study prepared for the project identify a parking shortage at the current campus. In order to implement future improvements and for the facility to grow, additional parking will be necessary for the immediate future. Therefore, parking structures are permitted within the Specific Plan, albeit at more restrictive height limitations than buildings. Recognizing the possibility of future reduction of parking demand, *Section 5.5.1, Parking Standard Modifications* allows for the modification of parking standards by implementing the recommendations of a parking study.
A4.11b	Consider ways to facilitate use of TNCs and taxis by considering their infrastructure in new development, for example by requiring TNC/taxi loading zones in large developments	Most hospital campuses have a minimum of one drop-off and pick-up area for the campus. The Specific Plan includes design guidelines that direct the design and location of drop-off areas (*Section 4.4.1*).

Our Resilient Community

Policy 5.1: Promote fine-grained network of complete streets in new and redevelopment projects.		
Action		**Consistency Analysis**
A5.1	Adjust development regulations and review processes to require new development and redevelopment projects to provide a fine-grained, interconnected, multimodal transportation network with a balance of motor vehicle, pedestrian, bike, and transit amenities.	*Chapter 3, Plan Elements*, includes pedestrian & bicycle circulation, transit network, and vehicular circulation. The sections cover details of how the multimodal transportation network operates in and around the Specific Plan area.

Policy 5.2: Allocate land uses based primarily on the control of physical form, intensity, and arrangement of buildings, landscapes, and public spaces that enable land and building functions to adapt to economic, environmental, energy, and social changes over time.		
Action		**Consistency Analysis**
A5.2	Adopt form-based codes for downtown and corridors and require applicants to comply with the standards.	The Queen of the Valley Specific Plan is located along the Sunset Avenue corridor. The corridor plan for this street has not been implemented yet. Although hospital campuses may have unique design criteria, implementation of this Specific Plan will not prohibit a future form-based code for the Sunset Avenue corridor. Furthermore, this Specific Plan includes design guidelines intended to implement a high-level of design for the campus.

Policy 5.3: Parks and other public open spaces will be connected to, informed by, and in a hierarchical relationship with the surrounding physical context and development intensities. Natural and landscaped parcels should also be configured for place-making and food production. Multifunction, multimodal, transportation corridors with transit, motor vehicles, bike, and pedestrian facilities, spatially enclosed by buildings and trees.		
Action		**Consistency Analysis**
A5.3	Adjust development regulations and review processes to incorporate pedestrian scale place-making in the design of streets and open spaces.	*Chapter 4, Design Guidelines* includes design standards and guidelines that are intended to identify and establish visual themes that are aesthetically pleasing, ensure that the Specific Plan area remains compatible with surrounding residential areas, and create a cohesive sense of place for the Queen of the Valley Hospital campus.
Policy 5.4: Buildings, lots, and blocks primarily scaled around the pedestrian and transit, creating a human-scaled spatial enclosure. Buildings should be informed by surrounding physical context, the adjacent landscapes, structures, local conditions, building traditions, and the microclimate.		
Action		**Consistency Analysis**
A5.4	Adjust development regulations and review processes to require assessment and appropriate response to local context.	*Chapter 4, Design Guidelines* includes guidance on building placements and orientation, architectural design, and landscaping design that will ensure the project develops as a quality medical center with consistent design elements that fit in with the local context.
Policy 5.6: Continue existing beneficial energy conservation programs, including adhering to the California Energy Code in new construction & major renovations.		
Action		**Consistency Analysis**
A5.6d	Consider providing an incentive program for new buildings that exceed California Energy Code requirements by 15%.	*Section 5.4, Development Standards* requires compliance with Cal-Green (Title 24, Part 11), California Energy Code (Title 24, Part 6), the City of West Covina's Municipal Code and General Plan or the guidelines found in *Section 4.6.1* of this Specific Plan, whichever results in greater energy efficiency or reduced energy consumption.

Policy 5.7: Manage & develop safe, reliable, economical water supply for existing & planned new customers.		
Action		**Consistency Analysis**
A5.7a	Reduce demand through water conservation techniques.	Along with any new or modified project, a landscape, irrigation, hardscape and outdoor furniture plan shall be submitted for plan check review to the City of West Covina, to determine consistency with Specific Plan requirements and to determine compliance with applicable City of West Covina Water Efficient Landscape Ordinance (MWELO) requirements and California's Water Conservation Act.
A5.7c	Set conditions of approval for each new development to ensure adequate water supply prior to occupancy.	The project's EIR includes an analysis on anticipated future water demand. Additionally, prior to construction of each individual phase that involves an increase in water use, the future applicant will be required to obtain a "Will-Serve" letter from the applicable water purveyor.

Policy 5.8: Ensure provision of adequate sewer system capacities to serve existing & planned development.		
Action		**Consistency Analysis**
A5.8d	Pursue enlargement or extension of the sewage collection system where necessary to serve new development, with the capital costs & benefits allocated equitably & fairly between the existing users & new users.	The project's EIR includes an analysis on anticipated future sewer capacity from the project. It is anticipated that the development intended within this Specific Plan will potentially need some sewer enlargements within on-site mains, as well as a main within the access drive to the southwest of the project site. However, it is anticipated that adequate capacity exists within the sewer mains in Merced and Sunset Avenues.

Policy 5.10: Consider incorporating community gardens as part of city parks and recreation planning, and work with local schools, Hurst Ranch, and Queen of the Valley Hospital to facilitate the development, administration and operation of additional community gardens throughout the city.		
Action		**Consistency Analysis**
A5.10c	Amend Zoning Ordinances to allow Community Gardens throughout the City.	*Section 4.4.1, Open Space Types* encourages the development of gardens and park spaces within the landscape areas of the Project site.

Our Healthy and Safe Community

Policy 6.1: Promote and support transportation decisions that reduce driving and increase rates of transit use, walking, and biking.		
Action		**Consistency Analysis**
A6.1b	The development review bodies should consider active living as a development criteria and encourage: • Where practical, locating the building near transit and a diverse mix of uses; • Siting the building to encourage walking; and • Securing bicycle parking, and where feasible, other cycling friendly facilities such as showers and lockers.	The Specific Plan area abuts Sunset Avenue, which has two routes operated by Foothill Transit. Chapter 4, Design Guidelines includes numerous guidelines about connecting buildings to encourage pedestrian activity and transit use. *Section 5.4.2, Secondary Development Standards* also includes requirements pertaining to bicycle storage.

Policy 6.2: New and renovated buildings should be designed and constructed to improve the health of the residents, workers, and visitors.		
Action		**Consistency Analysis**
A6.2	Encourage the use of stairs between floors by designing internal staircases to be visually prominent and attractive.	The buildings within the Specific Plan will include stairs between floors, which will be clearly identified to help facilitate use by the patients, workers and visitors.

Policy 6.3: Support and partner with health providers to offer active living activities and events.		
Action		**Consistency Analysis**
A6.3b	Support health fairs with information, health care screenings and services, and activities celebrating active living. The event should be sponsored by a range of health service partners. The health fair should have a strong focus on active living, healthy eating, and mental health.	The Queen of the Valley Hospital serves the residences of West Covina with their medial needs and includes screenings and services to support this.

Policy 6.7: Preserve and strengthen social capital by supporting formal and informal social networks in the community.		
Action		**Consistency Analysis**
A6.7	Increase access to safe, comfortable, and interesting public spaces.	Different types of open space, which together compose the Queen of the Valley Hospital campus open space system, are described in section *4.4.1, Open Space Types*.
Policy 6.9: Increase awareness about how to prevent mental illness and promote mental health.		
Action		**Consistency Analysis**
A6.9	Partner with health care providers, caregivers, schools, senior center to increase access to mental health information and resources	The Specific Plan allows for both in-patient and out-patient facilities, which allow for additional mental health programs and services to local residents.
Policy 6.11: Provide community safety through enhanced police services.		
Action		**Consistency Analysis**
A6.11a	Increase public access to police services by: • Increasing police staffing to coincide with increasing population, development, and call for services; • Require the funding of new services from fees or assessments from new development.	The project's EIR analyzes impacts to police services and no significant impact will occur. As individual developments progress, the implementing projects will pay the applicable impact fees.
Policy 6.12: Address safety during development review process.		
Action		**Consistency Analysis**
A6.12a	Incorporate Crime Prevention Through Environmental Design (CPTED) principles and best practices into zoning ordinances and development review processes for new development and major rehabilitation.	Design Guidelines state that buildings should incorporate Crime Prevention Through Environmental Design (CPTED) design measures where appropriate to create safer environments. Entrances should be well lit, well defined, and have active frontages.

Policy 6.13: Optimize firefighting and emergency response capabilities.		
Action		**Consistency Analysis**
A6.13a	Resolve extended response time problems by: • Increasing fire staffing to coincide with increasing population, development, and call for services; • Require the funding of new services from fees or assessments from new development.	The project's EIR analyzes impacts to fire services and no significant impact will occur. As individual developments progress, the implementing projects will pay the applicable impact fees.
Policy 6.15: Limit the exposure to potential natural hazards through adoption and enforcement of appropriate building standards, land use controls, and environmental review.		
Action		**Consistency Analysis**
A6.15a	Require all development to comply with the provisions of the latest California Building Code, including provisions related to design and engineering to mitigate potential impacts from seismic events, fires, and other hazards.	The Office of Statewide Health Planning and Development (OSHPD) is responsible for overseeing all aspects of the design and construction of general acute care hospital, psychiatric hospital, and skilled nursing home and intermediate care facility construction in California. More information is listed in *Section 6.1.4, Office of Statewide Health Planning and Development*.
A6.15c	Require CEQA environmental reviews to analyze and as necessary mitigate potential natural hazards on a site-specific basis	*Section 6.4, Certification of Environmental Impact Report (EIR)*, states an EIR has been prepared to analyze environmental impacts of the full build-out of the Specific Plan Area, discuss feasible alternatives, and recommend feasible mitigation measures in compliance with the provisions of CEQA.
A6.15d	Require Specific Plans to recognize the findings of this Safety Element as critical land use guidelines are developed for specific areas	*Section 4.2, Site Planning*, includes surveillance and safety guidelines to be incorporated in the design process.

Policy 6.23: Ensure that new development is not exposed to excessive noise.		
Action		**Consistency Analysis**
A6.23a	Require new developments to reduce exterior noise levels for any usable outdoor area to the "normally acceptable" range in the City's land use/noise compatibility matrix, shown in Table 6.4 of this Noise Element.	All areas with utility, mechanical, trash and recycling equipment should be located in strategic areas to minimize the effects (noise, visual qualities, etc.) such equipment may have on adjacent uses, and should be screened by landscaping, a fence, or a wall and designed to be visually compatible with other site elements. Sound attenuation will comply with the applicable noise mitigation measures in the project's EIR.
Policy 6.24: Ensure that new development does not expose surrounding land uses to excessive noise.		
Action		**Consistency Analysis**
A6.24	Through the environmental review process, require applicants for new development to analyze potential noise impacts on nearby noise-sensitive receivers. If noise levels generated exceed the "normally acceptable" range shown in Table 6.4 of this Noise Element, require appropriate noise mitigation so that these levels would no longer be exceeded.	The project's EIR includes a noise analysis and appropriate mitigation measures that would reduce potential impacts from noise sources to below a level of significance.

Policy 6.27: Minimize the noise impacts of transportation facilities and improvements.		
Action		**Consistency Analysis**
A6.27c	Consider, where appropriate, tools for mitigating noise impacts of transportation facilities on new and existing development. Such tools may include noise insulation for interior spaces, site design solutions, and noise barriers such as sound walls and berms. Site design solutions such as setbacks are frequently preferable to barriers, and berms are frequently preferable to sound walls, for reasons of aesthetics and potential noise reflection effects.	The Queen of the Valley will implement the appropriate noise mitigation measures contained in the Project's EIR, which would reduce potential impacts from transportation facilities to below a level of significance.

Our Creative Community

Policy 7.4: Expand places and spaces where cultural activities can occur.		
Action		**Consistency Analysis**
A7.4c	Examine current zoning, licensing, and permitting requirements with the objective of supporting and facilitating community groups planning festivals and events.	*Table 5.2, Permitted Uses* permits the uses of recreation, education and assembly in the Specific Plan area. *Section 5.3, Temporary Uses*, also includes language to support outdoor events, farmers markets, and other special events.

Policy 7.7: Assess, avoid, and mitigate potential impacts to archaeological, paleontological, and tribal resources through the CEQA review process for development projects carried out within the City. Comply with existing regulations relating to Native American resources, including California Environmental Quality Act Section 15064.5(d) and (e) and Public Resources Code §5097.98 concerning burial grounds, and AB 52 and SB 18 for consultation with Native American tribes for development projects carried out within the City.		
Action		**Consistency Analysis**
A7.7	Require development to avoid archaeological and paleontological resources, whenever possible. If complete avoidance is not possible, require development to minimize and fully mitigate the impacts to the resources. Notify California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources.	The project's EIR analyzes impacts to cultural and Tribal resources. All impacts to these resources are reduced to a less than significant level.

Our Active Community

Policy 8.1: Encourage the distribution of a variety of park types and sizes throughout the City.		
Action		**Consistency Analysis**
A8.1	Develop variety of new park types of different sizes and require them in new development.	Different types of open space, which together compose the Queen of the Valley Hospital campus open space system, are described in section *4.4.1, Open Space Types*.

Policy 8.2: Encourage the development of non-traditional park types, including green belts, linear parks, urban trails, and pocket parks.		
Action		**Consistency Analysis**
A8.2a	Require dedication of land identified as linear park in conjunction with new development.	The Specific Plan includes an area that is fully developed as a hospital campus. Improvements that are anticipated to occur do not include residential uses and therefore, impacts to parkland will be minimal and less than significant. However, no portion of the property is identified as a future linear park. It should be noted that the standards in *Chapter 5, Development Standards* include a minimum 10-foot landscape setback between the potential future Walnut Creek Wash trail to transition between the trail and campus uses.

Policy 8.4: Small and frequent open spaces should be dispersed throughout the neighborhood.		
Action		**Consistency Analysis**
A8.4	Develop new neighborhood parks, pocket parks, and community gardens as feasible and appropriate to meet citizen needs and require them in new development.	Different types of open space, which together compose the Queen of the Valley Hospital campus open space system, are described in *Section 4.4.1, Open Space Types*.

Policy 8.6: Develop a network of open spaces.		
Action		**Consistency Analysis**
A8.6a	Connect the open spaces to neighborhoods through a series of landscaped streets that provide green links to the Walnut Creek as well as stormwater drainage.	Where feasible and appropriate, the Queen of the Valley Hospital Specific Plan encourages pedestrian-friendly connections to all buildings, structures, and to the public rights-of-way. Furthermore, *Section 5.4.2, Secondary Development Standards* requires that at least one connection be provided from the Specific Plan are to the future Walnut Creek Trail once the trail has been completed.
A8.6b	Revise zoning ordinance to require new development to connect their open spaces to the open space network.	The Specific Plan area includes connector spaces that are landscaped areas along pathways that provide pedestrian access to buildings, parking and other open spaces.
Policy 8.9: Investigate and evaluate opportunities and incentives for other agencies, nonprofits, private businesses, and user groups to participate in the maintenance and replacement costs of parks, open space, and recreational facilities.		
Action		**Consistency Analysis**
A8.9c	Institute an impact fee for capital improvements to mitigate the impact of new development on parks and open spaces.	The Specific Plan includes an area that is fully developed as a hospital campus. Improvements that are anticipated to occur do not include residential uses and therefore, impacts to parkland will be minimal and less than significant. It should be noted that the standards in *Chapter 5, Development Standards* include a minimum 10-foot landscape setback between the potential future Walnut Creek Wash trail to transition between the trail and campus uses. Furthermore, the implementation of the Specific Plan will not impact the City's ability to institute a park impact fee.

ATTACHMENT NO. 12

MEMORANDUM

August 15, 2018

To:
Jeff Anderson, Comm. Dev. Dir
City of West Covina

From:
Kent Norton, Senior Env. Planner

Subject: Queen of the Valley Hospital EIR – Lozeau Drury Letter

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On August 2, 2019 the City received a letter from Richard Drury et al with the law firm of Lozeau Drury LLP (attached) indicating it was providing comments on the Queen of the Valley Hospital Specific Plan Draft Environmental Impact Report (Draft EIR). This letter was received after the close of the 45-day public review period. The letter stated it was from the cited law firm representing Supporters Alliance For Environmental Responsibility (SAFER). The law firm made the following comment regarding the Draft EIR:

> "After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. SAFER requests that the Community Development Department address these shortcomings in a revised draft environmental impact report ("RDEIR") and recirculate the RDEIR prior to considering approvals for the Project. We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project."

The rest of the letter requests copies of all notices distributed relative to the project in terms of planning and CEQA hearings. However, the letter contains no specifics that can be responded to at this time except to state the City is confident that the Draft EIR is sufficient as an informational document and does meet the legal requirements of CEQA. The City further believes the Draft EIR does contain and require the hospital, as the project applicant, to implement all appropriate and feasible mitigation measures. Finally, no evidence has been presented that would trigger the need to recirculate the Draft EIR at this time. However, the City will provide the law firm with all indicated legal notices as requested. It should be noted that this letter may serve as a "placeholder" assuming the firm will make additional (i.e., more substantive) comments at the City's public hearings.

Please let me know if I can be of any further assistance in this regard.

Attachments: Lozeau Drury Letter (8-2-19)

R:\Projects\WCO\3WCO010100\Final EIR\Comment Letters\WC Lozeau Memo-081519.docx

LOZEAU DRURY LLP
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Oakland, CA 94612
www.lozeaudrury.com
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Via Email and U.S. Mail

August 2, 2019

Jeff Anderson, Planning Director
Community Development Department
City of West Covina
1444 West Garvey Avenue South, Room 208
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Jo-Anne Burns, Planning Manager
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Carrie Gallagher, Assistant City Clerk
City Clerk's Office
City of West Covina
1444 West Garvey Avenue South, Room 317
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cgallagher@westcovina.org

Re: Comment on Draft Environmental Impact Report, Queen of the Valley Hospital Specific Plan aka SCH #2018101068

Dear Mr. Anderson, Ms. Burn, and Ms. Gallagher:

I am writing on behalf of Supporters Alliance For Environmental Responsibility ("SAFER"), regarding the Draft Environmental Impact Report; ("DEIR") prepared for the Project known as Queen of the Valley Hospital Specific Plan aka SCH #2018101068, including all actions related or referring to the proposed development of a 28.8 acre hospital campus including construction of 490,000 square feet of new buildings located at 1135 S. Sunset Avenue in the City of West Covina ("Project").

After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. SAFER requests that the Community Development Department address these shortcomings in a revised draft environmental impact report ("RDEIR") and recirculate the RDEIR prior to considering approvals for the Project. We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project. Galante Vineyards v. Monterey Peninsula Water Management Dist., 60 Cal. App. 4th 1109, 1121 (1997).

We hereby request that City of West Covina ("City") send by electronic mail, if possible or U.S. Mail to our firm at the address below notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivisions, and/or supported, in whole or in part, through contracts, grants, subsidies, loans or other forms of assistance from the City, including, but not limited to the following:

- Notice of any public hearing in connection with the Project as required by California Planning and Zoning Law pursuant to Government Code Section 65091.
- Any and all notices prepared for the Project pursuant to the California Environmental Quality Act ("CEQA"), including, but not limited to:
    - Notices of any public hearing held pursuant to CEQA.
    - Notices of determination that an Environmental Impact Report ("EIR") is required for a project, prepared pursuant to Public Resources Code Section 21080.4.
    - Notices of any scoping meeting held pursuant to Public Resources Code Section 21083.9.
    - Notices of preparation of an EIR or a negative declaration for a project, prepared pursuant to Public Resources Code Section 21092.
    - Notices of availability of an EIR or a negative declaration for a project, prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations.
    - Notices of approval and/or determination to carry out a project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
    - Notices of approval or certification of any EIR or negative declaration, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
    - Notices of determination that a project is exempt from CEQA, prepared pursuant to Public Resources Code section 21152 or any other provision of law.
    - Notice of any Final EIR prepared pursuant to CEQA.
    - Notice of determination, prepared pursuant to Public Resources Code Section 21108 or Section 21152.

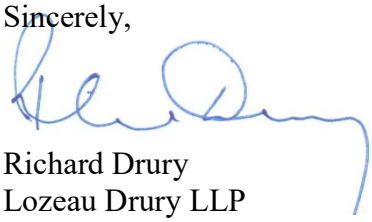
Please note that we are requesting notices of CEQA actions and notices of any public hearings to be held under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law. **This request is filed pursuant to Public Resources Code Sections 21092.2 and 21167(f), and Government Code Section 65092**, which requires agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send notice by electronic mail, if possible or U.S. Mail to:

Richard Drury
Stacey Oborne
Komalpreet Toor
Lozeau Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612
510 836-4200
richard@lozeaudrury.com
stacey@lozeaudrury.com
komal@lozeaudrury.com

Please call if you have any questions. Thank you for your attention to this matter.

Sincerely,



Richard Drury
Lozeau Drury LLP

ATTACHMENT NO. 12

Greenberg Glusker

Elizabeth Watson
D: 310.201.7439
F: 310.201.2339
EWatson@ggfirm.com
File Number: 59802-00001

September 17, 2019

By Email Only

West Covina City Planning Commission
City of West Covina
Planning Department
1444 West Garvey Avenue South
West Covina, CA 91790
Attn: Jeff Anderson, Planning Director
janderson@westcovina.org

Re: **Queen of the Valley Hospital Specific Plan**

Honorable Commissioners:

This letter is submitted to provide comments on the Queen of the Valley Hospital Specific Plan (the "Specific Plan") on behalf of our client TPA Nasch LLC ("TPA Nasch"), the owner of Torrey Pines Apartment Homes ("Torrey Pines"). The 251-unit residential community, located at 851 S. Sunset Avenue, is home to more than 1,000 City residents.

The Torrey Pines complex directly abuts Zone 3, the former Sunset Field property, as well as the easterly boundary of Zone 1, as shown on the attached Exhibits 1.4 and 5.2 from the Specific Plan. Torrey Pines is adjacent to the "Tiered Residential Setback" boundary denoted by beige dots on Exhibit 5.2 (the "Torrey Pines Boundary").

TPA Nasch is supportive of the planned improvements for the expansion of Queen of the Valley Hospital as presented in the proposed Development Plan (the "Hospital Expansion"). Overall, the Specific Plan is well crafted and has been modified from the original draft to incorporate several provisions designed to buffer adjacent Torrey Pines residents from the multi-phase Hospital Expansion. This letter serves to present a few proposed clarifications and modifications to the proposed Specific Plan consistent with those objectives.

The following items address items specified in the Final EIR that are not reflected in the current draft Specific Plan as well as requests for additional modifications to ensure the compatibility of the Hospital Expansion with the adjacent residential uses.

1. Parking Structure Setback. The Final EIR provides that "Parking structures would have a minimum setback of 70 feet from residential uses." The 70-foot setback for parking structures should be added to the Specific Plan in the Setbacks section on page 5-10, to Exhibit 5.2, Setbacks at page 5-11 and to Section 5.5.3 Parking Structure Design Standards on page 5-22.

2. Decorative Residential Boundary Wall. The Specific Plan, at page 5-15, specifies the requirement for a six-foot-high wall along any portion of the Specific Plan boundary that abuts a residential use (the "Residential Boundary Wall").

(a) The Final EIR provides that the Specific Plan shall "Include additional design guidelines related to decorative wall requirement along residential development . . ." To address this, language should be added concerning design guidelines for the decorative elements of the Residential Boundary Wall.

(b) We are additionally requesting that the minimum height of the Residential Boundary Wall be increased to eight feet along the Torrey Pines Boundary due to ongoing issues and concerns as to security.

3. Landscape Setback Area. The Specific Plan, at page 5-10, requires a minimum 10-foot landscape setback area for any portion of the site adjacent to residential uses (the "Landscape Setback Area").

(a) The Final EIR provides that the Specific Plan shall "[e]mphasize that the landscape design adjacent to residential uses will act as a buffer and help protect privacy and incrementally reduce noise." The Final EIR's language should be added to emphasize that the Landscape Setback Area shall be designed to act as a buffer to protect privacy and reduce noise.

(b) The Final EIR provides that the Specific Plan shall "Prohibit walkways in the buffer adjacent to the Torrey Pines Apartment Homes unless required by OSHA or state/federal ADA requirements." While the Specific Plan at page 5-10 prohibits "sidewalks" within the Landscape Setback Area, we request that the language be expanded to include not only "walkways," but also pedestrian and bicycle paths as well as any installations other than landscape trees and vegetation as a means to protect against noise and disturbance to nearby residents from activities and equipment.

4. Ground-Mounted Equipment. The Specific Plan, at page 5-16, provides that ground-mounted equipment can be allowed within a setback area through an Administrative Review by the Planning Director. We request that the Specific Plan be revised to prohibit ground-mounted equipment within the 15-foot "Tiered Residential Setback" along the Torrey Pines Boundary shown on Exhibit 1.4 and depicted in Exhibit 5.5 on page 5-13.

5. Residential Protections.

(a) LUP-1 to the Final EIR states in the first sentence: "Except for surface parking, any improved uses placed adjacent to the residential uses to the northeast of the QVHSP property, including the former Sunset Field site, shall be located and designed to minimize impacts related to views, lighting, and noise on local residents." This language should be added to Section 4.2, Site Planning, and to Section 4.3, Architectural Design.

(b) As a further clarification, we request that the standards under LUP-1 should also apply to surface parking.

In closing, it is imperative that the Hospital Expansion Project is conceived and designed so as to protect and buffer the adjacent residential neighborhoods. The Torrey Pines community is the closest in proximity and is most directly impacted by the proposed substantial expansion of the institutional uses and improvements. The Specific Plan, as amplified by the items specified in the Final EIR, addresses many of the key issues. Our requested additions and clarifications are intended to further assure the compatibility of the Hospital Expansion Project with its neighboring residential uses.

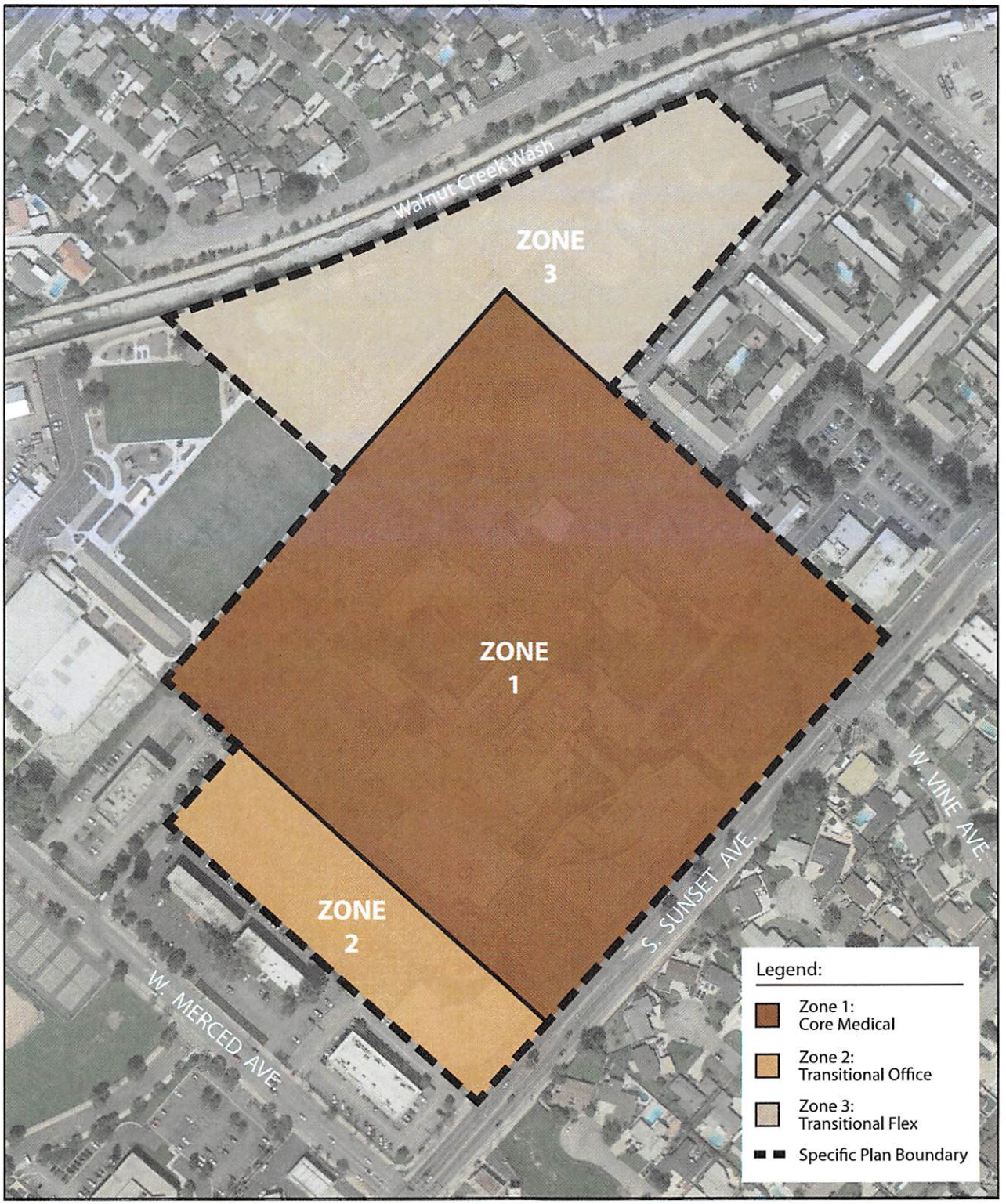
We appreciate your consideration of TPA Nasch's comments.

Sincerely,

Elizabeth Watson

cc: Ronald Nasch

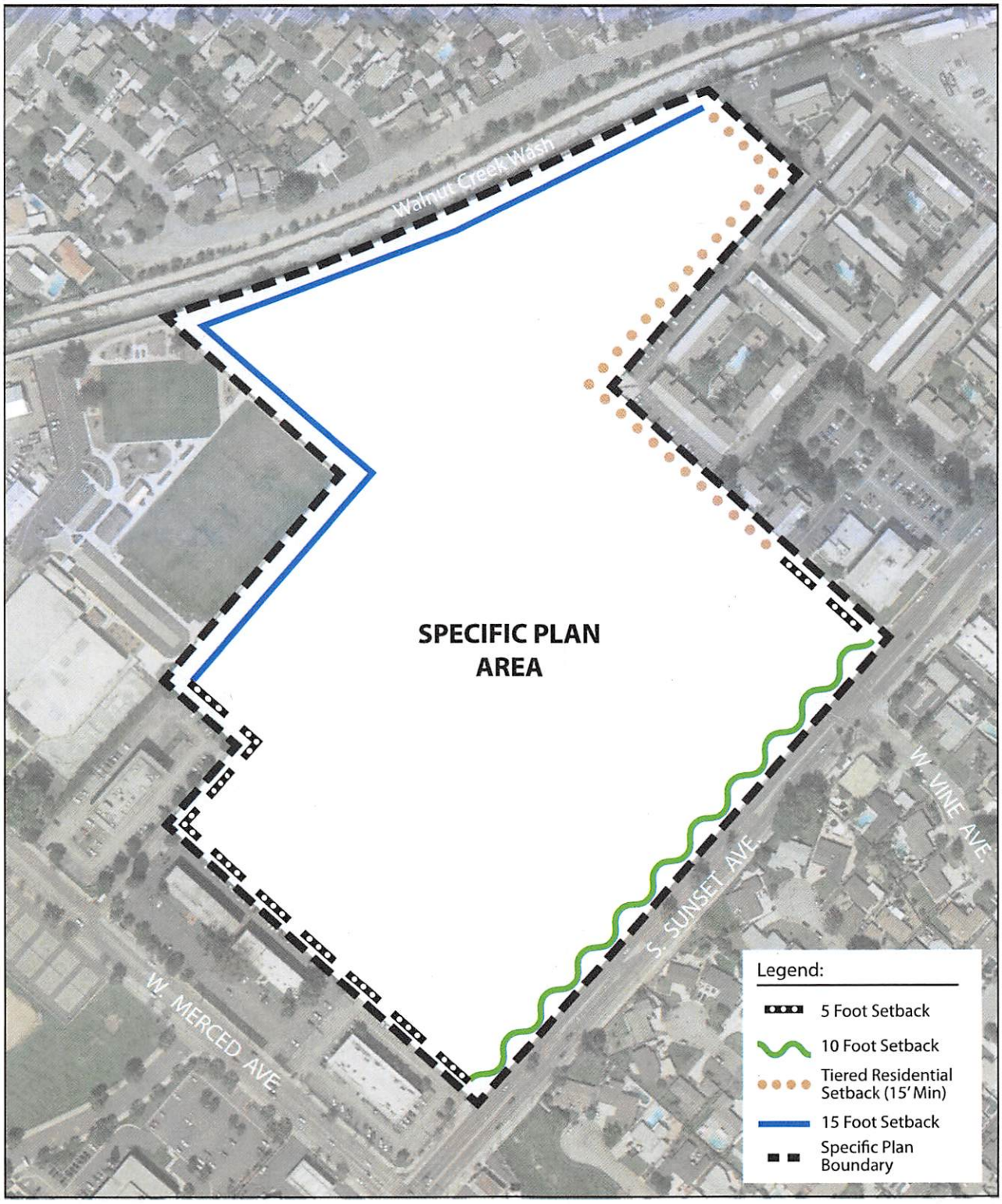
Exhibit 1.4, Land Use Plan



Source: KTGY

N. T. S.

Exhibit 5.2, Setbacks



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N. T. S.