CITY OF WEST COVINA

CITY COUNCIL/SUCCESSOR AGENCY

Updated Agenda 4.12.2025 Remove Earth Day Presentation and Update Item Number 4

APRIL 15, 2025, 7:00 PM
REGULAR MEETING

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

Mayor Tony Wu
Mayor Pro Tem Letty Lopez-Viado
Councilman Ollie Cantos
Councilwoman Rosario Diaz
Councilmember Brian Gutierrez

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

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

AGENDA MATERIAL
Agenda material is available for review at the City Clerk's Office, Room 317 in City Hall, 1444 W. Garvey Avenue South, West Covina and at www.westcovina.org. Any writings or documents regarding any item on this agenda, not exempt from public disclosure, provided to a majority of the City Council that is distributed less than 72 hours before the meeting, will be made available for public inspection in the City Clerk's Office, Room 317 of City Hall located at 1444 W. Garvey Avenue South, West Covina, during normal business hours.

NOTICE
The City Council will regularly convene on the first and third Tuesday of the month. The West Covina Community Development Commission, West Covina Public Financing Authority and the West Covina Community Services Foundation are agencies on which the City Council serves as members. Agendas may contain items for these boards, as necessary.

PUBLIC COMMENTS
ADDRESSING THE CITY COUNCIL

Any person wishing to address the City Council on any matter listed on the agenda, excluding any matter set for a public hearing, or on any other matter within their jurisdiction must complete a speaker card that is provided at the entrance to the Council Chambers and submit the card to the City Clerk prior to the commencement of Oral Communications. No speaker cards will be accepted after the commencement of Oral Communications, except at the discretion of the Presiding Officer.

Please identify on the speaker card whether you are speaking on an agenda item or non-agenda. Requests to speak on agenda items will be heard prior to requests to speak on non-agenda items. Comments are limited to three (3) minutes per speaker, unless modified by the Presiding Officer or the City Council.

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

While members of the public are free to level criticism of City policies and the action(s) or proposed action(s) of the City Council or its members, members of the public may not engage in behavior that is disruptive to the orderly conduct of the meeting, including, but not limited to, speaking off topic, speaking beyond the speaker's allotted time limit, making slanderous or profane remarks or

using loud, threatening, or abusive language which disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting. Members of the public may not threaten any person with physical harm or act in a manner that may reasonably be interpreted as an imminent threat of physical harm. The City of West Covina will not tolerate harassment based upon a person's race, religious creed, color, national origin, ancestry, disability, medical condition, marital status, gender, sexual orientation, or age.

RULES OF DECORUM

Excerpts from the West Covina Municipal Code and Penal Code pertaining to the Rules of Decorum will be found at the end of agenda.

AGENDA

CITY OF WEST COVINA
CITY COUNCIL/SUCCESSOR AGENCY

TUESDAY APRIL 15, 2025, 7:00 PM
REGULAR MEETING

INVOCATION

Led by Pastor Kevin Yriarte from West Covina Police Department

PLEDGE OF ALLEGIANCE

Led by Mayor Pro Tem Lopez-Viado

ROLL CALL

REPORTING OUT FROM CLOSED SESSION

PRESENTATIONS

- Certificate Celebrating West Covina Police Department Baker to Vegas Win
- Certificate Recognizing Councilwoman Rosario Diaz for Woman of the Year by Assemblywoman Rubio
- Certificate Recognizing Commissioner Sherry Fischer for Woman of the Year by Senator Rubio

ORAL COMMUNICATIONS - Three (3) minutes per speaker

Please step forward to the podium and state your name and city of residence for the record when recognized by the Mayor.

CITY MANAGER'S REPORT

City Manager's report on current City projects.

CONSENT CALENDAR

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

ORDINANCES FOR ADOPTION - Procedural Waiver. *Waive full reading of each ordinance on the agenda and authorize the approval of each ordinance by title only.*

1) CONSIDERATION OF ADOPTION OF ORDINANCE AMENDING SECTION 2-67 OF THE WEST COVINA MUNICIPAL CODE RELATING TO REMOVAL OF COMMISSIONERS

It is recommended that the City Council adopt the following ordinance:

ORDINANCE NO. 2529 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, AMENDING SECTION 2-67 (APPOINTMENT, VACANCIES, AND REMOVAL) OF ARTICLE III (ADVISORY COMMISSIONS) OF CHAPTER 2 (ADMINISTRATION) OF THE WEST COVINA MUNICIPAL CODE RELATING TO REMOVAL OF COMMISSIONERS AND MAKING A DETERMINATION THAT THE ORDINANCE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3) (COMMON SENSE EXEMPTION)

COMMUNITY DEVELOPMENT

2) CONSIDERATION OF CITY STAFFING OF THE ENGINEERING SERVICES DIVISION AND/OR AWARD OF PROFESSIONAL SERVICES AGREEMENT FOR CITY ENGINEERING SERVICES

It is recommended that the City Council take the following actions:

1. Award Request for Proposals (RFP) No. 2024-15 for City Engineering, Traffic Engineering, Grant Writing, and Administrative Engineering Services to Transtech Engineers, Inc.; and
2. Authorize the City Manager to negotiate and execute an agreement with Transtech Engineers, Inc. for an initial term of two years, commencing April 16, 2025 and ending April 15, 2027, with three (3) optional one (1) year extensions, in such final form as approved by the City Attorney.

3) CONSIDERATION OF INTRODUCTION OF AN ORDINANCE AMENDING TRUCK ROUTES

It is recommended that the City Council introduce the following Ordinance:

ORDINANCE NO. 2530 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, AMENDING SECTION 22-141 OF DIVISION 5 OF ARTICLE IV OF CHAPTER 22 OF THE MUNICIPAL CODE TO MAKE CHANGES TO THE EXISTING TRUCK ROUTES

FINANCE DEPARTMENT

4) Consideration of City Hall CCTV

It is recommended that the City Council take the following actions:

1. Find that the City's bidding requirements and procedures are inefficient and impractical for the procurement of the installation of CCTV cameras at City Hall and in Council Chambers in accordance with Section 2-335(10) of the West Covina Municipal Code.

2. Authorize the City Manager to negotiate and execute an agreement with AM-TEC Total Security, Inc. (AM-TEC Security) in an amount not to exceed $129,221.59.

3. Adopt the following resolution:

RESOLUTION NO. 2025-29 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, ADOPTING A BUDGET AMENDMENT FOR THE FISCAL YEAR COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025 (CITY HALL CCTV IMPLEMENTATION).

FIRE DEPARTMENT

5) CONSIDERATION OF PROFESSIONAL SERVICE AGREEMENTS FOR FIRE PREVENTION PLAN CHECK SERVICES

It is recommended that the City Council take the following actions:

1. Authorize the City Manager to execute a Professional Services Agreement with KJ Consultants Inc. for Fire Prevention plan check and inspection services, for a term of five (5) years, in an annual amount not to exceed $40,000, in such final form as approved by the City Attorney.
2. Authorize the City Manager to execute a Professional Services Agreement with MAK Fire Protection Engineering & Consulting, Inc. for Fire Prevention plan check and inspection services, for a term of five (5) years, in an annual amount not to exceed $20,000, in such final form as approved by the City Attorney.

PUBLIC WORKS

6) CONSIDERATION OF INCREASING ANNUAL COMPENSATION FOR AGREEMENT WITH WEST COAST ARBORISTS, INC. FOR CITYWIDE TREE MAINTENANCE SERVICES FOR FISCAL YEAR 2024-2025

It is recommended that the City Council take the following actions:

1. Authorize increasing the annual compensation to $869,819 for the Maintenance Services Agreement with West Coast Arborists, Inc. for Fiscal Year 2024-2025.
2. Adopt the following resolution:

RESOLUTION NO. 2025-30 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, ADOPTING A BUDGET AMENDMENT FOR THE FISCAL YEAR COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025 (TREE MAINTENANCE SERVICES)

END OF CONSENT CALENDAR

HEARINGS

PUBLIC HEARINGS

7) CONSIDERATION OF A MITIGATED NEGATIVE DECLARATION, PRECISE PLAN NO. 23-05, CONDITIONAL USE PERMIT NO. 23-04, AND VARIANCE NO. 24-02 AT 725/741 S. ORANGE AVENUE FOR A 42,000 SQUARE-FOOT PSYCHIATRIC/BEHAVIORAL HEALTH FACILITY ADDITION, INCLUDING REMOVAL OF 25 SIGNIFICANT TREES AND A 79 PARKING SPACE DEFICIENCY

It is recommended that the City Council:

1. Open the public hearing; **and either**

a. Uphold the Planning Commission's approval without changes and:

i. Adopt the following resolution to adopt the Mitigated Negative Declaration:

RESOLUTION NO. 2025-25 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND APPROVING AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR PRECISE PLAN NO. 23-05, CONDITIONAL USE PERMIT NO. 23-04, AND VARIANCE NO. 24-02 AT 725/741 S. ORANGE AVENUE PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

ii. Adopt the following resolutions to approve the Precise Plan, Conditional Use Permit, and Variance:

RESOLUTION NO. 2025-26 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING PRECISE PLAN NO. 23-05 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE ALLOWING THE CONSTRUCTION OF A FOUR-STORY 42,000 SQUARE-FOOT PSYCHIATRIC/BEHAVIORAL HEALTH FACILITY ADDITION AND ASSOCIATED TREE REMOVAL

RESOLUTION NO. 2025-27 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 23-04 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE TO ALLOW A PSYCHIATRIC/BEHAVIORAL HEALTH FACILITY USE

RESOLUTION NO. 2025-28 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING VARIANCE NO. 24-02 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE TO ALLOW A 79-SPACE PARKING DEFICIENCY

or

b. Uphold the Planning Commission's approval with revisions to the conditions of approval;

or

c. Overturn the Planning Commission's approval and deny the project by adopting the following resolutions:

RESOLUTION NO. 2025-31 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, DENYING PRECISE PLAN NO. 23-05 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE FOR THE CONSTRUCTION OF A FOUR-STORY 42,000 SQUARE-FOOT PSYCHIATRIC/BEHAVIORAL HEALTH FACILITY ADDITION AND ASSOCIATED TREE REMOVAL

RESOLUTION NO. 2025-32 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, DENYING CONDITIONAL USE PERMIT NO. 23-04 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE FOR A PSYCHIATRIC/BEHAVIORAL HEALTH FACILITY USE

RESOLUTION NO. 2025-33 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, DENYING VARIANCE NO. 24-02 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE FOR A 79-SPACE PARKING DEFICIENCY

COMMUNITY DEVELOPMENT

8) CONSIDERATION OF AGREEMENT WITH LOS ANGELES COUNTY FOR TRAFFIC SIGNAL IMPROVEMENTS AT BADILLO STREET AND IRWINDALE AVENUE/SUNSET AVENUE (SHARED INTERSECTION WITH LOS ANGELES COUNTY) AND ADOPTION OF BUDGET AMENDMENT FOR THE PROJECT

It is recommended that the City Council provide direction.

MAYOR/COUNCILMEMBERS REPORTS

AB 1234 Conference and Meeting Report (verbal, if any)

(In accordance with AB 1234, Councilmembers shall make a brief report or file a written report on any meeting/event/conference attended at City expense.)

CITY COUNCIL REQUESTS FOR REPORTS, STUDIES OR INVESTIGATION

(Per City of West Covina Standing Rules 4.f - Requests for reports, studies, or investigations that are not readily available must be placed on the City Council/Successor Agency agenda as items of business and must be approved by a majority of the City Council/Successor Agency Board.)

9) HEALTH DEPARTMENT AGREEMENT - BUDGET OVERVIEW

It is recommended that the City Council receive and file the report.

CITY COUNCIL COMMENTS

ADJOURNMENT

Next Tentative City Council Meeting

Regular Meeting	May 6, 2025	7:00 PM

RULES OF DECORUM

The following are excerpts from the West Covina Municipal Code:

Section 2-47. - Addressing the council.

Pursuant to the California Government Code, any person wishing to address the city council on any matter on the agenda or on any other matter within their jurisdiction, excluding any matter set for a public hearing, may do so upon first securing the recognition of the presiding officer during the time designated as “Oral Communications” on the agenda. The city council may not act on any item unless it is listed on the agenda.

Section 2-48. - Manner of addressing city council; time limit; persons addressing may be sworn.

(a) Each person wishing to address the city council shall submit a speaker card to the city clerk prior to the commencement of the time designated for oral communications. No speaker cards will be accepted after the commencement of oral communications, except at the discretion of the presiding officer.

(b) When called forward by the presiding officer or the city clerk, each person addressing the city council shall step up to the podium and give his or her name and city of residence in an audible tone of voice for the record.

(c) Each person addressing the city council during oral communications shall limit his or her comments to three (3) minutes, unless the time limit is modified by the presiding officer or the city council. In order to provide all speakers the opportunity to participate in oral communications, the presiding officer or the city council may reduce the time limit to allow reasonable time for all speakers to address the city council.

(d) All remarks shall be addressed to the city council as a body and not to any member thereof. No person, other than the city council and the person having the floor, shall be permitted to enter into any discussion, either directly or through a member of the city council, without the permission of the presiding officer. No question shall be asked of a council member except through the presiding officer.

(e) The presiding officer may require any person to be sworn as a witness before addressing the city council on any subject. Any such person who, having taken an oath that he or she will testify truthfully, willfully and contrary to such oath states as true any material matter which he knows to be false may be held to answer criminally and subject to the penalty prescribed for perjury by the provisions of the California Penal Code.

Section 2-50. - Decorum—Required.

(a) While the city council is in session, council members shall preserve order and decorum, and a council member shall neither, by conversation or otherwise, delay or disrupt the proceedings or the peace of the council nor interrupt any council member while speaking or refuse to obey the orders of the council or its presiding officer, except as otherwise herein provided.

(b) Members of the public shall not willfully disrupt the meeting or act in a manner that actually disrupts, disturbs, impedes, impairs, or renders infeasible the orderly conduct of the meeting. For the purposes of this Code, “willfully disrupt” includes, but is not limited to, continuing to do any of the following after being warned by the presiding officer that the behavior is disrupting the meeting and failure to cease the behavior may result in removal from the meeting:

(1) Addressing the mayor or city council without first being recognized.

(2) Persisting in addressing a subject or subjects, other than that before the mayor and city council.

(3) Repetitiously addressing the same subject.

(4) Failing to relinquish the podium when directed to do so.

(5) From the audience, interrupting or attempting to interrupt, a speaker, the presiding officer, a council member, or a staff member, or shouting or attempting to shout over a speaker, the presiding officer, a council member or a staff member.

(6) From the audience, engaging in disorderly, disruptive, or boisterous conduct, including, but not limited to, handclapping, stomping of feet, whistling, making noise, use of abusive, threatening or profane language or obscene gestures, yelling, obstructing the view of other audience members, or similar conduct which disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting.

(7) As a speaker, making slanderous or profane remarks or using loud, threatening, or abusive language which disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting; interrupting or attempting to interrupt the presiding officer, a council member, or a staff member; shouting over or attempting to shout over the presiding officer, a council member, or a staff member; or engaging in any other disorderly conduct which disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting. Nothing in this section or any rules of the city council shall be construed to prohibit public criticism of the policies, procedures, programs, or services of the city or of the acts or omissions of the city council.

(8) Engaging in behavior that constitutes use of force or a true threat of force.

(c) It shall be unlawful to violate the provisions of this section. A person violating this section may be removed and barred from further participation at the meeting at which the violation occurs.

(d) If any subsection, sentence, clause, or phrase or word of this section 2-50 is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this section. The city council hereby declares that it would have passed this section and each subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more subsections, sentences, clauses, phrases or words had been declared invalid or unconstitutional

Section 2-51. - Enforcement of decorum.

The chief of police or any member or members of the police department or other members of the city staff may be designated by the council to be sergeant-at-arms when, in the opinion of the presiding officer, the services of a sergeant-at-arms is necessary, and the sergeant-at-arms shall carry out all orders and instructions given by the presiding officer for the purpose of maintaining order and decorum in accordance with section 2-50 at the council meeting, including, but not limited to, removing and barring from further participation at the meeting any person who is willfully disrupting the orderly conduct of the meeting.

Section 2-52. Persons authorized to be within council area.

No person, except city officials, their representatives and members of the news media shall be permitted within the rail in front of the council chamber without the express consent of the council.

The following are excerpts from the Penal Code:

Section 148. Resisting public or peace officers or emergency medical technicians in discharge of their duties; Removal of weapon from person or presence of public or peace officer.

(a) (1) Every person who willfully resists, delays, or obstructs any public officer, peace officer, or an emergency medical technician, as defined in Division 2.5 (commencing with Section 1797) of the Health and Safety Code, in the discharge or attempt to discharge any duty of his or her office or employment, when no other punishment is prescribed, shall be punished by a fine not exceeding one thousand dollars ($1,000), or by imprisonment in a county jail not to exceed one year, or by both that fine and imprisonment.

Section 403. Disturbance of assembly or meeting other than religious or political.

Every person who, without authority of law, willfully disturbs or breaks up any assembly or meeting that is not unlawful in its character, other than an assembly or meeting referred to in Section 302 of the Penal Code or Section 18340 of the Elections Code, is guilty of a misdemeanor.

AGENDA ITEM NO. 1

AGENDA STAFF REPORT

City of West Covina | Office of the City Manager

DATE: April 15, 2025

TO: Mayor and City Council

FROM: Paulina Morales, City Manager

SUBJECT: **CONSIDERATION OF ADOPTION OF ORDINANCE AMENDING SECTION 2-67 OF THE WEST COVINA MUNICIPAL CODE RELATING TO REMOVAL OF COMMISSIONERS**

RECOMMENDATION:

It is recommended that the City Council adopt the following ordinance:

ORDINANCE NO. 2529 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, AMENDING SECTION 2-67 (APPOINTMENT, VACANCIES, AND REMOVAL) OF ARTICLE III (ADVISORY COMMISSIONS) OF CHAPTER 2 (ADMINISTRATION) OF THE WEST COVINA MUNICIPAL CODE RELATING TO REMOVAL OF COMMISSIONERS AND MAKING A DETERMINATION THAT THE ORDINANCE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3) (COMMON SENSE EXEMPTION)

BACKGROUND:

At the February 18, 2025 City Council meeting, Councilmember Gutierrez requested to amend the West Covina Municipal Code to allow four (4) Council Members to remove a Commissioner with or without cause.

At the April 1, 2025 City Council meeting, the City Council considered and introduced Ordinance No. 2529, which amends Section 2-67 of Article III of Chapter 2 of the West Covina to provide that a City Commissioner may be removed at any time by their appointing Council Member or by a vote of four (4) Members of the City Council.

DISCUSSION:

Currently, subsection (d) (Removal) of Section 2-67 (Appointment, Vacancies, and Removal) of Article III (Advisory Commissions) of Chapter 2 (Administration) of the West Covina Municipal Code provides that a Commissioner may be removed either by their appointing Council Member or by an affirmative vote of four (4) Members of the City Council for “good cause,” as defined.

The proposed ordinance amends subsection (d) to allow a Commissioner to be removed at any time:

- By their appointing Council Member, or
- By a minimum of four (4) votes of the City Council.

The proposed amendment to subsection (d) eliminates the “good cause” standard currently required for

Council-initiated removals, granting broader discretion to the City Council in matters of Commissioner removal.

Staff recommends that the City Council adopt Ordinance No. 2529.

LEGAL REVIEW:

The City Attorney's Office has reviewed the ordinance and approved it as to form.

OPTIONS:

The City Council has the following options:

1. Approve staff's recommendation; or
2. Provide alternative direction.

Prepared by: Paulina Morales, City Manager

Attachments

Attachment No. 1 - Ordinance No. 2529

CITY COUNCIL GOALS & OBJECTIVES: Enhance City Image and Effectiveness

ORDINANCE NO. 2529

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, AMENDING SECTION 2-67 (APPOINTMENT, VACANCIES, AND REMOVAL) OF ARTICLE III (ADVISORY COMMISSIONS) OF CHAPTER 2 (ADMINISTRATION) OF THE WEST COVINA MUNICIPAL CODE RELATING TO REMOVAL OF COMMISSIONERS AND MAKING A DETERMINATION THAT THE ORDINANCE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3) (COMMON SENSE EXEMPTION)

The City Council of the City of West Covina hereby finds and declares as follows:

WHEREAS, Section 65101 of the California Government Code provides that a legislative body may create one or more planning commissions, each of which shall report directly to the legislative body. Section 65101 further provides that the legislative body shall specify the membership of the commission or commissions, which shall consist of at least five members, all of whom shall act in the public interest; and

WHEREAS, Section 2-66 of the West Covina Municipal Code establishes three commissions: the Community and Senior Services Commission, the Human Resources Commission, and the Planning Commission; and

WHEREAS, Section 2-67 of the West Covina Municipal Code outlines the procedures for appointments, vacancies, and removal of City Commissioners; and

WHEREAS, subsection (d) of Section 2-67 of the West Covina Municipal Code currently provides that Commissioners serve at the will of their appointing Council Member and can be removed with or without cause at any time. Subsection (d) further provides that, upon an affirmative vote of not less than four (4) Members of the City Council, any City Commissioner may be removed for good cause, as defined; and

WHEREAS, the City Council desires to amend subsection (d) of Section 2-67 to provide that City Commissioners may be removed by their appointing Council Member or by a minimum of four (4) votes of the City Council; and

WHEREAS, all legal requirements prior to the adoption of this Ordinance have occurred.

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

SECTION 1. Recitals. The City Council finds that all of the facts and findings set

forth in the recitals to this Ordinance are true and correct.

SECTION 2. Amendment to Section 2-67. Subsection (d) of Section 2-67 of Article III of Chapter 2 of the West Covina Municipal Code shall be amended to read as follows:

> (d) Removal. Notwithstanding the provisions of section 2-69, all commissioners shall serve at the pleasure of their appointing council member and the city council. A commissioner can be removed at any time by their appointing council member or by a minimum of four (4) votes of the city council. If the seat of the council member who made the appointment is vacant, the remaining council members may remove the commissioner by majority vote and fill the vacancy created as provided for in section 2-67(c).

SECTION 3. Amendment to Article III. All references in Article III of Chapter 2 of the West Covina Municipal Code to "councilmember" shall be amended to read "council member."

SECTION 4. Environmental Compliance. The City Council hereby finds that it can be seen with certainty that there is no possibility the adoption and implementation of this Ordinance will have a significant effect on the environment. The Ordinance is therefore exempt from the environmental review requirements of the California Environmental Quality Act pursuant to Section 15061(b)(3) (General Rule) of Title 14 of the California Code of Regulations.

SECTION 5. Inconsistencies. Any provision of the West Covina Municipal Code or appendices thereto inconsistent with the provisions of this Ordinance, to the extent of such inconsistencies and no further, is hereby repealed or modified to that extent necessary to affect the provisions of this Ordinance.

SECTION 6. Severability. If any section, subsection, clause or phrase or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of all other provisions of this Ordinance. The City Council of West Covina hereby declares that it would have passed this Ordinance, and each section, subsection, sentence, clause and phrase or portion thereof, irrespective of the fact that any one or more of the sections, subsections, sentences, clauses, or phrases or portions thereof be declared invalid or unconstitutional.

SECTION 7. Effective Date. This Ordinance shall take effect thirty (30) days after its final passage.

SECTION 8. Certification; Publication. The City Clerk shall certify to the passage and adoption of this Ordinance and shall cause the same to be published or posted as required by law.

PASSED, APPROVED AND ADOPTED this _____ day of _____, 2025.

_____
Tony Wu
Mayor

APPROVED AS TO FORM

_____
Thomas P. Duarte
City Attorney

ATTEST

_____
Lisa Sherrick
Assistant City Clerk

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)
CITY OF WEST COVINA)

I, LISA SHERRICK, ASSISTANT CITY CLERK of the City of West Covina, California, do hereby certify that the foregoing Ordinance No. 2529 was introduced at a regular meeting of the City Council held on the 1st day of April, 2025, and adopted at a regular meeting of the City Council held on the 15th day of April, 2025, by the following vote of the City Council:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Lisa Sherrick
Assistant City Clerk

AGENDA ITEM NO. 2

AGENDA STAFF REPORT

City of West Covina | Office of the City Manager

DATE: April 15, 2025

TO: Mayor and City Council

FROM: Paulina Morales, City Manager

SUBJECT: **CONSIDERATION OF CITY STAFFING OF THE ENGINEERING SERVICES DIVISION AND/OR AWARD OF PROFESSIONAL SERVICES AGREEMENT FOR CITY ENGINEERING SERVICES**

RECOMMENDATION:

It is recommended that the City Council take the following actions:

1. Award Request for Proposals (RFP) No. 2024-15 for City Engineering, Traffic Engineering, Grant Writing, and Administrative Engineering Services to Transtech Engineers, Inc.; and
2. Authorize the City Manager to negotiate and execute an agreement with Transtech Engineers, Inc. for an initial term of two years, commencing April 16, 2025 and ending April 15, 2027, with three (3) optional one (1) year extensions, in such final form as approved by the City Attorney.

BACKGROUND:

Historically, the City of West Covina provided Engineering services through a fully staffed Engineering Division of the Public Works Department. In 2015, the City hired Willdan as its contractTraffic Engineer to oversee traffic issues and improvements. In June 2018, upon the resignation of the Public Works Director/City Engineer, the City contracted with Willdan to manage the Public Works Department.

In November 2018, City Hall was reorganized to eliminate the Public Works Department and create the Community Development Department (Building, Economic Development, Engineering and Planning) and the Public Services Department (Community Services and Public Works Maintenance). At that time, the City contracted with Willdan to serve as its contract City Engineer. In June 2019, as part of the discussions on the Fiscal Year 2019-20 Budget, it was determined that the remaining Engineering Division positions would be eliminated (vacant and filled positions) and an Engineering consultant firm would be contracted to provide all Engineering services for the City. In October 2023, the City Council approved the reorganization of City departments, including re-establishing the Public Works Department. However, Engineering remains within the Community Development Department.

Currently, the City's engineering services are provided by Transtech Engineers, Inc. (Transtech) with one City staff personnel serving as the CIP Project Manager (since June 2024). Transtech has provided the City's engineering, traffic engineering, grant writing, and administrative engineering services since September 2019. Most recently, Transtech's agreement was extended on a month-to-month basis in September 3, 2024, to provide the City with sufficient time to go through the Request for Proposal (RFP) process, hire the best firm, and investigate the possibility of staffing the Engineering Division with City employees.

DISCUSSION:

RFP and Review of Proposals
On August 12, 2024, an RFP for City Engineering services, Traffic Engineering services, Grant Writing and Administration services, and on-call general Engineering services was posted on PlanetBids. On September 18, 2024, the City received proposals from the following seven firms:

- Bureau Veritas North America, Inc.
- Interwest Consulting Group
- Kevin Ko and Associates
- Ladayu Consulting Group
- TKE Engineers, Inc.
- Transtech Engineers, Inc.
- Z&K Consultants, Inc.

The proposals were evaluated based on the criteria and scoring outlined in the following table:

Criteria	**Maximum Points**
Completeness of Proposal	20
Relevant Experience and Qualifications of Proposed Project Team	30
Capacity to Perform	30
Proposed Cost	20
Total Score	***100***

The proposals were reviewed by an evaluation panel consisting of the Deputy Community Development Director, the CIP Project Manager, a representative from the Public Works Department, and a representative from the Finance Department (to evaluate the proposed cost). The following table indicates the scores received by each firm:

Vendor	**Score**
Bureau Veritas North America, Inc.	68.7
Interwest Consulting Group	82.3
Kevin Ko and Associates	75.33
Ladayu Consulting Group	69.33
TKE Engineers, Inc.	91
Transtech Engineers, Inc.	87
Z&K Consultants, Inc.	80

Following the scoring of each proposal, the top three highest scoring firms (TKE Engineers, Transtech Engineers, and Interwest Consulting Group) were invited to two in-person interviews. The first interview panel consisted of the Deputy Community Development Director, CIP Project Manager, and Public Works Superintendent. While the second interview panel consisted of the Deputy Community Development Director, CIP Project Manager, Public Works Maintenance Supervisor, and Finance Department Purchasing Manager. The interviews were evaluated based on the question topics and corresponding scores outlined in the following table:

Question Topic	**Maximum Points**
Resource Management	5

Grant Expertise	5
Brownfield Redevelopment	5
Sustainability and Compliance	5
Community Engagement and Stakeholder	5
FEMA Funding and Disaster Recovery	5
City Engineer Availability	5
Total Score	**35 = 100%**

The following table indicates the average scores received by each firm:

Vendor	**Score (in percentage)**
Transtech Engineers, Inc.	86.25
TKE Engineers, Inc.	74
Interwest Consulting Group	65.75

Based upon the evaluation and interview, it was determined that Transtech Engineers (highest score) was the most qualified firm that expressed the ability to sufficiently fulfill the City's engineering services needs. Among the firms interviewed, Transtech Engineers were the most prepared, delivering an interactive presentation and having the ability to answer all the questions. The proposed City Engineer, Michael Lloyd, has over 30 years of engineering experience and previously worked for the City of Moreno Valley for 18 years as Assistant City Manager/Public Works Director/City Engineer. Mr. Lloyd is a licensed civil engineer and licensed traffic engineer. The company has over 200 employees, providing some elasticity in the case of illnesses or prolonged time off by the consultant staff or if there is a need to increase staffing to complete important projects. In addition, Transtech employs experienced grant writers knowledgeable in finding, applying for, and securing grants. Transtech also has Coby Skye on board. As the former Deputy Director of Environmental Services for Los Angeles County Public Works, Mr. Skye, has several years of experience in landfill/Brownfield redevelopment, site remediation, disaster recovery, obtaining FEMA reimbursement, and obtaining FEMA Hazard Mitigation grants. The proposals for the Transtech Engineers and TKE Engineers, Inc. are attached (Transtech as exhibit E to Attachment No. 1 and TKE Engineers as Attachment No. 2).

As the City's Engineering consultant since 2019, Transtech has assisted the City in completing the following CIP projects per year:

1. 2020:
    - Major Street Rehab of Cameron Avenue (Project No. 17003), completed in 2020
    - Pedestrian Improvements at Orange and Durness (Project No. 19027), completed in 2020
    - Pavement Management Program 2019 Update, completed in 2020
    - Cortez Parking Lot Rehabilitation (Project No. 19007), completed in 2020
    - Residential Street Rehab Annual Program FY 17-18 (Project No. 18032), completed in 2020
2. 2021:
    - Fire Station Parking Lot 4 Rehabilitation (Project No. 21034), completed in 2021
    - Shadow Oak Park Playground (Project No.21027), completed in 2021
    - Residential Street Rehab Annual Program FY 19-20 (Project No. 20011), completed in 2021
    - Restroom Renovation at Sr. Center (CDBG Funded), completed in 2021
3. 2022:
    - Cameron Park Restroom (Project No. 22024), completed in 2022
    - City Hall Restroom (Project No. 22023), completed in 2022
    - Shadow Oak Park Restroom Improvements (Project No. 21030), completed in 2022
    - Residential Street Rehab Annual Program FY 20-21 (Project No 21020), completed in 2022
    - Residential Street Rehab Annual Program FY 21-22 (Project No. 22005) (CDBG Funded), completed in 2022

- Pedestrian & Vehicle Safety Improvements (Project No. 22004), completed in 2022
- Cameron/Barranca Traffic Signal Improvements (Project No. 18040), completed in 2022
- Cortez Park Improvements (Project No. 22007), completed in 2022
- Sewer Main Replacement - Azusa Avenue and Citrus Avenue (Project No. 21011 & 21012), completed in 2022
- Friendship Park - Park Improvements (Project No. 21035) (CDBG Funded), completed in 2022
- Local Road Safety Plan (LRSP) (Project No. 22025), completed in 2022
- FY 21-22 Pedestrian and Vehicle Safety Improvements (Project No. 22004), completed in 2022
- PalmView, Aroma & Walmerado Parks Playgrounds (Project No. 21005), completed in 2022
- Lark Ellen and Grovecenter Pedestrian Improvements (Project No. 21007), completed in 2022
- La Puente Road/Forecastle Traffic Signal Improvements (Project No. 21006), completed in 2022
- Citrus Ave Rehabilitation (with City of Covina), completed in 2022
- Sr. Center Sliding Door Replacement, completed in 2022
- Fire Station No 1. Mechanical Building Rollup Door Replacement, completed in 2022

4. 2023:
    - Azusa Sewer Lift Station Upgrade (Project No. 17022), completed in 2023
    - Sidewalk, Curb & Gutter Repairs (Project No. 21014&15), completed in 2023
    - Sportsplex Baseball Field Maintenance (Project No 23011), completed in 2023
    - Dispatch Center New Roof (Project No. 21032), completed in 2023
    - Walmerado Park Restroom (Project No. 22026), completed in 2023
    - Pavement Management Program 2023 Update, completed in 2023
    - FY 22-23 Pedestrian and Vehicle Safety Improvements (Project No. 23027), completed in 2023
    - Residential Street Rehab Annual Program FY 22-23 (Project N. 23014), completed in 2023
5. 2024:
    - Sewer CIPP Lining at Glenview, Michelle, Azusa Ave (Project No. 24004), completed in 2024
    - Cortez Park Sports Field Lighting (Project No. 22016), completed in 2024
    - Southside sewer CIPP lining (Project No. 24004), completed in 2024
6. Projects Pending /Completed 2025
    - Residential Street Rehab Annual Program FY 23-24 (Project No. 24008), completed in 2025
    - Cortez Senior Center HVAC and Roof Replacement (Project No. 24009), completed in 2025
    - 2024 Annual Concrete Sidewalk, Curb, and Gutter Repair Program (Project No. 21014 and 15), completed in 2025
    - Southside Sewer Main Replacement, Phase 2 (Project No. 24005)
    - ADA Transition Plan (Project No. 22017)
    - Street Sweeping Signage Installation (Project No. 25015)
    - Fire Station 1 Design (Project No. 23002)
    - Friendship Park Restroom and Park Improvements Design (Project No. 23006)
    - Citywide Pedestrian and Vehicle Traffic Safety Improvements FY 24-25 (Project No. 23027)
    - Residential Street Rehab Annual Program FY 24-25 (Project No. 25001)
    - Cortez Park Pathway Lighting (Project No. 22015)
    - City Hall ADA Improvements Design (Project No. 22017)
    - Palmview Park Roof Replacement (Project No. 24008)
    - Citywide Pedestrian and Vehicle Traffic Safety Improvements FY 24-25 Phase 2 (Project No. 22004)
    - 2024 Annual Concrete Sidewalk, Curb, and Gutter Repair Program Phase 2 (Project No. 21014 and 15)
    - Del Norte Dog Park Design (Project No. 24001)
    - Trash Capture Device Installation
    - Citrus at Cameron Signal Design (Project No. 23010)

In addition to providing day-to-day engineering services, Transtech Engineers, Inc. has played a critical

role in helping the City secure competitive state and federal grant funding to advance high-priority infrastructure and safety projects. Their technical expertise and familiarity with funding programs have significantly increased the City's ability to pursue and obtain external resources—ultimately reducing reliance on the General Fund and expediting much-needed community improvements.

To date, Transtech has assisted the City in securing over $20.9 million in competitive grants, including:

Grant Program	Project Description	Funding Type	Funding Type
ATP Cycle 6	Citywide Pedestrian Safety Improvements	Federal	$2.6M
HSIP Cycle 10	Traffic Signal Improvements at 10 Intersections	State	$3.8M
HSIP Cycle 12	Traffic Signal Improvements at 10 Intersections	State	$5.0M
LRSP	Local Road Safety Plan	State	$0.1M
CPF/CDS	Azusa Avenue Pedestrian ADA & Signal Synchronization	Federal	$7.0M
ATP Cycle 7	West Covina Pedestrian Improvements	Federal	$2.4M

Transtech has also assisted the City in obtaining recognition from the American Public Works Association (APWA). The City was presented with the following APWA Building Excellence Shaping Tomorrow (BEST) awards:

- *2022 APWA Award-Winning Park Project for Friendship Park* (Category: Recreation and Athletic Facilities - new, renovated, or modernized parks, outdoor theaters and amphitheaters, playgrounds, sports facilities, and fields, nature trails, and aquatic facilities)
- *2024 APWA Award-Winning Park Project for Cortez Park Sports Field Lighting* (Category: Facilities)

Potential for City Employees Staffing the Engineering Division
Per the City Council's direction, staff evaluated the feasibility and cost implications of staffing the Engineering Division internally for day-to-day operations. Based on the Division's core operational needs, the following five full-time positions would be the minimum necessary to operate the engineering division:

Title	Min Base Annual Salary	Max Base Annual Salary
Civil Associate Engineer	$71,510	$96,547
Assistant City Engineer	$114,408	$143,941
Bldg/Engineering Permit Technician	$48,604	$59,081
Inspector	$61,212	$74,397
Management Analyst	$57,984	$78,252
Total	**$481,283**	**$607,255**

This staffing model represents base salary costs only. It does not include mandatory employer-paid benefits such as health insurance, retirement contributions, payroll taxes, and other overhead, which would significantly increase the City's total financial obligation. Additionally, onboarding a full in-house team would generate long-term pension liabilities and reduce flexibility to scale staffing in response to fluctuating permit volumes.

It is important to note that even with a fully staffed in-house Engineering Division, the City would still require contracted support for:

- **On-call Engineering services** to assist with plan reviews and inspections during peak periods or specialized projects.
- **Traffic Engineering services** for expert analysis and review that require licensed traffic engineering professionals and specialized expertise not typically retained in-house.

The table below provides an overview of the City's expenditures under the current agreement with Transtech Engineers, Inc., by fiscal year:

Category	FYE 2020	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025 thru Nov.
General Engineering	120,200	143,402	508,227	332,598	371,656	136,564
Planning			22,366	12,059	11,455	8,332
Streets	40,067	47,801	82,460	45,469	76,829	48,134
Traffic Engineering	480,802	573,608	714,164	310,356	471,851	138,960
Total	**$641,069**	**$764,810**	**$1,327,217**	**$700,482**	**$931,792**	**$331,990**
Total Less Traffic Engineering	*$160,267*	*$191,203*	*$613,053*	*$390,126*	*$459,941*	*$193,029*

When excluding Traffic Engineering services (which would still be required even with internal staffing), the City's average annual cost for general and permit-related Engineering services for the past 5 years is approximately $363,000 - a figure significantly lower than the minimum base salary cost ($481,283) for hiring internal staff, even before accounting for benefits and pension liabilities.

Contracting with an engineering consultant offers the City several key advantages:

- **Cost Efficiency:** The current model remains more affordable than maintaining full-time City staff, especially when factoring in benefits and pension obligations.
- **Scalability:** Staffing levels can be adjusted more easily in response to fluctuating development and permit activity, avoiding overstaffing during slow periods.
- **Access to Expertise:** Consultants provide a breadth of expertise, including specialized services like traffic engineering and plan review support, which would be costly and impractical to maintain in-house.

For these reasons, continuing to utilize consultant services remains the most prudent, cost-effective, and flexible approach for the City's Engineering Division at this time.

Staff recommends that the City Council award the RFP to Transtech Engineers and authorize the City Manager to execute an agreement with Transtech Engineers, in such final form as approved by the City Attorney.

LEGAL REVIEW:

The City Attorney's Office has reviewed the attached draft of the agreement and approved it as to form and will approve the final form of the agreement prior to execution.

OPTIONS:

The City Council has the following options:

1. Approve staff's recommendation; or
2. Provide alternative direction.

Prepared by: Jo-Anne Burns, Deputy Community Development Director

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Fiscal Impact

FISCAL IMPACT:

Transtech has proposed a fee schedule of hourly rates. Per their proposal, the proposed rates are average ranges, negotiable and can be adjusted to establish a fee for each assignment based on the specific project's scope, when such projects are identified by the City. They have also proposed to automatically increase fees on July 1st each year by the percentage change Los Angeles-Long Beach-Anaheim California Consumer Price Index-All Urban Consumers ("CPI-U") for the preceding twelve-month period as calculated for February by the U.S. Department of Labor Bureau of Labor Statistics and published by the United States Bureau of Labor Statistics. The draft agreement provides for CPI increases commencing July 1, 2026, and requires Transtech to provide the City notice of the proposed rate increases by June 1 of the year the increases will take effect. The draft agreement limits annual CPI increases to 3.5%.

Engineering services are paid from various funds including the General Fund, Proposition C, Gas Tax, and Sewer Maintenance. Below is the FY2024-25 Budget, expenditures through November 2024 and current balance by Fund.

Fund	Budget	FYE 2025 YTD	Balance
General Fund	136,100	122,265	13,835
Proposition C	506,000	138,960	367,040
Gas Tax	50,000	48,134	1,866
Sewer Maintenance	123,700	22,630	101,070
Total	**$815,800**	**$331,990**	**$483,811**

Attachments

Attachment No. 1 - Professional Services Agreement

Attachment No. 2 - TKE Proposal

CITY COUNCIL GOALS & OBJECTIVES: Maintain Good Intergovernmental Relations
Enhance City Image and Effectiveness

CITY OF WEST COVINA
PROFESSIONAL SERVICES AGREEMENT
WITH
TRANSTECH ENGINEERS, INC.
FOR
CITY ENGINEERING, TRAFFIC ENGINEERING, GRANT WRITING AND ADMINISTRATION, AND GENERAL ENGINEERING SERVICES

THIS PROFESSIONAL SERVICES AGREEMENT is made and entered into as of April 16, 2025 ("Effective Date"), by and between the CITY OF WEST COVINA, a municipal corporation ("City"), and TRANSTECH ENGINEERS, INC., a California corporation ("Consultant").

RECITALS

A. City proposes to utilize the services of Consultant as an independent contractor to City to provide City Engineering, traffic engineering, grant writing and administration, and general engineering services, as more fully described herein; and

B. Consultant represents that it has that degree of specialized expertise contemplated within California Government Code Section 37103, and holds all necessary licenses to practice and perform the services herein contemplated; and

C. City and Consultant desire to contract for the specific services described in Exhibit "A" and desire to set forth their rights, duties and liabilities in connection with the services to be performed; and

D. No official or employee of City has a financial interest, within the provisions of Sections 1090-1092 of the California Government Code, in the subject matter of this Agreement; and

E. Consultant responded to the City's Request for Proposals dated August 12, 2024, incorporated via this reference as if fully set forth herein, and Consultant's response to the Request for Proposals was a material inducement to the City ultimately entering into this Agreement.

NOW, THEREFORE, for and in consideration of the mutual covenants and conditions contained herein, the parties hereby agree as follows:

1.0. SERVICES PROVIDED BY CONSULTANT

1.1. Scope of Services. Consultant shall provide the professional services described in the Scope of Services, attached hereto as Exhibit "A," and Consultant's Proposal, attached hereto as Exhibit "B," both incorporated herein.

1.2. Professional Practices. All professional services to be provided by Consultant pursuant to this Agreement shall be provided by personnel experienced in their respective fields and in a manner consistent with the standards of care, diligence and skill ordinarily exercised by professional consultants in similar fields and circumstances in accordance with sound professional practices. Consultant also warrants that it is familiar with all laws that may affect its

performance of this Agreement and shall advise City of any changes in any laws that may affect Consultant's performance of this Agreement. Consultant shall keep itself informed of State and Federal laws and regulations which in any manner affect those employed by it or in any way affect the performance of its service pursuant to this Agreement. The Consultant shall at all times observe and comply with all such laws and regulations. City officers and employees shall not be liable at law or in equity for any claims or damages occurring as a result of failure of the Consultant to comply with this section.

1.3. Performance to Satisfaction of City. Consultant agrees to perform all the work to the reasonable satisfaction of the City. Evaluations of the work will be conducted by the City Manager or his or her designee. If the quality of work is not satisfactory, City in its discretion has the right to:

(a) Meet with Consultant to review the quality of the work and resolve the matters of concern;

(b) Require Consultant to repeat the work at no additional fee until it is satisfactory; and/or

(c) Terminate the Agreement as hereinafter set forth.

1.4. Warranty. Consultant warrants that it shall perform the services required by this Agreement in compliance with all applicable Federal and California employment laws, including, but not limited to, those laws related to minimum hours and wages; occupational health and safety; fair employment and employment practices; workers' compensation; and all other Federal, State and local laws and ordinances applicable to the services required under this Agreement.

1.5. Non-Discrimination. In performing this Agreement, Consultant shall not engage in, nor permit its agents to engage in, discrimination in employment of persons because of their race, religious creed, color, national origin, ancestry, physical disability, mental disability, reproductive health decisionmaking, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or veteran or military status, except as permitted pursuant to Section 12940 of the California Government Code.

1.6. Non-Exclusive Agreement. Consultant acknowledges that City may enter into agreements with other consultants for services similar to the services that are subject to this Agreement or may have its own employees perform services similar to those services contemplated by this Agreement.

1.7. Confidentiality. Employees of Consultant in the course of their duties may have access to financial, accounting, statistical, and personnel data of private individuals and employees of City. Consultant covenants that all data, documents, discussion, or other information developed or received by Consultant or provided for performance of this Agreement are deemed confidential and shall not be disclosed by Consultant without written authorization by City. City shall grant such authorization if disclosure is required by law. All City data shall be returned to City upon the termination of this Agreement. Consultant's covenant under this Section shall survive the termination of this Agreement.

1.8. Public Records Act Disclosure. Consultant has been advised and is aware that this Agreement and all reports, documents, information and data, including, but not limited to,

computer tapes, discs or files furnished or prepared by Consultant, or any of its subcontractors, pursuant to this Agreement and provided to City may be subject to public disclosure as required by the California Public Records Act (California Government Code Section 7920.000 *et seq*.). Exceptions to public disclosure may be those documents or information that qualify as trade secrets, as that term is defined in California Government Code Section 7924.510, and of which Consultant informs City of such trade secret. The City will endeavor to maintain as confidential all information obtained by it that is designated as a trade secret. The City shall not, in any way, be liable or responsible for the disclosure of any trade secret including, without limitation, those records so marked if disclosure is deemed to be required by law or by order of the court.

2.0. COMPENSATION AND BILLING

2.1. Compensation. Consultant shall be paid in accordance with the fee schedule set forth in Exhibit "B."

2.2. Annual Rate Increases. Commencing on July 1, 2026, Consultant may increase Consultant's hourly rates on an annual basis in an amount equal to the 12-month percentage change in the Consumer Price Index for all Urban Consumers (CPI-U) for the Los Angeles-Long Beach-Anaheim area as reported by the Bureau of Labor Statistics, provided that no annual increase to the hourly rates shall exceed three and one-half percent (3.5%). The change in CPI-U will be calculated based on the 12-month percentage change in CPI-U from February to February. If Consultant desires to increase the hourly rates as set forth herein, Consultant shall provide written notice to the City on or before June 1, which notice shall include reference to the CPI index, the percentage change in the CPI-U, and the revised hourly rates based on such CPI increase. If written notice is submitted as required herein, the annual increase will go into effect on July 1. No increase to the hourly rates will be retroactive.

2.3. Additional Services. Consultant shall not receive compensation for any services provided outside the scope of services specified in the Consultant's Proposal unless the City, prior to Consultant performing the additional services, approves such additional services in writing. It is specifically understood that oral requests and/or approvals of such additional services or additional compensation shall be barred and are unenforceable. Should the City request in writing additional services that increase the Scope of Services, an additional fee based upon the Consultant's standard hourly rates shall be paid to the Consultant for such additional services.

2.4. Method of Billing. Consultant may submit invoices to the City for approval on a progress basis, but no more often than once a month. Said invoice shall be based on the total of all Consultant's services which have been completed to City's sole satisfaction. City shall pay Consultant's invoice within forty-five (45) days from the date City receives said invoice. Each invoice shall describe in detail the services performed, the date of performance, and the associated time for completion. Any additional services approved and performed pursuant to this Agreement shall be designated as "Additional Services" and shall identify the number of the authorized change order, where applicable, on all invoices.

2.5. Records and Audits. Records of Consultant's services relating to this Agreement shall be maintained in accordance with generally recognized accounting principles and shall be made available to City for inspection and/or audit at mutually convenient times from the Effective Date until three (3) years after the termination or expiration of this Agreement.

3.0. TERM AND TERMINATION

3.1. Term. This Agreement shall commence on the Effective Date and continue for a period of two (2) years, ending on April 15, 2027, unless previously terminated as provided herein or as otherwise agreed to in writing by the parties. Thereafter, this Agreement may be extended for a maximum of three (3) successive one (1) year periods. Such extensions, if any, will be evidenced by a written amendment to this Agreement.

3.2. Notice of Termination. The City reserves and has the right and privilege of canceling, suspending or abandoning the execution of all or any part of the work contemplated by this Agreement, with or without cause, at any time, by providing at least fifteen (15) days prior written notice to Consultant. In the event of such termination, Consultant shall immediately stop rendering services under this Agreement unless directed otherwise by the City. If the City suspends, terminates or abandons a portion of this Agreement such suspension, termination or abandonment shall not make void or invalidate the remainder of this Agreement.

If the Consultant defaults in the performance of any of the terms or conditions of this Agreement, it shall have ten (10) days after service upon it of written notice of such default in which to cure the default by rendering a satisfactory performance. In the event that the Consultant fails to cure its default within such period of time, the City shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled to at law, in equity, or under this Agreement.

The City also shall have the right, notwithstanding any other provisions of this Agreement, to terminate this Agreement, at its option and without prejudice to any other remedy to which it may be entitled to at law, in equity, or under this Agreement, immediately upon service of written notice of termination on the Consultant, if the latter should:

(a) Be adjudged a bankrupt;

(b) Become insolvent or have a receiver of its assets or property appointed because of insolvency;

(c) Make a general assignment for the benefit of creditors;

(d) Default in the performance of any obligation or payment of any indebtedness under this Agreement;

(e) Suffer any judgment against it to remain unsatisfied or unbonded of record for thirty (30) days or longer; or

(f) Institute or suffer to be instituted any procedures for reorganization or rearrangement of its affairs.

3.3. Compensation. In the event of termination, City shall pay Consultant for reasonable costs incurred and professional services satisfactorily performed up to and including the effective date of the City's written notice of termination, within forty-five (45) days after the effective date of the notice of termination or the final invoice of the Consultant, whichever occurs last. Compensation for work in progress shall be prorated based on the percentage of work

completed as of the effective date of termination in accordance with the fees set forth herein.

3.4. Documents. In the event of termination of this Agreement, all documents prepared by Consultant in its performance of this Agreement including, but not limited to, finished or unfinished design, development and construction documents, data studies, drawings, maps and reports, shall be delivered to the City within ten (10) days of the effective date of the notice of termination, at no cost to City.

4.0. INSURANCE

4.1. Minimum Scope and Limits of Insurance. Consultant shall obtain, maintain, and keep in full force and effect during the life of this Agreement all of the following minimum scope of insurance coverages with an insurance company authorized to do business in California, with a current A.M. Best's rating of no less than A:VII, and approved by City:

(a) Commercial general liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01, in an amount not less than Two Million Dollars ($2,000,000.00) per occurrence, Four Million Dollars ($4,000,000.00) general aggregate, for bodily injury, personal injury, and property damage. The policy must include contractual liability that has not been amended. Any endorsement restricting standard ISO "insured contract" language will not be accepted.

(b) Automobile insurance at least as broad as Insurance Services Office form CA 00 01 covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with work to be performed under this Agreement, including coverage for any owned, hired, non-owned, or rented vehicles, in an amount not less than One Million Dollars ($1,000,000.00) combined single limit for each accident.

(c) Workers' compensation insurance as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with a limit of no less than One Million Dollars ($1,000,000.00) per accident for bodily injury or disease. Consultant agrees to waive, and to obtain endorsements from its workers' compensation insurer waiving subrogation rights under its workers' compensation insurance policy against the City, its officers, agents, employees, and volunteers for losses arising from work performed by Consultant for the City and to require each of its subcontractors, if any, to do likewise under their workers' compensation insurance policies.

By execution of this Agreement, the Consultant certifies as follows:

> I am aware of, and will comply with, Section 3700 of the California Labor Code, requiring every employer to be insured against liability of Workers' Compensation or to undertake self-insurance before commencing any of the work.

The Consultant shall also comply with Section 3800 of the California Labor Code by securing, paying for and maintaining in full force and effect for the duration of this Agreement, complete Workers' Compensation Insurance,

and shall furnish a Certificate of Insurance to the City before execution of this Agreement by the City. The City, its officers and employees shall not be responsible for any claims in law or equity occasioned by failure of the consultant to comply with this section.

(d) Professional liability (errors & omissions) insurance that covers the services to be performed in connection with this Agreement, in the minimum amount of One Million Dollars ($1,000,000.00) per claim and in the aggregate. Any policy inception date, continuity date, or retroactive date must be before the Effective Date of this Agreement and Consultant agrees to maintain continuous coverage through a period no less than three (3) years after completion of the services required by this Agreement.

If the Consultant maintains higher limits or has broader coverage than the minimums shown above, the City requires and shall be entitled to all coverage, and to the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

4.2. Endorsements. The insurance policies are to contain, or be endorsed to contain, the following provisions:

(a) Additional Insureds: The City of West Covina and its elected and appointed boards, officers, officials, agents, employees, and volunteers are additional insureds with respect to: liability arising out of activities performed by or on behalf of the Consultant pursuant to its contract with the City; products and completed operations of the Consultant; premises owned, occupied or used by the Consultant; automobiles owned, leased, hired, or borrowed by the Consultant.

(b) Notice of Cancelation: Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City.

(c) Primary Coverage: The Consultant's insurance coverage shall be primary insurance as respects the City of West Covina, its officers, officials, agents, employees, and volunteers. Any other insurance maintained by the City of West Covina shall be excess and not contributing with the insurance provided by this policy.

(d) Waiver of Subrogation: Consultant hereby grants to City a waiver of any right to subrogation which any insurer of said Consultant may acquire against the City by virtue of the payment of any loss under such insurance. Consultant agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

(e) Coverage Not Affected: Any failure to comply with the reporting provisions of the policies shall not affect coverage provided to the City of West Covina, its officers, officials, agents, employees, and volunteers.

(f) Coverage Applies Separately: The Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

4.3. Deductible or Self Insured Retention. If any of such policies provide for a deductible or self-insured retention to provide such coverage, the amount of such deductible or self-insured retention shall be approved in advance by City. The City may require the Consultant to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City.

4.4. Certificates of Insurance. Consultant shall provide to City certificates of insurance showing the insurance coverages and required endorsements described above, in a form and content approved by City, prior to performing any services under this Agreement. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

4.5. Non-limiting. Nothing in this Section shall be construed as limiting in any way the indemnification provision contained in this Agreement.

5.0. GENERAL PROVISIONS

5.1. Entire Agreement. This Agreement constitutes the entire agreement between the parties with respect to any matter referenced herein and supersedes any and all other prior writings and oral negotiations. This Agreement may be modified only in writing, and signed by the parties in interest at the time of such modification.

5.2. Representatives. The City Manager or his or her designee shall be the representative of City for purposes of this Agreement and may issue all consents, approvals, directives and agreements on behalf of the City, called for by this Agreement, except as otherwise expressly provided in this Agreement.

Consultant shall designate a representative for purposes of this Agreement who shall be authorized to issue all consents, approvals, directives and agreements on behalf of Consultant called for by this Agreement, except as otherwise expressly provided in this Agreement.

5.3. Key Personnel. It is the intent of both parties to this Agreement that Consultant shall make available the professional services of Michael Lloyd, Ahmad Ansari, Jana Robbins, Okan Demirci, Brian Cervantes, Bahman Janka, Ali Zaghari, David Ragland, Robert Quintero, Michael Ackerman, John Oskoui, Jeffrey Kao, and Melissa Demirci, who shall coordinate directly with City. Any substitution of key personnel must be approved in advance in writing by City's Representative.

5.4. Notices. Any notices, documents, correspondence or other communications concerning this Agreement or the work hereunder may be provided by personal delivery, Email or by U.S. mail. If by U.S. mail, it shall be addressed as set forth below and placed in a sealed envelope, postage prepaid, and deposited in the United States Postal Service. Such communication shall be deemed served or delivered: (a) at the time of delivery if such

communication is sent by personal delivery; (b) one (1) business day after the Email is sent if such communication is sent by Email, provided that no delivery failure notification has been received; and (c) 72 hours after deposit in the U.S. Mail as reflected by the official U.S. postmark if such communication is sent through regular United States mail.

IF TO CONSULTANT:	IF TO CITY:
Transtech Engineers, Inc. 13367 Benson Avenue Chino, CA 91790 Tel: (909) 595-8599 Email: ahmad.ansari@transtech.org Attn: Ahmad Ansari	City of West Covina 1444 West Garvey Ave. South West Covina, CA 91790 Tel: (626) 939-8422 Email: jburns@westcovina.org Attn: Jo-Anne Burns

5.5. Attorneys' Fees. If litigation is brought by any party in connection with this Agreement against another party, the prevailing party shall be entitled to recover from the opposing party all costs and expenses, including reasonable attorneys' fees, incurred by the prevailing party in the exercise of any of its rights or remedies hereunder or the enforcement of any of the terms, conditions, or provisions hereof.

5.6. Governing Law. This Agreement shall be governed by and construed under the laws of the State of California without giving effect to that body of laws pertaining to conflict of laws. In the event of any legal action to enforce or interpret this Agreement, the parties hereto agree that the sole and exclusive venue shall be a court of competent jurisdiction located in Los Angeles County, California.

5.7. Assignment. Consultant shall not voluntarily or by operation of law assign, transfer, sublet or encumber all or any part of Consultant's interest in this Agreement without City's prior written consent. Any attempted assignment, transfer, subletting or encumbrance shall be void and shall constitute a breach of this Agreement and cause for termination of this Agreement. Regardless of City's consent, no subletting or assignment shall release Consultant of Consultant's obligation to perform all other obligations to be performed by Consultant hereunder for the term of this Agreement.

5.8. Indemnification and Hold Harmless.

(a) General Indemnification. Other than in the performance of design professional services, and to the fullest extent permitted by law, Consultant agrees to defend, with counsel of City's choosing, indemnify, and hold harmless the City, its elected and appointed officials, officers, agents and employees, at Consultant's sole expense, from and against any and all claims, demands, actions, suits or other legal proceedings brought against the City, its elected and appointed officials, officers, agents and employees arising out of the performance of the Consultant, its employees, and/or authorized subcontractors, of the work undertaken pursuant to this Agreement. The defense obligation provided for hereunder shall apply without any advance showing of negligence or wrongdoing by the Consultant, its employees, and/or authorized subcontractors, and shall be required whenever any claim, action, complaint, or suit asserts as its basis

the negligence, errors, omissions or misconduct of the Consultant, its employees, and/or authorized subcontractors, and/or whenever any claim, action, complaint or suit asserts liability against the City, its elected and appointed officials, officers, agents and employees based upon the work performed by the Consultant, its employees, and/or authorized subcontractors under this Agreement, whether or not the Consultant, its employees, and/or authorized subcontractors are specifically named or otherwise asserted to be liable. Notwithstanding the foregoing, the Consultant shall not be liable for the defense or indemnification of the City for claims, actions, complaints or suits arising out of the sole active negligence or willful misconduct of the City. This provision shall supersede and replace all other indemnity provisions contained either in the City's specifications or Consultant's Proposal, which shall be of no force and effect.

(b) Indemnification for Design Professional Services. To the fullest extent permitted by law, Consultant agrees to defend, with counsel of City's choosing, indemnify, and hold harmless the City, its elected and appointed officials, officers, agents and employees, at Consultant's sole expense, from and against any and all claims, demands, actions, suits or other legal proceedings brought against the City, its elected and appointed officials, officers, agents and employees arising out of, pertaining to, or relating to the negligence, recklessness, or willful misconduct of the Consultant, its employees, and/or authorized subcontractors, in the performance of design professional services under this Agreement by a "design professional," as such term is defined in California Civil Code section 2782.8(c). The defense obligation provided for hereunder shall apply without any advance showing of negligence, recklessness or willful misconduct of the Consultant, its employees, and/or authorized subcontractors, and shall be required whenever any claim, action, complaint, or suit asserts as its basis the negligence, recklessness, or willful misconduct of the Consultant, its employees, and/or authorized subcontractors, and/or whenever any claim, action, complaint or suit asserts liability against the City, its elected and appointed officials, officers, agents and employees based upon such negligence, recklessness, or willful misconduct, whether or not the Consultant, its employees, and/or authorized subcontractors are specifically named or otherwise asserted to be liable. Notwithstanding the foregoing, the Consultant shall not be liable for the defense or indemnification of the City for claims, actions, complaints or suits arising out of the sole active negligence or willful misconduct of the City. In no event shall the cost to defend charged to Consultant exceed Consultant's proportionate percentage of fault. However, notwithstanding the previous sentence, in the event one or more defendants is unable to pay its share of defense costs due to bankruptcy or dissolution of the business, Consultant shall meet and confer with other parties regarding unpaid defense costs. This provision shall supersede and replace all other indemnity provisions contained either in the City's specifications or Consultant's Proposal, which shall be of no force and effect.

5.9. Excusable Delays. Neither party shall be responsible for delays or lack of

performance resulting from acts beyond the reasonable control of the party or parties. Such acts shall include, but not be limited to, acts of God, fire, strikes, material shortages, compliance with laws or regulations, riots, acts of war, or any other conditions beyond the reasonable control of a party. If a delay beyond the control of the Consultant is encountered, a time extension may be mutually agreed upon in writing by the City and the Consultant. The Consultant shall present documentation satisfactory to the City to substantiate any request for a time extension.

5.10. Independent Contractor. Consultant is and shall be acting at all times as an independent contractor and not as an employee of City. Consultant shall have no power to incur any debt, obligation, or liability on behalf of City or otherwise act on behalf of City as an agent. Neither City nor any of its agents shall have control over the conduct of Consultant or any of Consultant's employees, except as set forth in this Agreement. Consultant shall not, at any time, or in any manner, represent that it or any of its agents or employees are in any manner agents or employees of City. Consultant shall secure, at its sole expense, and be responsible for any and all payment of Income Tax, Social Security, State Disability Insurance Compensation, Unemployment Compensation, and other payroll deductions for Consultant and its officers, agents, and employees, and all business licenses, if any are required, in connection with the services to be performed hereunder. Consultant shall indemnify and hold City harmless from any and all taxes, assessments, penalties, and interest asserted against City by reason of the independent contractor relationship created by this Agreement. Consultant further agrees to indemnify and hold City harmless from any failure of Consultant to comply with the applicable worker's compensation laws. City shall have the right to offset against the amount of any fees due to Consultant under this Agreement any amount due to City from Consultant as a result of Consultant's failure to promptly pay to City any reimbursement or indemnification arising under this paragraph.

5.11. PERS Eligibility Indemnification. In the event that Consultant or any employee, agent, or subcontractor of Consultant providing services under this Agreement claims or is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of the City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Consultant or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

Notwithstanding any other agency, state or federal policy, rule, regulation, law or ordinance to the contrary, Consultant and any of its employees, agents, and subcontractors providing service under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any claims to, any compensation, benefit, or any incident of employment by City, including but not limited to eligibility to enroll in PERS as an employee of City and entitlement to any contribution to be paid by City for employer contribution and/or employee contributions for PERS benefits.

5.12. Cooperation. In the event any claim or action is brought against City relating to Consultant's performance or services rendered under this Agreement, Consultant shall render any reasonable assistance and cooperation which City might require.

5.13. Ownership of Documents. All findings, reports, documents, information and data including, but not limited to, computer tapes or discs, files and tapes furnished or prepared by Consultant or any of its subcontractors in the course of performance of this Agreement, shall be

and remain the sole property of City. Consultant agrees that any such documents or information shall not be made available to any individual or organization without the prior consent of City. Any use of such documents for other projects not contemplated by this Agreement, and any use of incomplete documents, shall be at the sole risk of City and without liability or legal exposure to Consultant. City shall indemnify and hold harmless Consultant from all claims, damages, losses, and expenses, including attorneys' fees, arising out of or resulting from City's use of such documents for other projects not contemplated by this Agreement or use of incomplete documents furnished by Consultant. Consultant shall deliver to City any findings, reports, documents, information, data, in any form, including but not limited to, computer tapes, discs, files audio tapes or any other related items as requested by City or its authorized representative, at no additional cost to the City. Consultant or Consultant's agents shall execute such documents as may be necessary from time to time to confirm City's ownership of the copyright in such documents.

5.14. Electronic Safeguards. Consultant shall identify reasonably foreseeable internal and external risks to the privacy and security of personal information that could result in the unauthorized disclosure, misuse, alteration, destruction or other compromise of the information. Consultant shall regularly assess the sufficiency of any safeguards and information security awareness training in place to control reasonably foreseeable internal and external risks, and evaluate and adjust those safeguards in light of the assessment.

5.15. Economic Interest Statement. Consultant hereby acknowledges that pursuant to California Government Code Section 87300 and the Conflict of Interest Code adopted by City, Consultant is designated in said Conflict of Interest Code and is therefore required to file an Economic Interest Statement (Form 700) with the City Clerk, for each employee providing advice under this Agreement, prior to the commencement of work, unless waived by the City Manager.

5.16. Conflict of Interest. Consultant and its officers, employees, associates and subconsultants, if any, will comply with all conflict of interest statutes of the State of California applicable to Consultant's services under this agreement, including, but not limited to, the Political Reform Act of 1974 (California Government Code Section 81000, *et seq*.) and California Government Code Sections 1090-1092. Consultant covenants that none of Consultant's officers or principals have any interest in, or shall acquire any interest, directly or indirectly, which will conflict in any manner or degree with the performance of the services hereunder, including in any manner in violation of the Political Reform Act. Consultant further covenants that in the performance of this Agreement, no person having such interest shall be used by Consultant as an officer, employee, agent, or subconsultant. Consultant further covenants that Consultant has not contracted with nor is performing any services, directly or indirectly, with any developer(s) and/or property owner(s) and/or firm(s) and/or partnership(s) owning property in the City and further covenants and agrees that Consultant and/or its subconsultants shall provide no service or enter into any agreement or agreements with a/any developer(s) and/or property owner(s) and/or firm(s) and/or partnership(s) owning property in the City prior to the completion of the work under this Agreement.

5.17. Prohibited Employment. Consultant will not employ any regular employee of City while this Agreement is in effect.

5.18. Order of Precedence. In the event of an inconsistency in this Agreement and any of the attached Exhibits, the terms set forth in this Agreement shall prevail. If, and to the extent this Agreement incorporates by reference any provision of any document, such provision shall be

deemed a part of this Agreement. Nevertheless, if there is any conflict among the terms and conditions of this Agreement and those of any such provision or provisions so incorporated by reference, this Agreement shall govern over the document referenced.

5.19. Costs. Each party shall bear its own costs and fees incurred in the preparation and negotiation of this Agreement and in the performance of its obligations hereunder except as expressly provided herein.

5.20. No Third Party Beneficiary Rights. This Agreement is entered into for the sole benefit of City and Consultant and no other parties are intended to be direct or incidental beneficiaries of this Agreement and no third party shall have any right in, under or to this Agreement.

5.21. Headings. Paragraphs and subparagraph headings contained in this Agreement are included solely for convenience and are not intended to modify, explain or to be a full or accurate description of the content thereof and shall not in any way affect the meaning or interpretation of this Agreement.

5.22. Construction. The parties have participated jointly in the negotiation and drafting of this Agreement and have had an adequate opportunity to review each and every provision of the Agreement and submit the same to counsel or other consultants for review and comment. In the event an ambiguity or question of intent or interpretation arises with respect to this Agreement, this Agreement shall be construed as if drafted jointly by the parties and in accordance with its fair meaning. There shall be no presumption or burden of proof favoring or disfavoring any party by virtue of the authorship of any of the provisions of this Agreement.

5.23. Amendments. Only a writing executed by the parties hereto or their respective successors and assigns may amend this Agreement.

5.24. Waiver. The delay or failure of either party at any time to require performance or compliance by the other of any of its obligations or agreements shall in no way be deemed a waiver of those rights to require such performance or compliance. No waiver of any provision of this Agreement shall be effective unless in writing and signed by a duly authorized representative of the party against whom enforcement of a waiver is sought. The waiver of any right or remedy in respect to any occurrence or event shall not be deemed a waiver of any right or remedy in respect to any other occurrence or event, nor shall any waiver constitute a continuing waiver.

5.25. Severability. If any provision of this Agreement is determined by a court of competent jurisdiction to be unenforceable in any circumstance, such determination shall not affect the validity or enforceability of the remaining terms and provisions hereof or of the offending provision in any other circumstance. Notwithstanding the foregoing, if the value of this Agreement, based upon the substantial benefit of the bargain for any party, is materially impaired, which determination made by the presiding court or arbitrator of competent jurisdiction shall be binding, then both parties agree to substitute such provision(s) through good faith negotiations.

5.26. Counterparts and Electronic Signatures. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, and may be executed by electronic signatures. All counterparts shall be construed together and shall constitute one agreement. Delivery of an executed counterpart of this Agreement by a .pdf data file or other scanned executed counterpart by email shall be equally as effective as delivery of a manually

executed counterpart of this Agreement. Each duplicate and counterpart shall be equally admissible in evidence, and each shall fully bind each party who has executed it. The parties waive all right to challenge the admissibility or authenticity of this Agreement in a court of law based solely on the absence of an original signature.

5.27. Corporate Authority. The persons executing this Agreement on behalf of the parties hereto warrant that they are duly authorized to execute this Agreement on behalf of said parties and that by doing so the parties hereto are formally bound to the provisions of this Agreement.

5.28. Taxpayer Identification Number. Consultant shall provide City with a complete Request for Taxpayer Identification Number and Certification, Form W9, as issued by the Internal Revenue Service.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by and through their respective authorized officers, as of the date first above written.

CITY OF WEST COVINA,
A municipal corporation

_____ Date: _____
Paulina Morales
City Manager

CONSULTANT

_____ Date: _____
Allen “Ali” Cayir
President

_____ Date: _____
Sybil Cayir
Secretary

ATTEST:

_____
Lisa Sherrick
Assistant City Clerk

APPROVED AS TO FORM:

_____
Thomas P. Duarte
City Attorney

APPROVED AS TO INSURANCE:

_____
Maria-Luisa Olea
Risk Management

EXHIBIT A

SCOPE OF SERVICES

In general, the consultant shall perform professional municipal engineering services, traffic engineering services, grant writing/application and administration services, project management services, engineering support, permit administration, and plan check. The scope of work includes, but shall not be limited to, the following:

City Engineer Services

1. Manage plan review and inspection services for all public right-of-way encroachment permits to confirm compliance with all applicable codes, regulations, policies, standards, and best practices. Such permits may include construction work; construction or vehicle operations; oversize vehicles; street closures; temporary storage of vehicles, storage pods, trash bins, or other objects; news racks; and ongoing encroachment by awnings, sidewalk dining, etc. Services will include but may not be limited to the following:

    - Receiving/processing permit applications, assessing permit fees, and issuing permits
    - Performing pre-work inspections as needed to evaluate existing conditions
    - Reviewing plans and specifications
    - Writing corrections and redlining of plans
    - Determining appropriate conditions to impose on permits
    - Determining whether a traffic control plan is required and reviewing such plans
    - Performing regular inspections of ongoing work and inspections of completed work to ensure compliance with approved plans and permit conditions
    - Maintaining regular communication with the applicant, job superintendent, or other project representatives as needed

2. Maintain a communication channel for applicants and job superintendents to communicate directly with the public works inspector via telephone, and/or with the city engineer on behalf of the inspector. Provide continuity of inspection services through project completion.

3. Provide a public works inspector presence at City Hall and within the City as necessary to adequately inspect ongoing work in the public right-of-way and address issues as they arise.

4. Provide plan review of grading, drainage, and improvement plans for private and public development projects. Services will include, but are not limited to the following:

    - Receiving/processing permit applications, assessing permit fees, and issuing permits
    - Reviewing plans and specifications
    - Writing corrections and redlining of plans
    - Determining appropriate conditions to impose on permits
    - Providing pick-up and delivery of plans at City Hall and maintaining a log of plans in process and their status accessible at any time by City staff
    - Learning and effectively utilizing the City’s cloud-based software for permit issuance and tracking

5. Provide plan review of plans submitted for planning or zoning review for public works issues. This may include conceptual or preliminary plans, architectural plans, site plans, and preliminary grading plans. Services will include but are not limited to the following:

    - Reviewing project applications, plans, and related documents
    - Identifying major public works issues to be addressed through the planning process prior to plan check submittal including but not limited to grading, off-site improvements, and traffic
    - Writing conditions of approval related to public works issues to be imposed on the project through the planning process
    - Providing pick-up and delivery of plans at City Hall and maintaining a log of plans in process and their status accessible at any time by City staff
    - Learning and effectively utilizing the City's permitting software for permit issuance and tracking

6. Provide review of projects submitted under the Subdivision Map Act and related provisions of the West Covina Municipal Code. This includes but may not be limited to tentative and final maps, lot mergers, lot line adjustments, certificates of compliance, dedications, vacations, and easements. Services will include but are not limited to the following:

    - Reviewing applications, maps, legal descriptions, deeds, and related documents
    - Providing redline documents and writing corrections
    - Writing conditions of approval to be imposed on tentative maps
    - Providing pick-up and delivery of documents at City Hall and maintaining a log of reviews in process and their status accessible at any time by City staff
    - Learning and effectively utilizing the City's permitting software for project tracking

7. Provide city engineering services, including but not limited to the following:

    - Attend meetings with City staff, public officials, developers, contractors, and the public as needed
    - Attend Commission and City Council meetings as needed
    - Represent the City as its city engineer while interfacing with the public and other agencies including but not limited to Los Angeles County Department of Public Works, Southern California Edison, and the water purveyors that serve the City
    - Serve as the primary liaison to the Los Angeles County Department of Public Works for technical and policy issues
    - Review documents and reports from other agencies pertaining to West Covina infrastructure or public works matters and provide recommendations to staff on appropriate responses or actions
    - Provide guidance and technical assistance to City staff on public works and engineering laws, policies, procedures, and best practices including but not limited to the California Public Contract Code, Streets and Highways Code, and Subdivision Map Act
    - Provide guidance and technical assistance to field staff regarding infrastructure and maintenance issues

8. Provide "City Engineer" presence at City Hall, anticipated at 16 hours a week, with a consistent schedule agreed upon by the selected firm and the City. Hours may be adjusted over time depending on project volume and workload. While in the office, the City Engineer

will be expected to provide internal and external customer service, including seeing customers at the counter, meeting with City staff, and taking phone calls.

9. Assist Capital Improvement Project Manager in project and contract management services for public works projects and other select capital improvement projects to be determined. Services will include but are not limited to the following:

    - Prepare project plans, bid specifications, and Notice Inviting Bids
    - Conduct pre-bid meetings
    - Respond to inquiries and prepare addendums to bid specifications as needed
    - Prepare staff reports and other documents as may be needed for contract approval
    - Monitor labor compliance
    - Prepare contract change orders
    - Review project invoices for accuracy and contract compliance
    - Prepare staff reports and other documents as may be needed for project acceptance
    - Maintain all project documents and files on behalf of City
    - When applicable, work with City's grant administrator on grant-funded projects to prepare additional paperwork as necessary for grant compliance

10. Assist Capital Improvement Project Manager in project management and manage consultant contracts for public works services, such as updating plans or preparing studies beyond this scope of services. Services will include but are not limited to the following:

    - Prepare and distribute RFPs or RFQs
    - Evaluate proposals submitted and interview consultants as needed
    - Negotiate price and contract terms with consultant on behalf of City
    - Prepare staff reports and other documents as may be needed for contract approval
    - Direct consultant work, serve as liaison with consultant, and review work product
    - Monitor work and progress and review invoices to ensure consistency with project budget and schedule

11. Advise City staff as to grants or other funding available for public works projects and, when so directed, initiate and prepare applications for such funding or grants.

12. Assist the City in processing grant applications and administration of awarded grants.

13. Monitor trends, legislation, and standard practices and advise the Community Development Director on appropriate codes, policies, procedures, and practices to adopt.

14. Coordinate, consult, and provide input to other departments and agencies as may be required, including but not limited to planning, building, code compliance, the Los Angeles County Department of Public Works, Los Angeles County Sheriff's Department, Los Angeles County Fire Department, the City's consultant for building and safety services, the City's consultant for NPDES compliance, and utility providers.

15. Prepare, implement, and enforce policies and procedures.

16. In the event of a local, regional, or national emergency or disaster, provide engineering and public works plan review and inspection services as required to appropriately respond to the emergency, including after regular business hours.

17. Provide any other services as may be necessary for administration and enforcement of the California Public Contract Code, Streets and Highways Code, Subdivision Map Act, applicable provisions of the West Covina Municipal Code, and any other codes pertaining to public works and engineering matters.

Traffic Engineering Services

Provide traffic engineering services, including but not limited to the following:

- Review and provide comments on traffic impact studies prepared by other consultants for development projects
- Review and provide comments on proposed development projects pertaining to traffic issues including but not limited to traffic impacts, site access and circulation, and parking
- Prepare conditions of approval for projects
- Review and provide engineering judgement on traffic safety issues raised by City staff, the Traffic Committee, and the public
- Conduct traffic reviews and prepare reports with recommendations for issues including but not limited to stop sign warrants, crosswalk installation and removal, traffic calming, speed surveys, accident histories, and other general traffic safety and related issues
- Prepare and make presentations to the Traffic Committee and City Council regarding traffic reviews and recommendations
- Serve as the primary liaison to the Los Angeles County Department of Public Works for traffic signal timing and maintenance, striping, signs, and other traffic issues

On-Call Engineering Services

Provide municipal engineering services on an “on-call” or “as needed” basis for various duties assigned by Community Development Director and/or Deputy Community Development Director. Services may include but are not limited to the following:

- General consulting and technical advice
- Private development application reviews
- Infrastructure design, construction and/or operation
- Assistance with the Capital Improvement Program
- Reviewing and certifying design plans, specifications and cost estimates for City capital projects
- Performing the lead role in the engineering review, coordination and technical administration of assessment districts and bond issue projects to provide coordinated and cost-effective project
- Reviewing private development construction plans, mapping and projects for compliance with City adopted design standards, subdivision standards and Building Code and related work as required
- Assisting the City in processing Federal, State and regional permits
- Assisting the City with processing grant applications
- Miscellaneous engineering tasks, feasibility studies, investigations, and other duties as directed by the Community Development Director and/or Deputy Community Development Director
- Assist in the new permit processing software (Accela) conversion process.

EXHIBIT B

CONSULTANT'S PROPOSAL

Submitted To

City of WEST COVINA

Attn.: Stephanie Sikkema
Finance Director

Submitted on PlanetBids



Proposal
RFP No. 2024-15

City Engineering
Traffic Engineering
Grant Writing/Administration
On-Call General Engineering Services



TRANSTECH
Est. 1989

www.transtech.org
855.595.2495 (toll-free)

Submitted By

TRANSTECH Engineers, Inc.

Contact Person:
Ahmad Ansari, PE, Principal
E: ahmad.ansari@transtech.org
C: 949-702-5612; O: 909-595-8599

Our proposal is prepared in the format required in RFP Section 8. PROPOSAL FORMAT, which contains proposal SECTIONS listed below in the same order as specified in the RFP.

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1. COVER LETTER (per RFP, limited to 1 page)

www.transtech.org
855.595.2495 (toll-free)
ISO 9001 Certified

About Transtech Video Highlight: CLICK HERE

TRANSTECH
Est. 1989

September 18, 2024

City of WEST COVINA
Attn.: Stephanie Sikkema, Finance Director
Submitted on PlanetBids

Technical Proposal, RFP. No. 2024-15
City Engineering, Traffic Engineering, Grant Writing/Administration, On-Call General Engineering Services

Dear Ms. Sikkema:

Transtech is pleased to submit this Proposal for the subject services.

Established in 1989, Transtech (a California Corporation) is a **multi-disciplinary engineering consulting** firm. Transtech has been **in business for 35 years**.

Transtech has a large pool of well experienced staff and resources readily available to provide requested services, and respond to requests in a **timely, efficient, and cost-effective manner**. Our staff and resources include **approximately 200 staff.** including building officials, plan checkers, inspectors, permit technicians, engineers, project managers, designers, inspectors, construction managers, traffic and transportation analysts, technicians, support personnel.

We are **providing municipal services to approximately 90 public agencies, including serving as Contract City Engineer and City Traffic Engineer for many agencies in San Gabriel Valley.**

Our **multi-disciplinary service capabilities** include:

- City Engineer, City Traffic Engineer, Development Review, Public Works Engineering, Plan Check, Inspection
- Civil Engineering,
- Staff Augmentation
- CIP Program and Construction Management and Inspection
- Grant Writing and Federally Funded Project Management
- Labor Compliance, CDBG Project Management
- Building & Safety Services, Building Inspection, Plan Check, Building Evaluations, City Building Official, Code Enforcement
- Planning Support
- Traffic and Transportation Planning and Engineering
- Water Resources Engineering
- Surveying, Mapping, ALTA, ROW Eng

We have extensive **experience working with Public Agencies/Cities in similar assignments**. We are accustomed to working with governmental agencies, and have a good understanding of public agency issues, procedures, and policies. **Several of our staff members are former City Engineers, Public Works Directors**.

We have extensive **experience in working with Caltrans**. **One of our Staff Member is former Dep. Dir. of Caltrans Distr. 7 (LA)**.

We have extensive **experience in working with METRO**. Currently, we are managing 710 Mobility Improvement Projects funded by METRO Measure R for the Cities of Alhambra and Rosemead, which has total funding of over $200m.

We have extensive **experience in working with LA County**.

We have extensive **experience in the management and administration of federally funded projects**. We **managed over 40 federally funded projects** in the past few years.

We have **proven track record in obtaining outside grants for its client cities**. We have **obtained over $400M in various funds** for our client cities.

Transtech is **proud to support civic and community activities**, which demonstrates our commitment to the progress, health, and well-being of the communities we serve. In services and partnership with our client cities, we have a proven record of active engagement in City and Community events, programs, causes, and initiatives. Our goal is not just to serve as an engineering consultant which is what we are best at, but actively partnering with our clients, to further enhance the City's reputation as an ideal community to live, invest, work, and play in.

Thank you for the opportunity to submit this Proposal. Should you have any questions, or require additional information, please contact the undersigned.

Sincerely,

Ahmad Ansari, PE, Principal E: ahmad.ansari@transtech.org; C: 949-702-5612; O: 909-595-8599

2. PROJECT SUMMARY SECTION

2a. Understanding of RFP and City

UNDERSTANDING OF RFP

Request for Proposals:

The City of West Covina (City) is seeking proposals from qualified vendors to provide City Engineering services, traffic engineering services, grant writing and administration services, and on-call general engineering services.

City Representative/Contact Person:

The sole City Representative as contact person for all questions and matters regarding this RFP is Stephanie Sikkema, Finance Director.

Term of Services:

It is anticipated that the initial term of the agreement will be for a period of two (2) years, with the option to extend the term for up to three (3) additional years upon mutual written agreement of the City and the selected contractor, contingent upon satisfactory performance of the selected contractor.

Proposal Submittal Requirement:

Proposals must be submitted through PlanetBids portal no later than 2:00 PM PST on September 18, 2024.

Pricing, Terms, Conditions to be valid 120 days:

RFP requires that pricing, terms and conditions stated in the proposer's response shall remain valid for 120 days from the date of submission of the proposal to the City.

(Transtech hereby confirms its concurrence with City's requirement.)

RFP Section 10.10 EVALUATION AND SELECTION PROCESS includes the following required responses from the proposers:

In accordance with Section 2-334 of the West Covina Municipal Code, the City will award the contract to the lowest responsible bidder, as defined Section 2-327 of the West Covina Municipal Code. Price will be considered along with other factors, including, but not limited to, the ability, capacity and skill of the bidder to provide the services, whether the bidder can provide the services within the time specified, the bidder's record of performance on previous orders or contracts for the City or other public entities, and the quality, availability and adaptability of the bidder's services.

All proposers should identify or affirm each of the following requirements:

- Have a minimum of three (3) similar projects within the last three (3) years providing the same or similar services requested in this RFP.
  (Transtech has 35 years of experience in providing similar services.)
- Have no outstanding or pending complaints as determined through the Better Business Bureau or State of California Department of Consumer Affairs.
  (Transtech has no outstanding or pending complaints as determined through the Better Business Bureau or State of California Department of Consumer Affairs.)
- Have the administrative and fiscal capability to provide and manage the proposed services.
  (Transtech has the administrative and fiscal capability to provide and manage the proposed services.)

RFP Section 10.16 PIGGYBACKING OPTION indicates the following:

The City would like to make the same pricing structures available to other government agencies. **Proposers shall indicate in their proposal whether they agree to extend pricing to other agencies and for what length of time**. Inclusion is not mandatory and will have no bearing on the contract award.

(Transtech agrees to extend pricing to other agencies for the same duration of this contract.)

UNDERSTANDING OF CITY

About City:

The City offers 16 parks, four community centers, a Sports Complex, and a County-operated library. The City provides a full range of services to its citizens, including police, fire and emergency medical; construction and maintenance of streets, traffic signalization and other infrastructure; planning and building safety; and social, recreational and cultural activities and events. However, the City contracts out building and safety services, engineering, and business licensing. Additionally, water utilities and solid waste services are provided and billed externally.

City Council:

The West Covina City Council meets the 1st and 3rd Tuesdays of the month at 7 p.m. in the Council Chambers. The West Covina City Council also serves as members of the Community Development Commission, the Housing Authority, the Public Financing Authority and the West Covina Community Services Foundation.

City Council Goals (reference: City Website)

The City of West Covina City Council has created a set of goals to provide guidance in creating and identifying programs and projects that will offer the most comprehensive services possible for the public. These goals are evaluated and updated annually by the Council.

- Protect Public Safety
- Address Homeless Issues
- Enhance City Image and Effectiveness
- Maintain Good Intergovernmental Relations
- Achieve Fiscal Sustainability and Financial Stability
- A Well-Planned Community
- Expand Economic Development Opportunities
- A Creative and Active Community

Community Development Department (CDD)

The Community Development Department (CDD) is dedicated to providing high quality services to the residents, businesses, and property owners of West Covina. The CDD is organized into the following divisions:

- Planning Division
- Building Division
- **Engineering Division**

  The Engineering Division is responsible for the construction and maintenance of street improvements including traffic signals, plan review and inspections, design and construction of capital improvements, review of traffic related issues and review of land development impacts in the public right-of-way. Engineering staff strives to enhance the quality of life in West Covina by providing the technical guidance necessary to construct and maintain the City's infrastructure.

Traffic Committee:

The Traffic Committee will regularly convene on the second Tuesday of the month.

CITY OF WEST COVINA
Traffic Committee Meeting
AGENDA

Meeting Name: Traffic Committee Meeting
Date: Tuesday, September 10, 2024
Time: 3:00 p.m.
Location: West Covina City Hall, Management Resources Room (MRC)

Budget/CIP (Capital Improvement Plan)

Capital Improvement Program



The City of West Covina develops a five-year Capital Improvement Program (CIP) that consists of and extensive list of projects necessary to maintain and improve the City's infrastructure. The City defines a CIP as having (1) a capital asset with a minimum dollar value of $45,000, and (2) an estimated useful life of three years or more. A multi-year CIP is necessary because it is impossible to fund all capital projects immediately. To meet the City's needs, it is imperative that the City continues to plan and strategize how it will allocate limited financial resources for capital projects.

ADOPTED BUDGET

Fiscal Year

July 1, 2024 - June 30, 2025

CITY COUNCIL

Brian Calderón Tabatabai, Mayor
Tony Wu, Mayor Pro Tem
Ollie Cantos, Councilman
Rosario Diaz, Councilwoman
Letty Lopez-Viado, Councilwoman

ELECTED OFFICIALS

Nickolas S. Lewis, City Clerk
Colleen B. Rozatti, City Treasurer

CITY MANAGER

Paulina Morales

EXECUTIVE MANAGEMENT TEAM

Roxanne Lerma, Assistant City Manager
Thomas P. Duarte, City Attorney
Lisa Sherrick, Assistant City Clerk
Stephanie Sikkema, Finance Director
Vincent Capelle, Fire Chief
Richard Bell, Police Chief

The CIP should not be confused with the capital improvement budget. The capital improvement budget represents the first year of the CIP that is reviewed and adopted by the City Council. It authorizes specific projects and appropriates specific funding for those projects.

Projects and funding sources listed in the CIP for years other than year one (commonly called "out years") are not authorized until the annual budget for those years is adopted by the City Council. The "out years" serve only as a guide for future planning and are subject to further review and modification in subsequent years. The City Council adopts a five-year CIP to provide a standard by which to:

- Prioritize the increased needs of the City
- Analyze the various funding sources
- Match, as appropriate, the funds to the various needs
- Plan to meet the City's capital needs over an extended period, as funding becomes available.
- Help to eliminate deficiencies, yet accommodate changing priorities while progressing toward a goal

Capital Improvement Program

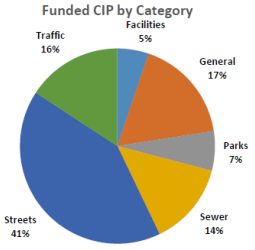
Summary

Funded Projects

Category	Prior Years	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029	Project Total
Facilities	5,036,791	825,000	250,000	-	-	-	6,111,791
General	20,374,060	-	-	-	-	-	20,374,060
Parks	5,360,280	1,170,000	620,000	280,000	280,000	-	7,710,280
Sewer	14,193,295	2,078,400	-	-	-	-	16,271,695
Streets	15,565,326	10,763,000	7,514,000	7,339,000	7,296,000	150,000	48,627,326
Traffic	12,875,720	3,820,000	690,000	600,000	600,000	-	18,585,720
Grand Total	**73,405,472**	**18,656,400**	**9,074,000**	**8,219,000**	**8,176,000**	**150,000**	**117,680,872**

Unfunded Projects

Category	Project Estimate
Facilities	5,634,999
General	225,000
Parks	6,473,598
Streets	99,999
Traffic	2,380,000
Grand Total	**14,813,596**

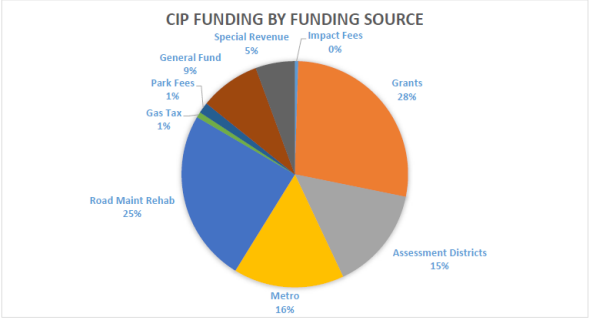


Capital Improvement Program

Summary

Funded Projects by Funding Source

Project Totals	Facilities	General	Parks	Sewer	Streets	Traffic	Grand Total
Assessment Districts				16,271,695	1,150,000		17,421,695
Gas Tax					240,000	690,000	930,000
General Fund	6,101,091	1,435,520	2,444,350		177,980		10,158,940
Grants	-	18,499,736	755,157		2,473,392	10,874,460	32,602,745
Impact Fees	10,700	338,806	229,999				579,505
Metro					13,854,267	4,730,000	18,584,267
Park Fees			1,800,775				1,800,775
Road Maint Rehab					26,711,686	2,291,260	29,002,946
Special Revenue		99,999	2,479,999		4,020,000		6,599,998
Grand Total	**6,111,791**	**20,374,060**	**7,710,280**	**16,271,695**	**48,627,326**	**18,585,720**	**117,680,872**



The CIP has been developed with the combined input from the City Council and City staff. Requests are submitted to a committee of City staff members to review along with justifications, suggested funding source(s) and associated costs including any ongoing operating costs. The projects are categorized as City Wide, Building, General, Parks, Regional, Sewer, Streets, or Traffic.

They are assessed based on the funding availability and the needs and priorities of the City, then presented to the City Council for consideration and approval. Projects not funded in the current fiscal year are put in "out years." Conversely, during the budget year there may be additional CIP projects approved by the City Council that were unforeseen during the budget adoption process.

West Covina Community and Economic Development's ("CED")

Economic Development efforts are designed to attract new businesses, retain and expand local businesses, create new employment opportunities, increase the tax revenues to the City, and expand the vitality and economic growth of the City. In West Covina, we have all the Elements for a Successful City: a Great Location, a Pro-Business climate, a Distinct Quality of Life, and Affluent Demographics. These four elements all converge in West Covina, cultivating the precise environment for a successful business. If that wasn't enough, West Covina's a highly Pro-Business government and a CED Department with a "CAN DO" attitude makes West Covina the number one choice for businesses.

Transtech's Service Philosophy to support the City:

Our service philosophy is defined by our unique **"Customer Care" approach in delivering our services in High Quality, Timely, Efficient and Customer Friendly manner:**

- ✓ Our services are founded on the principles of **Total Quality Management** for **Total Customer Care**.
- ✓ We start by **working with the applicant early on** and during plan review to help them prepare a set of plans which have all of the required information clearly and logically presented.
- ✓ Additionally, we never hesitate to make suggestions which help eliminate complicated details, **reduce construction costs, and/or provide details which are easy to verify in the field**. Experience has taught us well that inspection time and applicant frustration can both be substantially reduced, while increasing overall compliance, by producing a better set of plans during the plan review process. And in the case of homeowners, **this policy often demonstrates early on that the City really is truly a partner in a process that can often be a source of stress and tension for many applicants, and we fully understand that.**
- ✓ This policy reduces the number of plan review rechecks required, **allows the applicant to obtain a permit much sooner**, and reduces the overall time our staff is required to spend on that particular plan.
- ✓ To help the applicant better understand the problem, Transtech provides as much information during plan review as possible. We believe that if the applicant has a **clear understanding of the problem**, he or she can take the necessary steps to correct the condition. This policy reduces the number of plan review rechecks required, allows the applicant to **obtain a permit much sooner**, and reduces the overall time our staff is required to spend on that particular plan. Unclear and/or cryptic corrections are never written, and all correction lists, except those written over the counter, are typed and printed on a laser printer.
- ✓ Our plan checkers **confer early on and respond to questions** from the architect, engineer, designer, applicant, etc. When requested, our plan checkers also meet with the architect, engineer, designer, applicant, etc. at our offices to answer questions or for rechecks where the plan corrections.
- ✓ Our policy is to assist the architect, engineer, designer, applicant, etc. as much as possible, which helps **eliminate complicated details, reduce construction costs, and/or provide details which are easy to verify in the field**.
- ✓ All telephone calls or e-mails received are returned within the same working day, or the following day. We take pride in our "**Same Day Response**" motto.
- ✓ **Responsiveness is an integral part** of Transtech's "customer friendly" service approach.
- ✓ We will strive to **enhance the City's image by public trust** to be the most desirable community to live, invest and conduct business.

2b. Scope of Services

The RFP includes a detailed scope of services, which is recited below.

In general, the consultant shall perform professional municipal engineering services, traffic engineering services, grant writing/application and administration services, project management services, engineering support, permit administration, and plan check. The scope of work includes, but shall not be limited to, the following:

City Engineer Services

1. Manage plan review and inspection services for all public right-of-way encroachment permits to confirm compliance with all applicable codes, regulations, policies, standards, and best practices. Such permits may include construction work; construction or vehicle operations; oversize vehicles; street closures; temporary storage of vehicles, storage pods, trash bins, or other objects; news racks; and ongoing encroachment by awnings, sidewalk dining, etc. Services will include but may not be limited to the following:
   - Receiving/processing permit applications, assessing permit fees, and issuing permits
   - Performing pre-work inspections as needed to evaluate existing conditions
   - Reviewing plans and specifications
   - Writing corrections and redlining of plans
   - Determining appropriate conditions to impose on permits
   - Determining whether a traffic control plan is required and reviewing such plans
   - Performing regular inspections of ongoing work and inspections of completed work to ensure compliance with approved plans and permit conditions
   - Maintaining regular communication with the applicant, job superintendent, or other project representatives as needed
2. Maintain a communication channel for applicants and job superintendents to communicate directly with the public works inspector via telephone, and/or with the city engineer on behalf of the inspector. Provide continuity of inspection services through project completion.
3. Provide a public works inspector presence at City Hall and within the City as necessary to adequately inspect ongoing work in the public right-of-way and address issues as they arise.
4. Provide plan review of grading, drainage, and improvement plans for private and public development projects. Services will include, but are not limited to the following:
   - Receiving/processing permit applications, assessing permit fees, and issuing permits
   - Reviewing plans and specifications
   - Writing corrections and redlining of plans
   - Determining appropriate conditions to impose on permits
   - Providing pick-up and delivery of plans at City Hall and maintaining a log of plans in process and their status accessible at any time by City staff
   - Learning and effectively utilizing the City's cloud-based software for permit issuance and tracking
5. Provide plan review of plans submitted for planning or zoning review for public works issues. This may include conceptual or preliminary plans, architectural plans, site plans, and preliminary grading plans. Services will include but are not limited to the following:
   - Reviewing project applications, plans, and related documents
   - Identifying major public works issues to be addressed through the planning process prior to plan check submittal including but not limited to grading, off-site improvements, and traffic
   - Writing conditions of approval related to public works issues to be imposed on the project through the planning process
   - Providing pick-up and delivery of plans at City Hall and maintaining a log of plans in process and their status accessible at any time by City staff
   - Learning and effectively utilizing the City's permitting software for permit issuance and tracking
6. Provide review of projects submitted under the Subdivision Map Act and related provisions of the West Covina Municipal Code. This includes but may not be limited to tentative and final maps, lot mergers, lot line adjustments, certificates of compliance, dedications, vacations, and easements. Services will include but are not limited to the following:

- Reviewing applications, maps, legal descriptions, deeds, and related documents
- Providing redline documents and writing corrections
- Writing conditions of approval to be imposed on tentative maps
- Providing pick-up and delivery of documents at City Hall and maintaining a log of reviews in process and their status accessible at any time by City staff
- Learning and effectively utilizing the City's permitting software for project tracking

7. Provide city engineering services, including but not limited to the following:
   - Attend meetings with City staff, public officials, developers, contractors, and the public as needed
   - Attend Commission and City Council meetings as needed
   - Represent the City as its city engineer while interfacing with the public and other agencies including but not limited to Los Angeles County Department of Public Works, Southern California Edison, and the water purveyors that serve the City
   - Serve as the primary liaison to the Los Angeles County Department of Public Works for technical and policy issues
   - Review documents and reports from other agencies pertaining to West Covina infrastructure or public works matters and provide recommendations to staff on appropriate responses or actions
   - Provide guidance and technical assistance to City staff on public works and engineering laws, policies, procedures, and best practices including but not limited to the California Public Contract Code, Streets and Highways Code, and Subdivision Map Act
   - Provide guidance and technical assistance to field staff regarding infrastructure and maintenance issues
8. Provide "City Engineer" presence at City Hall, anticipated at 16 hours a week, with a consistent schedule agreed upon by the selected firm and the City. Hours may be adjusted over time depending on project volume and workload. While in the office, the City Engineer will be expected to provide internal and external customer service, including seeing customers at the counter, meeting with City staff, and taking phone calls.
9. Assist Capital Improvement Project Manager in project and contract management services for public works projects and other select capital improvement projects to be determined. Services will include but are not limited to the following:
   - Prepare project plans, bid specifications, and Notice Inviting Bids
   - Conduct pre-bid meetings
   - Respond to inquiries and prepare addendums to bid specifications as needed
   - Prepare staff reports and other documents as may be needed for contract approval
   - Monitor labor compliance
   - Prepare contract change orders
   - Review project invoices for accuracy and contract compliance
   - Prepare staff reports and other documents as may be needed for project acceptance
   - Maintain all project documents and files on behalf of City
   - When applicable, work with City's grant administrator on grant-funded projects to prepare additional paperwork as necessary for grant compliance
10. Assist Capital Improvement Project Manager in project management and manage consultant contracts for public works services, such as updating plans or preparing studies beyond this scope of services. Services will include but are not limited to the following:
    - Prepare and distribute RFPs or RFQs
    - Evaluate proposals submitted and interview consultants as needed
    - Negotiate price and contract terms with consultant on behalf of City
    - Prepare staff reports and other documents as may be needed for contract approval
    - Direct consultant work, serve as liaison with consultant, and review work product
    - Monitor work and progress and review invoices to ensure consistency with project budget and schedule
11. Advise City staff as to grants or other funding available for public works projects and, when so directed, initiate and prepare applications for such funding or grants.
12. Assist the City in processing grant applications and administration of awarded grants.
13. Monitor trends, legislation, and standard practices and advise the Community Development Director on appropriate codes, policies, procedures, and practices to adopt.
14. Coordinate, consult, and provide input to other departments and agencies as may be required, including

but not limited to planning, building, code compliance, the Los Angeles County Department of Public Works, Los Angeles County Sheriff's Department, Los Angeles County Fire Department, the City's consultant for building and safety services, the City's consultant for NPDES compliance, and utility providers.

15. Prepare, implement, and enforce policies and procedures.
16. In the event of a local, regional, or national emergency or disaster, provide engineering and public works plan review and inspection services as required to appropriately respond to the emergency, including after regular business hours.
17. Provide any other services as may be necessary for administration and enforcement of the California Public Contract Code, Streets and Highways Code, Subdivision Map Act, applicable provisions of the West Covina Municipal Code, and any other codes pertaining to public works and engineering matters.

Traffic Engineering Services

Provide traffic engineering services, including but not limited to the following:

- Review and provide comments on traffic impact studies prepared by other consultants for development projects
- Review and provide comments on proposed development projects pertaining to traffic issues including but not limited to traffic impacts, site access and circulation, and parking
- Prepare conditions of approval for projects
- Review and provide engineering judgement on traffic safety issues raised by City staff, the Traffic Committee, and the public
- Conduct traffic reviews and prepare reports with recommendations for issues including but not limited to stop sign warrants, crosswalk installation and removal, traffic calming, speed surveys, accident histories, and other general traffic safety and related issues
- Prepare and make presentations to the Traffic Committee and City Council regarding traffic reviews and recommendations
- Serve as the primary liaison to the Los Angeles County Department of Public Works for traffic signal timing and maintenance, striping, signs, and other traffic issues

On-Call Engineering Services

Provide municipal engineering services on an "on-call" or "as needed" basis for various duties assigned by Community Development Director and/or Deputy Community Development Director. Services may include but are not limited to the following:

- General consulting and technical advice
- Private development application reviews
- Infrastructure design, construction and/or operation
- Assistance with the Capital Improvement Program
- Reviewing and certifying design plans, specifications and cost estimates for City capital projects
- Performing the lead role in the engineering review, coordination and technical administration of assessment districts and bond issue projects to provide coordinated and cost-effective project
- Reviewing private development construction plans, mapping and projects for compliance with City adopted design standards, subdivision standards and Building Code and related work as required
- Assisting the City in processing Federal, State and regional permits
- Assisting the City with processing grant applications
- Miscellaneous engineering tasks, feasibility studies, investigations, and other duties as directed by the Community Development Director and/or Deputy Community Development Director
- Assist in the new permit processing software (Accela) conversion process.

3. METHODOLOGY SECTION

Customer Care and Responsive Service Approach:

- ✓ Our services are founded on the principals of **Total Quality Management** for **Total Customer Care and Satisfaction.**
- ✓ All telephone calls or e-mails received are returned within the same working day, or the following day. We take pride in our **"Same Day Response"** motto.
- ✓ Transtech also provides a **24-hour emergency contact** number to its clients.
- ✓ Customer Care means highest quality customer service. Transtech is committed to providing **"Customer Care"** to the City, City's patrons, including responding quickly and effectively to the walk-in, telephone, and electronic inquiries of the public related to our services. **Responsiveness** is an integral part of Transtech's **"Customer Care"** service approach.
- ✓ Our Contract Principal will meet with the Client's Project Manager frequently for **service evaluation** and address any areas for improvements.
- ✓ Responsiveness is an integral part of Transtech's **"customer friendly" service approach**. While our service is always on an "as needed" basis, our responsiveness is on "full-time" basis.
- ✓ Transtech understands the importance of being able to **expedite certain projects**, when requested, by the City.

Structured Approach:

We have a structured approach to execute projects in an efficient manner that makes Transtech capable of providing the City with an efficient and quality product. Transtech has established guidelines and policies, including written manuals on quality control, project management, and design procedures for its staff and for its contract cities. These guidelines ensure a consistent approach to the execution of assignments undertaken by our organization in compliance with City's specific procedures, standards and requirements. The following paragraphs describe our general approach to deliver projects in an efficient and cost-effective manner. A project specific approach will be provided for each assigned project and will become part of the specific contract for the specific project.

- **Project Management:** Our approach is to provide proactive management and attempt to identify potential issues and problems in advance and take corrective actions before they become problems. This requires extensive hands-on knowledge, experience and management skills of the people involved in managing the project. Our team members have extensive experience and proven track record in managing large and complex projects and bringing them to a completion on time and within budget.
- **Approach to Cost Control and Change Orders:** We evaluate project costs and develop feasible mitigation measures to minimize additional costs. We work as a team to solve problems or make modifications in the field to address unforeseen conditions or owner generated changes in a cost-effective manner.
- **Approach to Scheduling and Timely Completion of Project and Schedule Recovery:** The baseline schedule should properly identify the project scope, critical path, project milestones, target dates, phases and sequences of work, and activity durations. When significant activities show that they are slipping from the baseline, we work with the contractor to develop recovery plans.
- **Management of Documents:** We use an electronic file management system. All construction forms, daily dairies, weekly statement of working days, etc. are stored in our electronic file system, and are per Caltrans documentation system. We provide these documents at the end of the project to the client in organized files as well as pdf files.
- **Safety and Security:** We hold meetings with the contractor to review and discuss safety and security requirements, OSHA conformance, emergency security and safety procedures, and enforce security and safety responsibilities.
- **Funding Closeout:** We prepare necessary closeout documentation required by the funding agencies, submit final reimbursement documentation, follow-up on the reimbursements, and final funds balance report.
- **Project Closeout:** We recognize that closeout is an important part of the construction process. It signifies that the new facility structure is ready to use. We methodically handle all closeout tasks to ensure a smooth transition from construction to occupancy.
- **Methodology for Communication to Inform City on Work Progress:** Key project team members will attend periodic project progress meetings with City staff throughout the project duration.
- **Electronic common project information and file sharing platform:** We create and provide access to project participates a common project information and file sharing platform.

Coordination with City:

Key project team members will attend periodic project progress meetings with City staff throughout the project duration. We will establish and maintain a close working relationship with City staff. We will manage

assigned projects, carefully control costs and resources, and complete assigned work on schedule. We will provide progress reports to the City at regular intervals.

Expediting Projects:
Transtech understands the importance of being able to expedite tasks when requested by the City. Transtech has sufficient staff and resources to expedite projects.

CIP Management:
Transtech manages Capital Project Programs and maintains CIP Matrix and Schedule for various contract Cities. The CIP Matrix includes detailed tracking information for each CIP, as well as a high-level project schedule status in bar chart format for various project phases. The CIP Matrix is updated frequently, and project status is presented to City Management at management meetings, as well as to City Council when directed by the City Management.

Project Schedules:
Transtech has a proven track record for completing projects on time. Part of our role as Project Managers is to develop, review, update and manage the project schedules and confirm that tasks are scheduled within reasonable and appropriate timeframes. We constantly review, monitor and update the schedule to confirm it is in compliance with the original schedule and that related coordination with external/3rd parties/regulatory agencies/utility companies, etc. are on track. If the look ahead schedule is not in compliance with the original schedule, we take appropriate actions to avoid potential delays. Our approach to Scheduling and Timely Completion of Project and Schedule Recovery includes having the contractor prepare a baseline schedule, which identifies the project scope, critical path, project milestones, target dates, phases and sequences of work, and activity durations. When significant activities show that they are slipping from the baseline, we work with the contractor to develop recovery plans.

Contract Administration Approach (Caltrans LAPM):
For construction contract administration, we follow guidelines described in Caltrans Local Assistance Procedures Manual (LAPM). Maintaining complete and accurate files is a very important aspect of managing federally funded projects. Generally, whenever the local agency is unable to produce requested data or information, it is assumed by reviewing personnel that the required actions were either never performed or not properly recorded. Organized project files can minimize these negative assumptions. Organization and content of the project file is one indicator of effective and efficient management of the project by the resident engineer. LAPM has been prepared to aid California local agencies scope, organize, design, construct and maintain their public transportation facilities when they seek Federal Highway Administration (FHWA) funded federal-aid or state funding. This manual describes the processes, procedures, documents, authorizations, approvals and certifications, which are required in order to receive federal-aid and/or state funds for many types of local transportation projects.

DB (Design-Built) Delivery:
Transtech has extensive experience in managing DB Projects in compliance with CA Public Contract Code, CHAPTER 4. Local Agency Design-Build Projects.

Project Controls:
Our staff has experience with various document control software systems including Procore, Autodesk ConstructWare (which has now become Construction Cloud), and Primavera P6. In our experience all major

control software programs work basically the same way and adapting from one software offering to another has a fairly small learning curve. Because the specific software is generally a choice made by the prime contractor, our staff is ready to partner with any user of any program. That said, not all projects require the 'fire power' associated with an expensive, sophisticated control system. Sometimes an intelligently designed filing system that stores basic Word, Excel, PDF, and email documents in the cloud is all a project really needs.

Project Control System:
Transtech has developed its in-house Project Control Procedures and System, follow guidelines similar to what is described in Caltrans Local Assistance Procedures Manual (LAPM). Following is the link to Transtech's Project Control Procedures and System:
https://www.dropbox.com/scl/fi/ovqszv2odb0egxp6qdo3f/CIP-Filing-System-Index-v20240212.100-003.pdf?rlkey=rart96lbt7yif4qka3y5tck1n&dl=0

10 Administration

10.00 Filing System: Contains all of the generic documents and templates that are used repeatedly. Use master templates on the library for all documents and forms referenced on this index.

10.01 CIP Checklist: Contains step by step CIP checklist/workflow applicable to a project from inception to closeout. Update this checklist throughout the project to maintain project workflow.

10.02 Correspondence: Contains general correspondence (emails, memos, etc.) throughout the project. Specific correspondence for each project phase should be filed under applicable folder.

10.03 Staff Reports: Contains City Council meeting staff reports and resolutions.

10.04 Project Funding Sources: Contains CIP Project Sheet/Charter from City Fiscal Year Budget including funding information.

10.05 Project Budget: Contains overall project budget throughout the project.

10.06 Project Schedule: Contains overall project schedule throughout the project.

10.07 Public Records Request: Contains public information requests throughout the project.

20 Planning and Studies

20.01 Contracting: If services in this category is contracted, this folder contains all contracting documentation (RFP, proposals, etc.). Use subfolders as needed for different disciplines (environmental, ROW, survey, geotechnical, etc.).

20.02 Environmental Determination: Contains environmental documentation (CEQA, NEPA, etc.).

20.03 ROW & Easement: Contains right of way acquisition, easement, temporary construction easement, etc..

20.04 Land Survey: Contains land survey (topo survey, drawings, reports, etc.).

20.05 Geotechnical Investigation: Contains geotechnical investigation (coring results, reports, recommendations, etc.).

20.06 Site Utilities: Contains utility company contact information, correspondence log, letters, maps received, etc.

20.07 Misc Reports & Studies: Contains any miscellaneous reports and studies.

20.08 Permitting: Contains all applicable permits including local, state and federal for the project.

30 Bid Package Development/Design

30.01 Contracting: If services in this category is contracted, this folder contains all contracting documentation (RFP, proposals, etc.).

30.02 Design Development: Contains design development documents including CAD files, aerials, xref, pdf, etc.

30.03 Design Submittals: Contains all PS&E submittals during design phase (typical 30%, 60%, 90%, 100% submittals).

30.04 Specifications: Contains general provisions, special provisions, appendices, etc.

30.05 Estimates: Contains project construction estimates.

30.06 Bid Package: Contains project bid package including front end administrative specs (NIB, IB, Bid, General Provisions/Specifications) and project technical specs (Special Provisions, Appendices, Project Plans).

30.07 Project Meetings: Contains design kickoff/progress meetings sign in sheets, agendas, minutes and notes.

40 Bidding

40.01 Bid Package as Advertised: Contains as advertised bid package in pdf.

40.02 Bid Advertisement: Contains plan holders list and proof of advertisement.

40.03 Pre-Bid Meeting: Contains pre-bid meeting (if applicable) sign in sheet, agenda, and notes. Indicate whether mandatory/non-mandatory.

40.04 Questions: Contains all questions received during bidding phase.

40.05 Addenda: Contains all addenda issued during bidding phase.

40.06 Bids Received: Contains bid opening results and all bids received at the bid opening.

40.07 Bid Analysis: Contains bid analysis (bid tabulation, review of apparent low bid, reference checks, determination of lowest responsive bid, CA license, DIR registration, state and federal debarments.

40.08 Agreement: Contains construction agreement document, appendices, bonds, insurances, W-9, business license.

40.09 Notice To Proceed: Contains Notice to Proceed document issued to the Contractor.

50 Construction Management

50.01 Contract: Contains fully executed construction contract.

50.02 Project Personnel: Contains project personnel during construction including Owner, Construction Manager (CM), Construction Inspector (CI), Construction Contractor, Materials Testing (MT), Labor Compliance, Grant Manager, Emergency Contacts, Utility Companies, Contractor's Emergency Contact Information Sheet, Contractor's Letter designating representative authorized to act for the contractor.

50.03 Conformed Construction Documents: Contains conformed set of construction documents (plans and specifications) issued for construction. Update these documents throughout construction with any revisions/redlines.

50.04 RFI: Contains a common Request for Information (RFI) log, received and responded RFIs, filed by transmittal number.

50.05 Submittals: Contains a common Submittal log, received and responded Submittals, filed by transmittal number.

50.06 WSWD: Contains Weekly Statement of Working Days (WSWD) issued to the Contractor.

50.07 Quality Assurance: Contains all documents generated as part of any QC/QA process including: Quality Assurance Plan (QAP), Special Inspection Reports, Shop Inspection Reports, Material Placement, Material Testing, Delivery Tickets, Structural Observation, Designer Observation, Pad Certification, Buy America Certifications, Material Certificate of Compliance (CoCs), and any QC/QA Manuals.

50.08 Engineer Reports: Contains Resident Engineer Weekly Reports, Incident Reports throughout construction.

50.09 Inspector Reports: Contains Construction Inspector (Asst. RE) Daily Reports.

50.10 Photographs: Contains all photos taken filed by date.

50.11 Quantity Calculation Sheets: Contains monthly progress payment item quantity calculation sheets.

50.12 Change Orders (CCO): Contains Request for Change Orders (RFCO), Potential Change Orders (PCO) and finalized Contract Change Orders (CCO).

50.13 Progress Payments: Contains monthly progress payments, waiver/release documents.

50.14 Labor Compliance & EEO: Contains labor compliance documents.

50.15 DBE: Contains Disadvantaged Business Enterprise certificates, reports and documents.

50.16 Progress Schedule: Contains baseline schedule, weekly lookahead schedules, and recovery schedules.

50.17 Project Meetings: Contains pre construction meetings, special meetings, progress (weekly/bi-weekly) meetings sign in sheets, agendas, minutes and notes.

50.18 Construction Notices & Signs: Contains construction notices and signs.

60 Project Closeout

60.01 Punch Lists: Contains project punch list prepared by Construction Inspector.

60.02 Guarantees & Warranties: Contains guarantees and warranties.

60.03 O&M: Contains Operations and Maintenance manuals.

60.04 Final Inspection: Contains final inspection report.

60.05 As-Builts: Contains field redlined construction plans "as-builts".

60.06 Notice of Completion: Contains Notice of Completion (NOC) document as filed.

70 Grant Management (*only applicable to projects receiving Caltrans funding, if other special funds are involved on the project, check with the grant manager for specific folders/documents*)

70.00 Grant Application: Contains Grant Application.

70.01 Master Agreement: Contains Caltrans Master Agreement.

70.02 Program Supplemental Agreement: Contains Program Supplemental Agreement (PSA) received from Caltrans.

70.03 RFA For Preliminary Engineering: Contains Request for Authorization for Preliminary Engineering (PE) Phase application documents to Caltrans.

70.04 Environmental Documents: Contains Preliminary Environmental Study (PES) submittal package to Caltrans.

70.05 ROW Certificate: Contains Right of Way Certification submittal to Caltrans.

70.06 RFA For Construction: Contains Request for Authorization for Preliminary Engineering (PE) Phase application documents to Caltrans.

70.07 CON Award Package: Contains Construction Award Package submitted to Caltrans.

70.08 E-76: Contains approved E-76 received from Caltrans.

70.09 Reimbursements: Contains reimbursement invoices submitted to Caltrans.

70.10 Grant Closeout: Contains Final Report of Expenditures (FROE) submitted to Caltrans.

70.11 Process Review: Contains Pre-Construction, Construction, Post-Construction Process Review.

TRANSTECH ENGINEERS CAPITAL IMPROVEMENT PROJECT FILING SYSTEM

10	Administration
10.00	Filing System
10.01	CIP Checklist
10.02	Correspondence
10.03	Staff Reports
10.04	Project Funding Sources
10.05	Project Budget
10.06	Project Schedule
10.07	Public Records Request
20	Planning and Studies
20.01	Contracting
20.02	Environmental Determination
20.03	ROW & Easement
20.04	Land Survey
20.05	Geotechnical Investigation
20.06	Site Utilities
20.07	Misc Reports & Studies
20.08	Permitting
30	Bid Package Development/Design
30.01	Contracting
30.02	Design Development
30.03	Design Submittals
30.04	Specifications
30.05	Estimates
30.06	Bid Package
30.07	Project Meetings
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40.01	Bid Package as Advertised
40.02	Bid Advertisement
40.03	Pre-Bid Meeting
40.04	Questions
40.05	Addenda
40.06	Bids Received
40.07	Bid Analysis
40.08	Agreement
40.09	Notice To Proceed

50	Construction Management
50.01	Contract
50.02	Project Personnel
50.03	Conformed Con Docs
50.04	RFI
50.05	Submittals
50.06	WSWD
50.07	Quality Assurance
50.08	Engineer Reports
50.09	Inspector Reports
50.10	Photographs
50.11	Quantity Calculation Sheets
50.12	Change Orders (CCO)
50.13	Progress Payments
50.14	Labor Compliance & EEO
50.15	DBE
50.16	Progress Schedule
50.17	Project Meetings
50.18	Construction Notices & Signs
60	Project Closeout
60.01	Punch Lists
60.02	Guarantees & Warranties
60.03	O&M
60.04	Final Inspection
60.05	As-Builts
60.06	Notice of Completion
70	Grant Management
70.00	Grant Application
70.01	Master Agreement
70.02	Program Supplemental Agreement
70.03	RFA For Preliminary Engineering
70.04	Environmental Documents
70.05	ROW Certificate
70.06	RFA For Construction
70.07	CON Award Package
70.08	E-76
70.09	Reimbursements
70.10	Grant Closeout
70.11	Process Review

Engineering Plan Check and Public Works Inspection Service Approach:

Service Philosophy:

Our service philosophy is defined by our unique **"Customer Care" approach in delivering our services in High Quality, Timely, Efficient and Customer Friendly manner:**

- ✓ Transtech is well known in providing **Cost Effective Services** on time with a **customer friendly and responsive** approach.
- ✓ Our services are founded on the principles of **Total Quality Management** for **Total Customer Care**.
- ✓ We have a **structured approach** to execute projects in an efficient manner that makes Transtech capable of providing the City with the highest quality product.
- ✓ We start by **working with the applicant early on** and during plan review to help them prepare a set of plans which have all of the required information clearly and logically presented.
- ✓ Additionally, we never hesitate to make suggestions which help eliminate complicated details, **reduce construction costs, and/or provide details which are easy to verify in the field**. Experience has taught us well that inspection time and applicant frustration can both be substantially reduced, while increasing overall compliance, by producing a better set of plans during the plan review process. And in the case of homeowners, **this policy often demonstrates early on that the City really is truly a partner in a process that can often be a source of stress and tension for many applicants, and we fully understand that.**
- ✓ This policy reduces the number of plan review rechecks required, **allows the applicant to obtain a permit much sooner**, and reduces the overall time our staff is required to spend on that particular plan.
- ✓ Transtech provides all plan check **comments on electronic files**. All plan check comments are provided on pdf format electronically, **as well as hard copies**. Plan review corrections are written clearly and are **fully detailed to explain the Code deficiency**.
- ✓ To help the applicant better understand the problem, Transtech provides as much information during plan review as possible. We believe that if the applicant has a **clear understanding of the problem**, he or she can take the necessary steps to correct the condition. This policy reduces the number of plan review rechecks required, allows the applicant to **obtain a permit much sooner**, and reduces the overall time our staff is required to spend on that particular plan. Unclear and/or cryptic corrections are never written, and all correction lists, except those written over the counter, are typed and printed on a laser printer.
- ✓ Our plan checkers **confer early on and respond to questions** from the architect, engineer, designer, applicant, etc. When requested, our plan checkers also meet with the architect, engineer, designer, applicant, etc. at our offices to answer questions or for rechecks where the plan corrections.
- ✓ Our policy is to assist the architect, engineer, designer, applicant, etc. as much as possible, which helps **eliminate complicated details, reduce construction costs, and/or provide details which are easy to verify in the field**.
- ✓ All telephone calls or e-mails received are returned within the same working day, or the following day. We take pride in our "**Same Day Response**" motto.
- ✓ **Responsiveness is an integral part** of Transtech's "customer friendly" service approach.
- ✓ We will strive to **enhance the City's image by public trust** to be the most desirable community to live, invest and conduct business.
- ✓ Customer Care means highest quality customer service. Transtech is committed to providing **"Customer Care"** to the City, City's patrons, responding quickly and effectively to the walk-in,

telephone, and electronic inquiries of the public related to our services.

Plan Check Processing:
When a plan check order is received, it is logged and reviewed by Building Staff and then assigned to applicable plan checkers. The plan check duration is monitored thru the plan check log data base, which generates messages at identified intervals to inform plan checkers and supervising Sr. Staff so that they are aware of how the progress and status continuously. If any potential delay is monitored, necessary steps are taken, such as meeting with plan checker to review the schedule, workload, performance, and identify actions, including assigning additional staff, if necessary, to ensure timely completion of assignment.

Plan Check Coordination:
Our plan checkers respond to questions from the architect, engineer, designer, applicant, etc. When requested, our plan checkers also meet with the architect, engineer, designer, applicant, etc. at our offices to answer questions or for rechecks.

- Our policy is to assist the architect, engineer, designer, applicant, etc. as much as possible, which helps eliminate complicated details, reduce construction costs, and/or provide details which are easy to verify in the field. This pro-active approach reduces inspection time and questions, and applicant frustration, while increasing overall compliance, by producing a better set of plans during plan review process. Especially, when the applicant is a homeowner trying to improve his/her property, this policy often demonstrates early on that the City really is here to help.

Approach to Meeting with Applicants:
Our staff is available to applicants by phone and through email or through virtual meeting for questions or available to meet for rechecks if necessary. Our policy is to meet with applicants virtually via TEAMS or ZOOM or when necessary, at City Hall, but we also have an available facility at our office meetings with applicants.

Expedited/Off-Business Hours/Weekend Services:
If the City receives a request from applicants for expedited plan check services, Transtech staff is able to provide additional resources to accommodate such a request. If the City requests inspection services, Transtech staff will provide additional resources to accommodate inspection requests during off business hours and weekends.

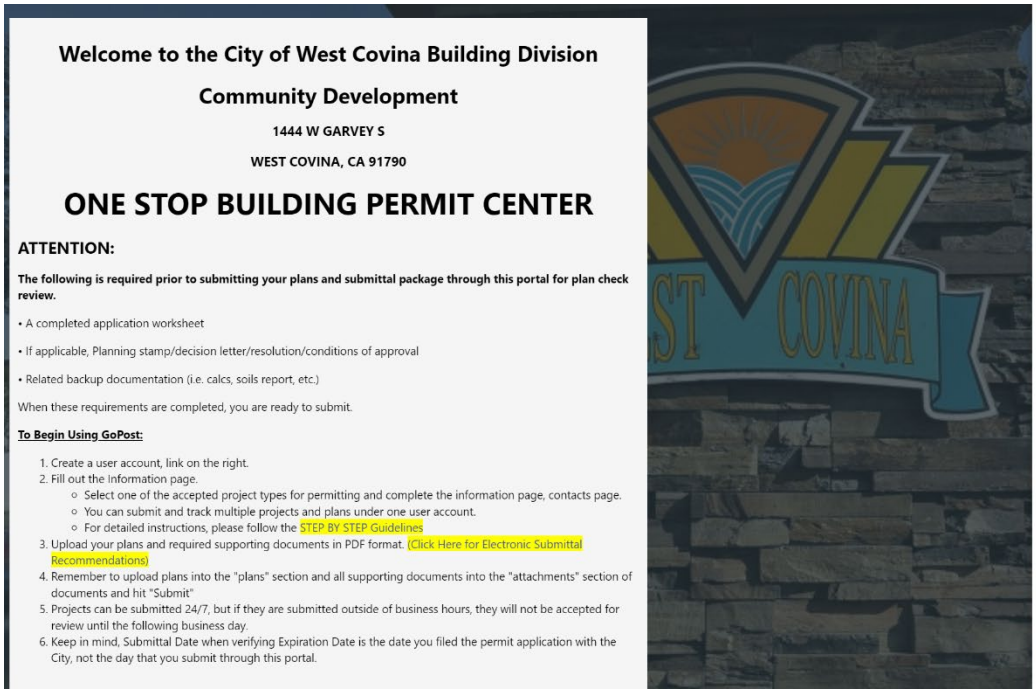
Quick Turn Around and Expedited Service:
Transtech will provide plan checks on a **quick turn-around schedule**. Transtech also provides expedited service when requested. **Applicant will be able to see online on real time the progress of plan check submittals.**

Weekend, Holiday & Atter Work Inspection:
Transtech is readily available and has the resources to provide weekend, holiday, and after-work hour inspections as requested by the City Manager or designee.

Virtual Counter: We offer virtual meetings with plan checkers. Please click https://outlook.office365.com/book/CityofWestCovinaEngineeringDepartmentAppointments@transtech.org/ to explore the virtual plan check counter appointment calendar administered by Transtech in West Covina,



Electronic Plan Check: Transtech provides Electronic Plan Check. Please click https://gopost-transtech.eplansoftreview.com/#/login?portal=westcovinabldg for electronic plan check porta administered by Transtech in West Covina,



Following are sample snap shots of various types of electronic plan checks.

22 June 2022

ENGINEERING COMMENTS

City of West Covina
Engineering Division
1444 W Garvey S
West Covina, Ca 91790

Contact City Engineering Division for all Engineering Permitting Questions
(626)939 8425

WCPW-TTM-83576-EN22-0443
1912 W Merced Ave
West Covina, CA 91790
United States

Project Information

1912 W MERCED, FINAL MAP

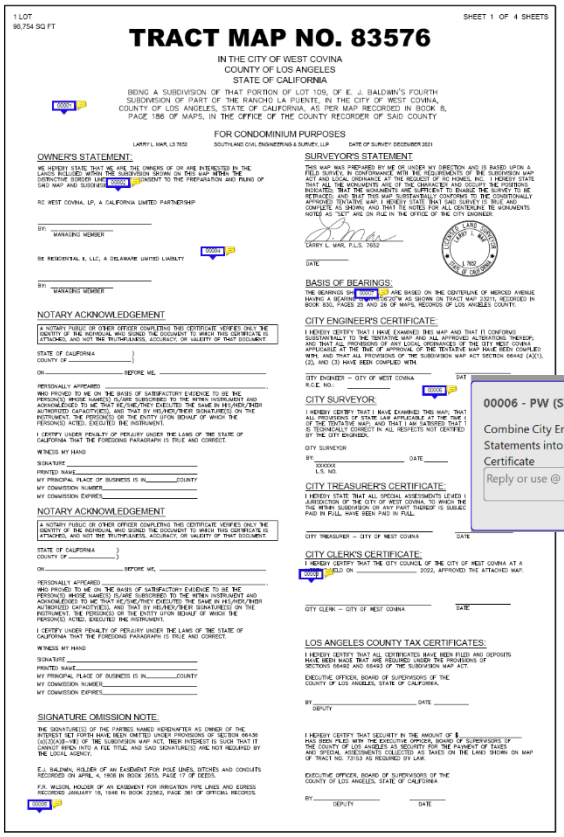
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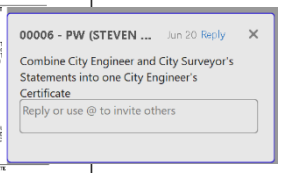
Files and Attachments

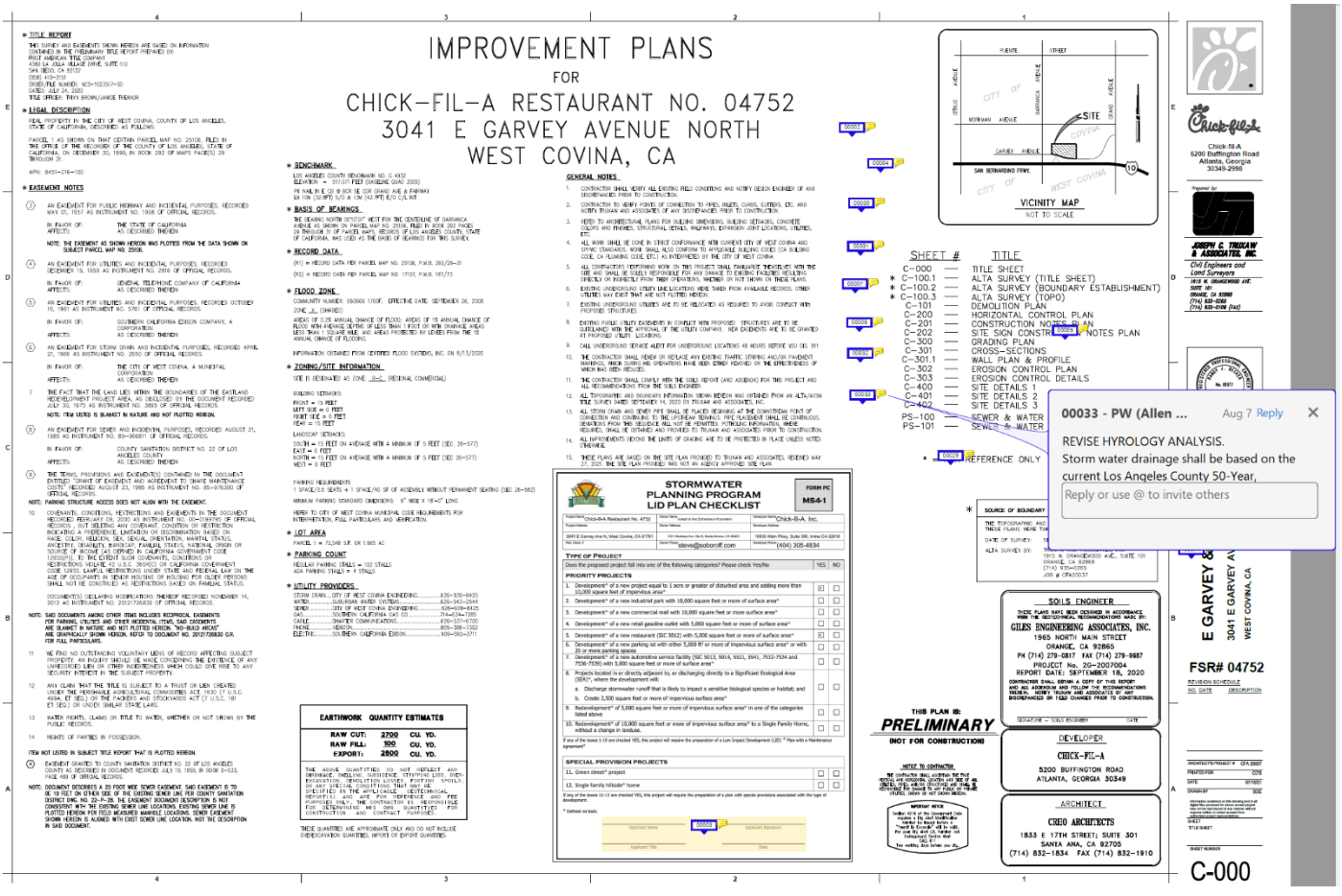
+ TR 83576.pdf

Scope of Work

Final Map for 39-unit residential Project. TTM 83576







4. FEE SCHEDULE

Following is Transtech's current Fee Schedule/Rates:

TRANSTECH ENGINEERS, INC.
SCHEDULE OF HOURLY RATES
Effective: July 1, 2024 - June 30, 2025
Rates are average ranges, negotiable and can be adjusted to establish a fee for each assignment based on the specific project's scope, when such projects are identified by the City.

ENGINEERING			
Field Technician	$88	-	$98
Engineering Technician	$98	-	$109
Assistant CAD Drafter	$109	-	$124
Senior CAD Drafter	$124	-	$140
Associate Designer	$140	-	$155
Senior Designer	$155	-	$171
Design Project Manager	$196	-	$206
Assistant Engineer	$119	-	$129
Associate / Staff Engineer	$150	-	$165
Senior Civil Engineer	$206	-	$227
Traffic Analyst Technician	$103	-	$114
Associate Traffic Analyst	$155	-	$165
Senior Traffic Analyst	$165	-	$176
Professional Transportation Planner	$176	-	$191
Traffic Engineer Technician	$98	-	$109
Associate/Staff Traffic Engineer	$150	-	$165
Traffic Engineer	$176	-	$191
Senior Traffic Engineer	$191	-	$212
Project Manager	$191	-	$212
Senior Project Manager	$212	-	$227
Deputy City Engineer	$176	-	$196
City Engineer	$196	-	$212
Principal Engineer	$212	-	$233
BUILDING & SAFETY			
Permit Technician	$78	-	$88
Plan Check Technician/Analyst/Supervisor	$129	-	$145
Building Inspector	$119	-	$134
Senior Inspector	$129	-	$145
Plans Examiner/Checker	$145	-	$160
Plan Check Engineer	$155	-	$176
Deputy Building Official	$165	-	$176
Building Official	$171	-	$186

CONSTRUCTION MANAGEMENT			
Labor Compliance Analyst	$150	-	$160
Funds Coordinator	$155	-	$165
Office Engineer	$150	-	$160
Construction Inspector	$145	-	$155
Senior Construction Inspector	$155	-	$165
Construction Manager	$176	-	$191
Resident Engineer	$191	-	$206
PUBLIC WORKS INSPECTION			
Public Works Inspector	$145	-	$155
Senior Public Works Inspector	$155	-	$165
Supervising PW Inspector	$165	-	$176
SURVEY AND MAPPING			
Survey Analyst	$155	-	$160
Senior Survey Analyst	$160	-	$165
2-Man Survey Crew	$357	-	$372
Survey & Mapping Specialist	$191	-	$207
Licensed Land Surveyor	$217	-	$227
FUNDING & GRANT WRITING			
Funds Analyst	$150	-	$155
Senior Funds Analyst	$155	-	$165
Grant Writer	$171	-	$176
Funds & Grant Project Manager	$191	-	$202
PLANNING			
Community Development Technician	$83	-	$93
Planning Technician	$93	-	$103
Assistant Planner	$103	-	$124
Associate Planner	$124	-	$145
Senior Planner	$150	-	$171
Planning Manager	$176	-	$196
ADMINISTRATIVE STAFF			
Administrative/Clerical	$72	-	$83
Project Accountant	$83	-	$93

The above fees are increased each year July 1st automatically by the percentage change Los Angeles-Long Beach-Anaheim California Consumer Price Index-All Urban Consumers ("CPI-U") for the preceding twelve-month period as calculated for February by the U.S. Department of Labor Bureau of Labor Statistics and published by the United States Bureau of Labor Statistic.

5. EXCLUDED OR SUBCONTRACTED SERVICES

Transtech is a multi-disciplinary service firm, and has the capabilities, staffing and resources to provide all services requested in the RFP.

Our multi-disciplinary service capabilities include:

- City Engineer, City Traffic Engineer, Development Review, Public Works Engineering, Plan Check, Inspection
- Civil Engineering,
- Staff Augmentation
- CIP Program and Construction Management and Inspection
- Grant Writing and Federally Funded Project Management
- Labor Compliance, CDBG Project Management
- Building & Safety Services, Building Inspection, Plan Check, Building Evaluations, City Building Official, Code Enforcement
- Planning Support
- Traffic and Transportation Planning and Engineering
- Water Resources Engineering
- Surveying, Mapping, ALTA, ROW Eng

Transtech may use specialty subconsultants for the following specialty services:

- **Funding / Labor Compliance Support: AVANT GARDE, Inc. (DBE/WBE Firm); www.agi.com.co**
  Established 15 years ago, Avant-Garde is a progressive full-service public agency firm. The firm is working with various programs and projects throughout the entirety of Southern California, including counties of Los Angeles, Riverside, Orange, and San Bernardino. Transtech works with Avant-Garde exclusively in many Cities for the administration of Fed Funds and Labor Compliance.

- **Geotechnical Engineering Support: GEO-ADVANTEC, Inc.; www.geoadvantec.com**
  Geo-Advantec offers comprehensive services in various areas from site feasibility evaluation thought project completion for a wide range of projects and services, which include: Geotechnical Eng.; Eng. Geology; Geotechnical Earthquake Eng.; Geotechnical Instrumentation; Pavement Eng.; Forensic Geotechnical Eng.; Grading Monitoring and Field Testing; Soils & Materials Laboratory Testing; Special Inspection Services. Geo-Advantec owns a certified laboratory accredited by AMRL (ASSHTO Materials Reference Laboratory), in conformity to the requirements of the AASHTO Accreditation Program (AAP), AASHTO R-18, ASTM D3740 and ASTM E329; CCRL (Cement and Concrete Reference Laboratory); Caltrans; DSA (the Department of the State Architects); Army Corp of Engineers.

- **Landscape Architecture Support: WITHERS & SANDGREN, LTD; www.withersandsandgren.com**
  Withers & Sandgren has been involved in providing varying levels of support to Community Development Departments for over twenty years. The firm has provided counter support for walk in plan reviews, been monthly Design Review Committee attendees, as well as presenters with planning staff to Planning Commissions and City Councils.

- **Survey Support: VANLENCO, Inc.; www.vanlenco.com**
  Vanlenco offers topographic surveying, mapping, terrestrial lidar, UAV services and right-of-way engineering. Vanlenco has been working as one of Transtech's subconsultants and providing support services on many projects.

- **Environmental Consulting Support: ULTRA SYSTEM, Inc. (DBE/WBE Firm); www.ultrasystems.com**
  UltraSystems was established in 1994 as a consulting practice specializing in the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), and to assist private industry and governmental agencies navigate environmental regulations. The firm prepares and reviews CEQA and NEPA compliance documents and supporting technical studies that include the following disciplines: air quality and greenhouse gas emissions, noise, biological, cultural, land use, socioeconomic, hydrology, water supply and aesthetics. The projects have ranged in complexity from categorical exemptions and categorical exclusions, to Negative Declarations (ND) and Mitigated Negative Declarations (MND), to full Environmental Impact Reports (EIR) and Environmental Impact Statements (EIS).

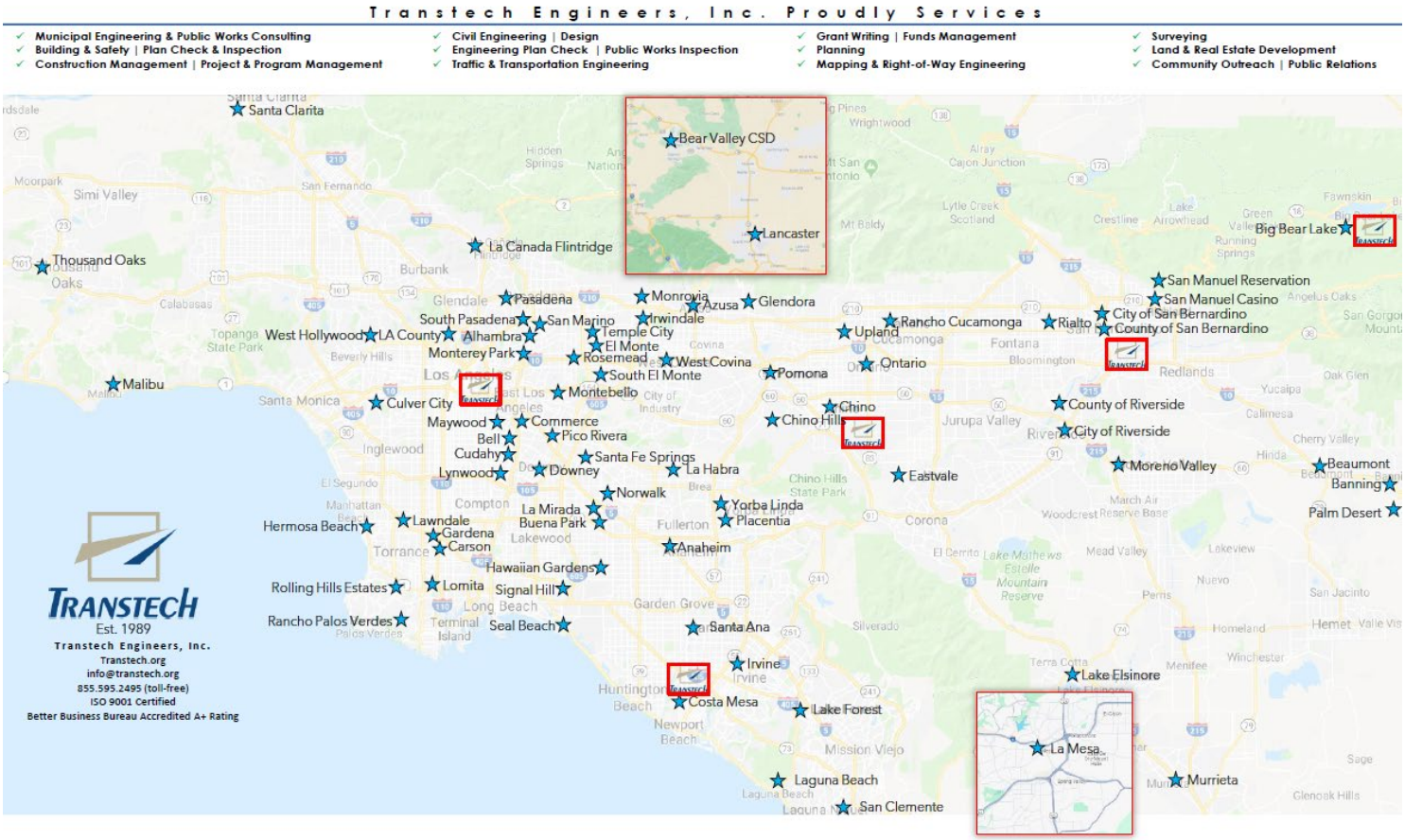
- **Architectural Consulting Support: IDS GROUP, Inc.; www.idsgi.com**
  IDS Group is an award-winning multi-discipline architectural firm based in Southern California. IDS has successfully provided turn-key design and management solutions to the building and infrastructure industries with state-of-the-art sustainable projects throughout the United States, with roots spanning over 60 years, the firm has provided fully-integrated and industry-leading design, engineering, program | construction management and/or master planning services for over 5,000 projects, to hundreds of public and private sector clients. IDS Group is headquartered in Irvine, California with offices in Los Angeles, San Diego, Arizona.

6. LIST OF SIMILAR SERVICES COMPLETED

6.a. *Examples of Similar Service and Projects*

Transtech is providing municipal services to approximately 90 public agencies, including serving as Contract City Engineer and Traffic Engineer for many agencies.

Following is a map showing agencies where Transtech is providing various municipal services:



In addition to providing municipal services to approximately 90 public agencies, **we have a strong presence in San Gabriel Valley Region, and provide municipal services to several agencies in the San Gabril Valley Council of Governments, including:**

- **West Covina** (City Engineer, Traffic Engineer, Building Official, Plan Check, Inspection, CIP Management, Grant Writing and Administration, General Engineering) ***(Please see Proposal Section 6.b. Highlights of Transtech's Engineering Services to City of West Covina since 2019)***
- **Alhambra** (City Engineer, Traffic Engineer, Building Official, Plan Check, Inspection, CIP Management, Grant Writing and Administration, General Engineering)
- **Azusa** (Building Official, Plan Check, Inspection)
- **El Monte** (Plan Check, Permit Inspection Traffic Engineering, Construction Management)
- **Glendora** (City Engineer, Traffic Engineer, Plan Check, Inspection, CIP Management, Grant Writing and Administration, General Engineering)
- **Irwindale** (On-call Services)
- **La Canada Flintridge** (Staff Augmentation)
- **Monrovia** (CIP Management)

- **Montebello** (City Engineer, Traffic Engineer, Building Official, Plan Check, Inspection, CIP Management, Grant Writing and Administration, General Engineering)
- **Monterey Park** (City Engineer, Traffic Engineer, Building Official, Plan Check, Inspection, CIP Management, Grant Writing and Administration, General Engineering)
- **Pasadena** (On-Call Services)
- **Rosemead** (City Engineer, Traffic Engineer, Building Official, Plan Check, Inspection, CIP Management, Grant Writing and Administration, General Engineering)
- **San Marino** (Traffic Engineer)
- **South El Monte** (City Engineer, Traffic Engineer, Building Official, Plan Check, Inspection, CIP Management, Grant Writing and Administration, General Engineering)
- **Santa Fe Springs** (Building Official, Plan Check, Inspection)
- **South El Monte** (City Engineer, Traffic Engineer, Building Official, Plan Check, Inspection, CIP Management, Grant Writing and Administration, General Engineering)
- **South Pasadena** (Building Official, Plan Check, Inspection)
- **Temple City** (City Engineer, Traffic Engineer, Building Official, Plan Check, Inspection, CIP Management, Grant Writing and Administration, General Engineering)

Transtech has experience in various types of projects, such as:

- Street Rehabilitation and Reconstruction
- Traffic Signal and Street Lighting
- ADA Improvements
- Water, Drainage, Sewer Improvements
- Bridges
- Parks and Playgrounds
- Parking Structures
- Community Centers
- Libraries
- City Halls
- Fire Stations
- Renovation of Historic Buildings

Following are examples of other/various types of Projects Representative of Transtech's Diverse Projects Experience:



Washington Boulevard Widening and Reconstruction Project ($38M): Transtech provided Construction Management, Resident Engineer, Inspection, and Office Engineer Services. Located in the City of Commerce, the project included roadway widening, pavement reconstruction, traffic signals, street lighting, landscape, improvements along 2.7 miles of roadway, including improvements at the I-5 and at 710 Freeways ramps. Project funding included Federal, State TCIF-Trade Corridor Investment Fund, METRO Measure R, C Funds. It was managed in compliance with Caltrans LAPM. The project was also a Caltrans Oversight Project.



Rosemead Boulevard Improvements Project ($20M): Transtech provided Construction Management, Resident Engineer, Inspection, and Office Engineer Services. Located in the City of Temple City, the project included protected bike lanes, traffic signals, street lighting, landscape, improvements along 2 miles of roadway. Project funding included Project funding included Federal, METRO Measure R and Prop C Funds. It was managed in compliance with Caltrans LAPM.



Atlantic Boulevard Corridor Improvement Project ($4.5M): Transtech provided Construction Management, Resident Engineer, Inspection, and Office Engineer Services. Located in the City of Temple City, the project included protected bike lanes, traffic signals, street lighting, landscape, improvements along 1 mile of roadway. Project funding included METRO Measure R, C Funds. It was managed in compliance with Caltrans LAPM. The project was also a Caltrans Oversight Project.



Cactus Avenue and Nason Street Improvements and 135' Span Bridge Project ($21M): Transtech provided Construction Management, Resident Engineer, Inspection, and Office Engineer Services. Located in the City of Moreno Valley, the project included street widening and reconstruction, culvert/bridge over flood control channel, utility relocation, traffic signals, street lighting, landscape, improvements along 1.5 miles of roadway. The project was part of the State Local Partnership Program SLPP Grant. It was managed in compliance with LAPM.



State Rte 71/Mission Bl Grade Separation Project ($40M): Transtech provided Construction Management, Resident Engineer, Inspection, and Office Engineer Services. Located in the City of Pomona, the project included construction of a bridge/grade separation. Project funding included Federal Funds. Caltrans was the oversight/jurisdictional Agency. It was managed in compliance with Caltrans LAPM



Bogert Trail Bridge Widening Project ($5M): Transtech provided Construction Management, Resident Engineer, Inspection, and Office Engineer Services. Located in the City of Palm Springs, the project included bridge widening, retrofit, and beautification. Project funding included Federal Funds. It was managed in compliance with Caltrans LAPM.



26th Street Rehab and Metrolink Station ($1M): Transtech provided Construction Management, Resident Engineer, Inspection, and Office Engineer Services. Located in the City of Commerce, the project included improvements Metrolink Station platform, parking lot, landscape and lighting. Project funding included Federal Funds. It was managed in compliance with Caltrans LAPM.



ATP Citywide Crosswalk and Pedestrian Safety Improvement Project ($1.2M): Located in the City of Cudahy, this project included safe routes to school pedestrian safety improvements near schools and pedestrian activity centers. Transtech provided construction management, resident engineer, inspection, labor compliance and office engineer services.



City of Alhambra Civic Center Library Project ($30M): Transtech provided plan check, inspection, construction management, and owner representative services, the project included construction of a 45,000 SF Library with an underground parking garage.



City of Whittier, Uptown Parking Structure (DBB, Design-Bid-Build Project, Project Value: $12M): The project involved construction of a 4 story, 450 stall parking structure, and includes elements such as bicycle and motorcycle parking and provisions for future photovoltaic panels. The project was delivered as DBB. Transtech served as Construction Manager. This project is located in Whittier.



Renaissance Plaza ($15M): This project was located in the City of Alhambra and included a parking structure, 10 plex movie theater, retail, and plaza. Transtech served as the City's Building Official, Plan Checker and Inspector for this project including construction manager of the parking structure, public plaza, and other improvements.



Rosewood Community Center ($25M): Transtech was retained by the City of Commerce to take over the management of this multimillion-dollar facility which was 2 years behind schedule. Within 5 months, Transtech brought the construction to substantial completion level allowing the City to start the move-in process, and 2 months after, the facility was opened for public use.



Garfield Avenue Parking Structure ($8.5M): This project included a 5-story level, 600 space parking structure as part of the Alhambra Redevelopment Agency and Downtown Redevelopment. Transtech provided plan check, inspection, construction management and owner representative services.



Riverside County Transportation Commission, Corona Main Street Metrolink Parking Structure and Pedestrian Bridge (25M): This project is in Corona and included 6 level, approximately 1,000 space parking structure, and a pedestrian bridge over railroad tracks. Transtech provided inspection and construction management services for the construction of this federally funded project.





City of San Bernardino Santa Fe Depot/Metrolink Parking Structure and Historic Santa Fe Depot Renovation Project ($25M): This project included The Parking Structure involved the construction of a 3-level parking structure for 350 cars. Historic Santa Fe Depot Renovation involved renovation for adoptive reuse of 60,000 sf historical Santa Fe Train Depot.



City of Ontario, Great Park ($120M). Approx. 140 acre park site, including various improvements such as park and playgrounds, stormwater capture and infiltration infrastructure, amphitheater, various buildings, orchard, etc. Project Phase 1-Site Haz-mat clean-up is completed.



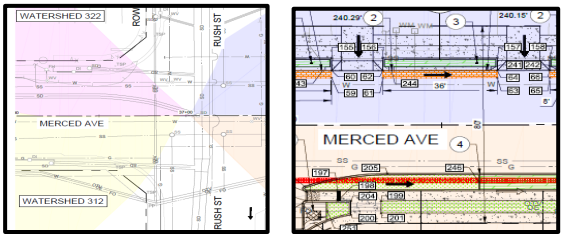
City of West Covina, Friendship Park ($1M, CDBG Funding): New Park and Playground.
Project received 2022 Projects of the Year APWA Award.
Award Category: Recreation and Athletic Facilities.
New, renovated, or modernized parks, outdoor theaters & amphitheaters, playgrounds, sports facilities & fields, nature trails, and aquatic facilities.
Link to Project Info: WEST COVINA FRIEND SHIP PARK



City of Temple City, Primrose Park ($4M, Prop 68 Funding): The project included constructing a new park with playground, landscaping, parking lot, concrete plaza, lighting, drainage, ADA improvements.
Temple City Park ($1M): The project included removing old park site and constructing a new park with playground, landscaping, parking lot, concrete plaza, lighting, drainage, ADA improvements.
Live Oak Park ($35M): This project is currently under construction and will be completed in early 2025. The project included removing old park site and constructing a new park with playground, landscaping, parking lot, concrete plaza, lighting, drainage, ADA improvements.



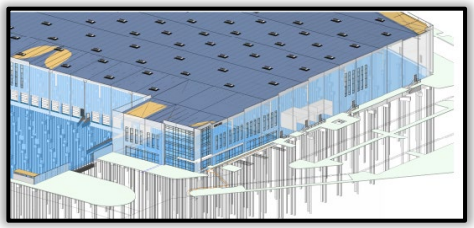
City of Bell, Pritchard Field Park Project ($4M, Prop 68 Funding): The project includes construction of new park facility including installation of playground equipment with rubberized safety surfacing, outdoor fitness equipment, shade structures, prefabricated restroom/office building, picnic tables, benches, trash receptacles, park lighting. Construction will commence in June 2024.



City of South El Monte, Merced Avenue Greenway Improvements Project ($15M). The proposed improvements include **Stormwater Capture And Infiltration** improvements, permeable pavers along Merced Avenue in South El Monte. Project funding CNRA (Prop 68), Water Board (Prop 1), Measure W (Rio Hondo), United States Bureau of Reclamation, and the Rivers and Mountains Conservancy, for a combined total grant amount of $9.9 million,



Agency: CITY OF WEST COVINA
Project: Asteria Residential Development (Valuation $40 m). This development includes 158-unit residential homes.
Transtech is providing Building Official, Plan Check, Inspection, Permit Technician Services. *(Transtech also serves as City's Contract City Engineer, City Traffic Engineer)*



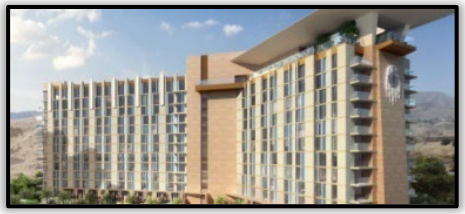
Agency: CITY OF CARSON
Project: The District at South Bay (Valuation $175 m). This development includes Industrial Buildings on 73 acres with 5 industrial building with 1,499492 sq ft and Country Mart project including five (5) restaurant / retail buildings, four (4) drive through restaurants, and one (1) restroom facility building on an approximate 11-acre site. There will be a park component with a performance pavilion, kids playground, event lawn, dog park and gardens. The restroom facility will include public and family restrooms to support the public open space.
Transtech is providing Building Official, Plan Check, Inspection, Permit Technician Services.



Agency: CITY OF ALHAMBRA
Project: Main Street Collection (Valuation $23 m). This development includes 4-story mixed-use project with 8,200 s ft retail space, 52 condos, 9 live/work units, 19 townhomes, and 6 shopkeeper units.
Transtech is providing Building Official, Plan Check, Inspection, Permit Technician Services. *(Transtech also serves as City's Contract City Engineer, City Traffic Engineer)*



Agency: CITY OF ONTARIO
Project: City's Minor League Baseball Stadium and Parking Garage Project (Valuation $100 M).
Transtech is providing Project Building Official, Plan Check, Inspection, Services.



Agency: SAN MANUEL BAND OF MISSION INDIANS TRIBE AND CASINO
Project: Casino Expansion/Development (Valuation $700 m): This project involves Casino's expansion program, which includes casino renovation, new hotel, entertainment center, parking structure, pedestrian bridges, alignment of entry and exit roads, and various other improvements.
Transtech is providing Building Official, Plan Check, Inspection, Services.



Agency: CITY OF AZUSA
Project: The Orchard Mix-Use-Development. (Valuation $55 m). The project included Mixed-use project including 163 residential units, 23,000 S.F. of retail, Laemmle Theater, and parking garage.
Transtech is providing Building Official, Plan Check, Inspection, Permit Technician Services.



Agency: CITY OF COMMERCE
Project: Warehouse with Office Space Development (Valuation $20 m). This development includes one-story of warehouse with mezzanines for office use of 114,898 square feet of total floor area in a 5.65-acre lot.
Transtech is providing Building Official, Plan Check, Inspection, Permit Technician Services. *(Transtech also serves as City's Contract City Engineer, City Traffic Engineer)*



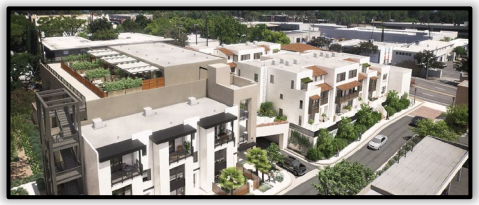
Agency: CITY OF TEMPLE CITY
Project: Blossom Walk Residential Development (Valuation $6 m). This development includes 24-unit condominiums and 4 single family homes.
Transtech is providing Building Official, Plan Check, Inspection, Permit Technician Services. *(Transtech also serves as City's Contract City Engineer, City Traffic Engineer)*



Agency: CITY OF BELL
Project: Residential Development. (Valuation $4 m). This development includes new 14 new two-story detached single-family dwellings.
Transtech is providing Building Official, Plan Check, Inspection, Permit Technician Services.



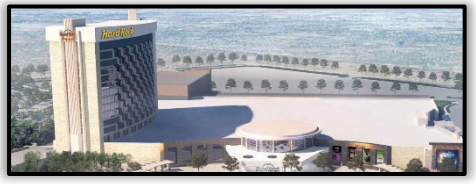
Agency: CITY OF SOUTH EL MONTE
Project: Chico Residential Development (Valuation $15 m). This development includes 13 buildings with 70 residential units.
Transtech is providing Building Official, Plan Check, Inspection, Permit Technician Services. *(Transtech also serves as City's Contract City Engineer, City Traffic Engineer)*



Agency: CITY OF SOUTH PASADENA
Project: 820 Mission Development LLC (Project Value: $10M). This project is a new office building with one residential unit above, new 15-unit townhome cluster with office fronting Mission Street with one-level subterranean parking, convert existing 3-story industrial building into 9 residential units, construct 13 townhome units.
Transtech is providing Building Official, Plan Check, Inspection, Permit Technician Services.



Agency: SNOQUALMIE INDIAN TRIBE, WASHINGTON
Project: Casino expansion (Valuation $195 m). This development includes 5 phases with 1,188,000 sq ft to include casino remodel, podium, hotel tower, parking structure, valet parking.
Transtech is providing Project Building Official, Plan Check, Inspection, Services.

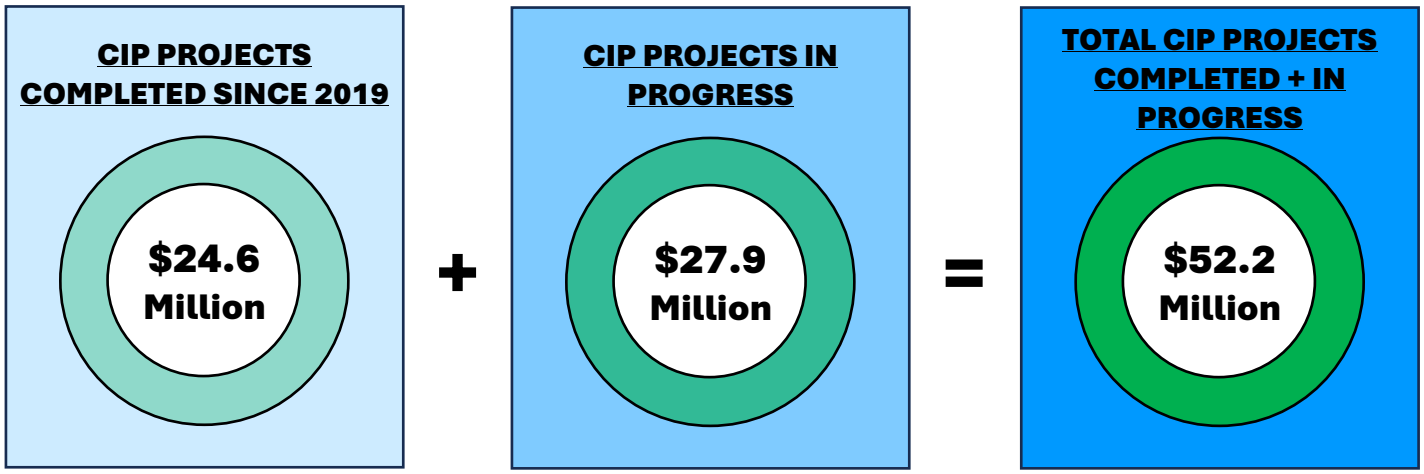


Agency: TEJON INDIAN TRIBE
Project: Hard Rock Casino and Resort (Valuation Phase I, Casino Valuation $800 M; Valuation Phase II, 13 Story High-Rise Resort, Hotel and Hard Rock Love Entertainment Menu, $12. Billion)**.**
Transtech is providing Project Building Official, Plan Check, Inspection, Services.

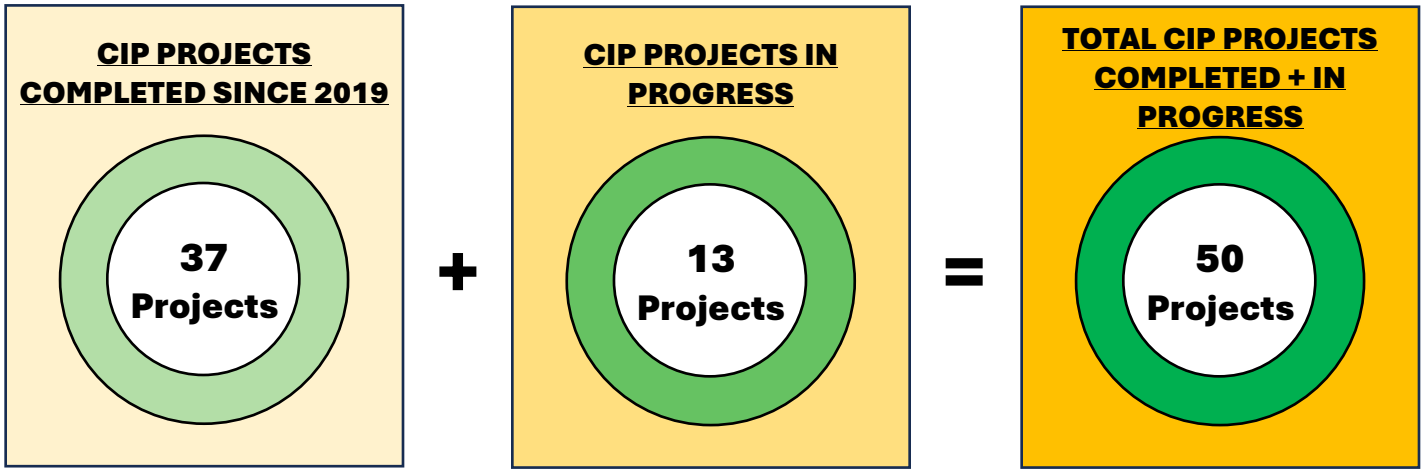
6.b. Highlights of Transtech's Engineering Services to City of West Covina since 2019

Since 2019, Transtech's Engineering team has worked on more than 50 CIP projects with a total project cost of $52 million. Below is a list of projects completed and in progress:

Total project cost in million dollars completed and currently in-progress that Transtech has worked on since 2019:



Total number of projects completed and currently in-progress that Transtech has worked on since 2019:



Full Project List of all Completed and Active Projects that Transtech is managing in the City of West Covina:

1. Major Street Rehab – Cameron Avenue (Project No 17003) ($1.0M), completed in 2020.
2. Pedestrian Improvements at Orange and Durness (Project No 19027) ($0.1M), completed in 2020.
3. Fire Station Parking Lot 4 Rehabilitation (Project No 21034) ($0.3M), completed in 2021.
4. Shadow Oak Park Playground (Project No 21027) ($0.2M), completed in 2021.

5. Pavement Management Program 2019 Update ($0.1M), completed in 2020.
6. Cortez Parking Lot Rehabilitation (Project No 19007) ($0.2M), completed in 2020.
7. Residential Street Rehab Annual Program FY 17-18 (Project No 18032) ($1.4M), completed in 2020.
8. Residential Street Rehab Annual Program FY 19-20 (Project No 20011) ($1.1M), completed in 2021.
9. Restroom Renovation at Sr. Center **(CDBG Funded)** ($0.3M), completed in 2021.
10. Cameron Park Restroom (Project No 22024) ($0.2M), completed in 2022.
11. City Hall Restroom (Project No 22023) ($0.1M), completed in 2022.
12. Shadow Oak Park Restroom Improvements (Project No 21030) ($0.4M), completed in 2022.
13. Residential Street Rehab Annual Program FY 20-21(Project No 21020) ($2.1M), completed in 2022.
14. Residential Street Rehab Annual Program FY 21-22 (Project No 22005) **(CDBG Funded)** ($2.5M), completed in 2022.
15. Pedestrian & Vehicle Safety Imp. (Project No 22004) ($0.5M), completed in 2022.
16. Cameron/Barranca Traffic Signal Improvements (Project No 18040) ($0.5M), completed in 2022.
17. Cortez Park Improvements (Project No 22007) ($0.4M), completed in 2022.
18. Sewer Main Replacement - Azusa Ave and Citrus (Project No 21011&21012) ($0.5M), completed in 2022.
19. Friendship Park - Park Improvements (Project No 21035) **(CDBG Funded)** ($1.0M), completed in 2022.
20. Local Road Safety Plan (LRSP) (Project No 22025) ($0.1M), completed in 2022.
21. FY 21-22 Pedestrian and Vehicle Safety Improvements (Project No 22004) ($0.3M), completed in 2022.
22. PalmView, Aroma & Walmerado Parks Playgrounds (Project No 21005) ($0.6M), completed in 2022.
23. Lark Ellen and Grovecenter Pedestrian Imp (Project No 21007) ($0.1M), completed in 2022.
24. La Puente Road/Forecastle Traffic Signal Improvements (Project No 21006) ($0.2M), completed in 2022.
25. Citrus Ave Rehabilitation (with City of Covina) ($0.2M), completed in 2022.
26. Sr. Center Sliding Door Replacement ($0.1M), completed in 2022.
27. Fire Station No 1. Mechanical Building Rollup Door Replacement ($0.1M), completed in 2022.
28. Azusa Sewer Lift Station Upgrade (Project No 17022) ($3.8M), completed in 2023.
29. Sidewalk, Curb & Gutter Repairs (Project No. 21014&15) ($0.5M), completed in 2023.
30. Sportsplex Baseball Field Maintenance (Project No 23011) ($0.1M), completed in 2023.
31. Dispatch Center - New Roof (Project No 21032) ($0.2M), completed in 2023.
32. Walmerado Park Restroom (Project No 22026) ($0.3M), completed in 2023.
33. Pavement Management Program 2023 Update ($0.1M), completed in 2023.
34. FY 22-23 Pedestrian and Vehicle Safety Improvements (Project No 23027) ($0.3M), completed in 2023.
35. Residential Street Rehab Annual Program FY 22-23 (Project No 23014) ($2.5M), completed in 2023.
36. Sewer CIPP Lining at Glenview, Michelle, Azusa Ave (Project No 24004) ($1.2M), completed in 2024.
37. Cortez Park Sports Field Lighting (Project No 22016) ($1.0M), completed in 2024.
38. Residential Street Rehab Annual Program FY 23-24 (Project No 24008) ($5.4M), scheduled completion in late 2024.
39. Cortez Sr. Center HVAC and Roof Replacement (Project No 24009) **(CDBG Funded)** ($1.7M), scheduled completion in early 2025.
40. Southside Sewer Main Replacement, Phase 2 (Project No 24005) ($2.5M), design is completed, construction is scheduled in early 2025.
41. ADA Transition Plan (Project No 22017) ($0.5M), scheduled completion in late 2024.
42. Traffic Signal Improvements at 10 Intersections, HSIP Cycle 10 **(State Funded Project)** (Project No 23028) ($3.8M), design is completed, construction is scheduled in early 2025.
43. Street Sweeping Signage Installation (Project No 25015) ($4.0M), scheduled completion in early 2025.
44. Badillo and Irwindale Traffic Signal Improvements (with LA County) ($0.4M), scheduled completion in 2026.
45. Citywide Pedestrian Safety Improvements, ATP Cycle 6 **(Federal Funded Project)** ($2.6M), environmental certification is completed, design is in coordination. Anticipated project completion in 2026.
46. Fire Station 1 Replacement Design (Project No 23002) ($0.8M), scheduled completion in late 2025.
47. 2024 Annual Concrete Sidewalk, Curb & Gutter Repair Program (Project No 21014&15) ($0.3M), scheduled completion in late 2024.
48. Friendship Park Restroom & Park Improvements Design (Project No 23006) ($0.2M), scheduled completion in late 2025.

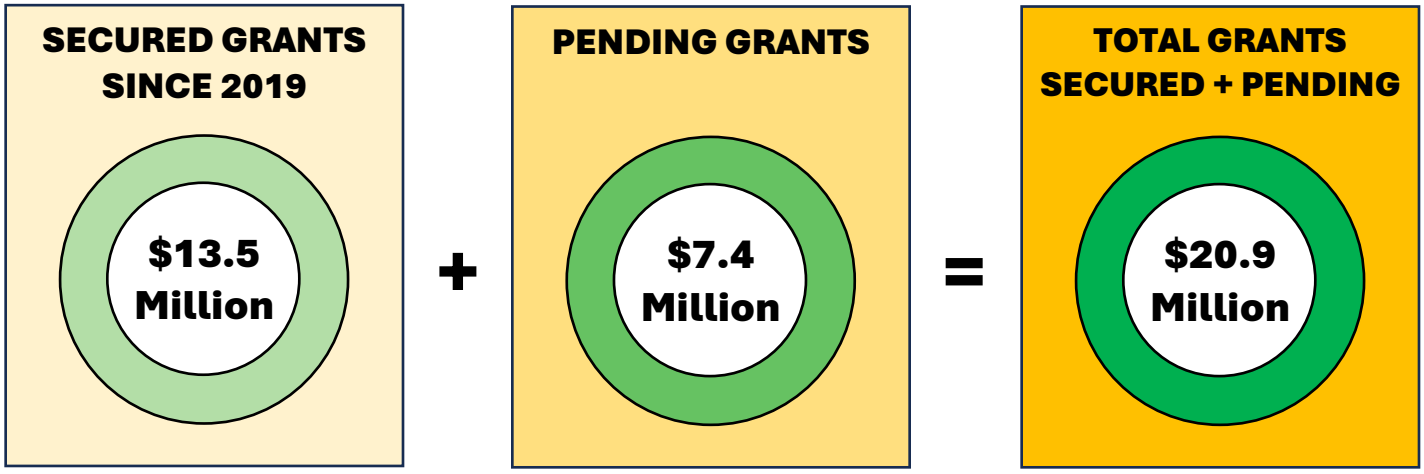
49. Citywide Pedestrian & Vehicle Traffic Safety Improvements FY24-25 (Project No 23027) ($0.3M), scheduled completion in early 2025.
50. Residential Street Rehab Annual Program FY 24-25 (Project No 25001) ($5.4M), scheduled completion in Summer 2025.

Street Pavement (Asphalt) Rehabilitation Projects Completed by Transtech in West Covina:

- ✓ *Since 2019, total street pavement area rehabilitated to date is **13.8 million square feet**, consisting of **29% of total pavement areas within the City**.*
- ✓ *Improvements included **7.3 million square feet of slurry seal**, **6.5 million square feet of asphalt resurfacing** with approximately **80,000 tons of asphalt** overlaid to date.*

Transtech's Grant Writing Success in West Covina:

Total Grant Funding for Projects that Transtech has secured and Total Grant Funding Currently In-progress that Transtech has gotten for the City:



Grant Name	***Project Name***	***Grant Amount***	***Status***
*ATP Cycle 6 Funding **(Federal Funds)***	*Citywide Pedestrian Safety Improvements*	*$2.6M*	*Funding secured, project is in env. Certification.*
*HSIP Cycle 10 Funding **(State Funds)***	*Traffic Signal Improvements at 10 Intersections*	*$3.8M*	*Funding secured, construction will start in 2025.*
*Local Road Safety Plan (LRSP) **(State Funds)***	*Local Road Safety Plan*	*$0.1M*	*Project completed.*
*Community Project Funding/ Congressionally Directed Spending (CPFCDS) Program, FY 23, **(Federal Funds)***	*Azusa Avenue Pedestrian Handicap Accessibility & Signal Synchronization Improvements*	*$7.0M*	*Funding secured, initial programming is coordinated.*
TOTAL SECURED GRANT FUNDS AMOUNT TO DATE:			***$13.5M***

*ATP Cycle 7 Funding (**Federal Funds**)*	*West Covina Pedestrian Improvements Project*	*$2.4M*	*Funding application was submitted in June 2024, results are not announced yet.*
*HSIP Cycle 12 Funding **(State Funds)***	*Citywide Traffic Signal Improvements*	*$5.0M*	*Funding application will be submitted in September 2024.*
TOTAL CURRENT GRANTS FUNDS AMOUNT APPLICATIONS IN PROGRESS			***$7.4M***
TOTAL SECURED GRANT FUNDS AMOUNT TO DATE AND TOTAL CURRENT GRANTS FUNDS AMOUNT APPLICATIONS IN PROGRESS			***$20.9M***

City of West Covina received 2022 APWA BEST AWARD project, for a project managed by Transtech:



- ✓ **2022 APWA AWARD WINNING PARK PROJECT MANAGED BY TRANSTECH**

  FRIENDSHIP PARK, City of West Covina, Completed in June 2022

  Project received 2022 Projects of the Year APWA Award

  Award Category: Recreation and Athletic Facilities. New, renovated, or modernized parks, outdoor theaters & amphitheaters, playgrounds, sports facilities & fields, nature trails, and aquatic facilities.

  Link to Project Info: WEST COVINA FRIEND SHIP PARK

6.c. Transtech's Commitment to the City of West Covina and Community Engagement

At Transtech, our dedication to the City of West Covina transcends the delivery of exceptional engineering services. We firmly believe that active participation in community life is vital to fostering the growth, health, and well-being of the cities we serve. This commitment is a core value at Transtech, and we take immense pride in being an engaged and supportive member of the West Covina community.

Throughout our partnership with West Covina, over the last 5 years, we have consistently demonstrated our commitment through active involvement in a wide range of civic and community events. Our engagement includes supporting and participating in key City initiatives, such as:

- ✓ **2020 State of the City and School Districts Breakfast**
- ✓ **2020 Public Safety Awards Recognition Luncheon**
- ✓ **2020 Adopt a Senior Donation, Senior Emergency Program**
- ✓ **2021 West Covina State of the City & Employee Recognition**
- ✓ **2022 City of West Covina's Spring Festival**
- ✓ **2022 Anniversary Banquet**
- ✓ **2022 Easter Party**
- ✓ **2022 4th of July Heroes Parade and Street Fair**
- ✓ **2022 West Covina State of the City & Employee Recognition**
- ✓ **2022 West Covina Employee Team Building Event**

- ✓ **2022 West Covina Regional Mega Health and Wellness Fair**
- ✓ **2023 West Covina State of the City & Employee Recognition**
- ✓ **2023 West Covina Centennial Celebration & Dinner**
- ✓ **2023 1st Annual West Covina Moon Festival**
- ✓ **2023 Sacred Heart Festival**
- ✓ **2024 2nd Grade Visit to the Engineering & Building & Safety Department**
- ✓ **2024 2nd Annual West Covina Moon Festival**
- ✓ **2024 West Covina State of the City & Employee Recognition**

These events highlight our ongoing commitment to not just being a service provider but a true partner in the community. Whether through participation in celebrations, supporting local causes, or providing educational opportunities for youth, our goal is to contribute to the vibrancy and quality of life in West Covina.

Our overarching aim is to continue serving as your trusted consultant, delivering exceptional technical services while remaining an active and engaged partner in making West Covina an ideal place to live, work, and play. We remain deeply committed to strengthening our partnership with the City and its residents, and we are always eager to receive input on how we can best serve the community's needs now and in the future.

At Transtech, we believe that our role as a service provider to the City of West Covina goes beyond the technical and engineering expertise we offer. We see ourselves as an integral part of the community, dedicated to contributing to its growth, vibrancy, and overall well-being. Our commitment to West Covina is not just about being a service provider; it's about fostering a deep and lasting partnership that benefits every resident and enhances the quality of life in the city.

Grant Funding Initiatives – Over $13.5 Million Secured!: We take immense pride in our successful efforts to secure over **$13.5 million in grant-funded projects** dedicated to enhancing the safety and efficiency of West Covina's transportation infrastructure. These projects, made possible through our expertise in navigating complex federal and state grant programs, focus on critical transportation initiatives that directly contribute to the safety and well-being of the City's residents.

Our achievements include securing funding through prestigious **Federal Grant Programs** such as the **Active Transportation Program (ATP)**, which supports projects aimed at increasing non-motorized transportation options, and the **Community Project Funding/Congressionally Directed Spending (CPFCDS) Program**, which addresses essential community infrastructure needs. Additionally, we have leveraged State Grant Programs like the **Highway Safety Improvement Program (HSIP)** and the **Local Road Safety Plan (LRSP)** programs to fund projects that enhance roadway safety, reduce traffic-related fatalities and injuries, and improve the overall transportation network in West Covina.

These grants not only reflect our technical proficiency in preparing competitive applications but also our deep understanding of the City's transportation needs and our commitment to securing the necessary resources to address them. Our successful track record underscores our role as a proactive partner in advancing West Covina's infrastructure goals. Moreover, our work is far from finished. We currently have **an additional $7.4 million in grant applications in progress**, which, if successful, will further bolster our ability to implement transformative transportation projects within the City. These efforts are part of our ongoing commitment to securing the funding necessary to support West Covina's vision for a safer, more connected, and more resilient community. In total **Transtech has applied for $20.9 million in grant funding on behalf of the City.**

Active Participation in Civic and Community Life: Since our partnership with West Covina began, Transtech has consistently demonstrated a strong commitment to community involvement. We understand that thriving communities are built on active participation and engagement, and we have made it our mission to be present and involved in the life of the city. This includes our support and participation in numerous civic events that celebrate the city's heritage, recognize its achievements, and bring the community together.

For instance, our involvement in the **State of the City and School Districts Breakfast** and the **West Covina's annual State of the City Address & Employee Recognition** events underscores our dedication to staying connected with the City's leadership and its vision for the future. These events offer a platform for us to engage directly with city officials, educators, and other stakeholders, ensuring that our services are aligned with the city's long-term goals and priorities.

It also highlights our continuous community support to the City at these important events.

We also take pride in participating in events that honor the City's public servants and heroes. The Public Safety Awards Recognition Luncheon is one such event where we joined the community in acknowledging the dedication and bravery of West Covina's public safety personnel. By being a part of such events, we not only show our appreciation for those who serve the city but also reinforce our commitment to contributing to a safe and secure community.

Support for Social Causes and Community Programs: Transtech is also deeply committed to supporting the needs of West Covina's most vulnerable residents. During the challenging times of 2020 pandemic, we were proud to participate in the **Adopt a Senior Donation, Senior Emergency Program**. This initiative was crucial in providing essential support to senior citizens who were particularly affected by the uncertainties brought about by the pandemic.


City of West Covina
Certificate of Recognition
TRANSTECH ENGINEERING
for their thoughtfulness and
generous donation to
Adopt a Senior Program
July 7, 2020
Tony Wu, Mayor

In addition to social causes, we actively support community-building events that foster a sense of belonging and pride among residents. Our participation in the **City of West Covina's Spring Festival**, **Easter Party**, and the **1st Annual West Covina Moon Festival** exemplifies our commitment to celebrating the City's diversity and cultural richness. These events bring residents together in a spirit of unity and joy, and we are honored to play a role in making them successful.

Investing in the Future Through Youth and Education: We believe that the future of West Covina lies in the hands of its young people, and we are dedicated to investing in their success. Transtech has a long-standing tradition of supporting educational initiatives that inspire and empower the next generation. Our team had so much fun with the **2nd Grade Visit to the Engineering & Building & Safety Department** and reflects our commitment to providing young students with hands-on learning experiences that spark their interest in engineering and public service.


City of West Covina
Certificate of Recognition
WEST COVINA HEALTH & WELLNESS FAIR
October 9, 2022
Transtech
With Grateful Appreciation
Dario Castellanos, Mayor

Building Lasting Relationships with the Community: One of the cornerstones of our approach at Transtech is building and maintaining strong, lasting relationships with the communities we serve. In West Covina, we have established ourselves as a trusted partner not only in providing technical services but also in contributing to the community's overall well-being. Our regular participation in events such as the **4th of July Heroes Parade and Street Fair, West Covina's Centennial**

Celebration & Dinner, and **West Covina's Regional Mega Health and Wellness Fair highlights** our ongoing commitment to being a visible and active presence in the community.

We recognize that our work impacts the daily lives of West Covina's residents, and we take this responsibility seriously. Transtech's community involvement in West Covina is a testament to our dedication to being more than just a service provider. We are a committed partner, deeply invested in the success and well-being of the city and its residents. Our ongoing engagement in civic, social, and educational initiatives reflects our belief that a thriving community is built on strong partnerships and active participation. We look forward to continuing our collaboration with the City of West Covina, working together to create a brighter future for all who call this community home.

Below are some highlights of our community events and photos:



2nd Graders Visit the Engineering and Building & Safety Team at the City of West Covina! Transtech prepared backpacks and a presentation for local 2nd graders who visited City Hall as part of their field trip. We are proud of our partnership with the City of West Covina and had a great time welcoming local 2nd graders to City Hall to learn more about local government. Our Building & Safety and Engineering staff got to share what their respective departments do for the City and the residents we serve. The day's highlight was sending each student home with a fun school bag filled with essential supplies and some holiday treat. This was a positive and wondering event to be part of and we hope this experience inspired these students to be tomorrow's City Engineer or Building Official.



West Covina Staff Team Bonding Event! Transtech had a wonderful time participating and supporting the City's Team Bonding event by providing food and snacks for the City Team. At Transtech, our staff truly feels part of the City Family, seeing ourselves as an extension of City Staff.



City of West Covina's 1st Annual Spring Festival! The Transtech Team had a wonderful time at the City of West Covina's 1st Annual Spring Festival. Friends and family alike came out to enjoy a beautiful weekend filled with carnival rides, music, and over 150 food & retail vendors. We love being part of the communities we serve!



West Covina Centennial Celebration & Dinner! The Transtech Team has a wonderful time at the City of West Covina Centennial celebration and congratulates the City on their 100th Year Celebration and their State of the City! The Transtech Team had an amazing time celebrating together and hearing about all of the spectacular accomplishments in the City over this past year! We are proud partners of this great City and of this wonderful Community!



West Covina State of the City 2022! Transtech continues to support the City's State of the City at the highest sponsorship level. Our team has a wonderful time at the 2022 State of the City celebrating so many exciting things happening in the City. The Transtech Team came to support this amazing community of over 100,000 residents!



West Covina State of the City 2021! Transtech continues to support the City's State of the City at the highest sponsorship level. Our team has a wonderful time at the 2021 State of the City celebrating so many exciting things happening in the City. The Transtech Team came to support this amazing community of over 100,000 residents.

6.1. FIRM AND PERSONNEL QUALIFICATIONS (Section added per Q&A Set 1)

6.1a. Firm Qualifications

Company Profile:

Established in 1989, Transtech (a California Corporation) is a **multi-disciplinary engineering consulting** firm. Transtech has been **in business for over 35 years** and is **providing municipal services to approximately 90 public agencies**.

Multi-Disciplinary Municipal Engineering Consulting Firm:

Transtech is a **multi-disciplinary municipal engineering consulting firm**. Our service capabilities include:

- Building & Safety Services, Building Official Building Inspection, Plan Check
- Civil Engineering,
- Staff Augmentation
- CIP Program and Construction Management and Inspection
- Federally Funded Project Management
- Grant Writing
- CDBG Project Management
- City Engineer, City Traffic Engineer, Development Review, Public Works Engineering, Plan Check, Inspection
- Labor Compliance
- Planning Support
- Traffic and Transportation Planning and Eng
- Water Resources Engineering
- Surveying, Mapping, ALTA, Right-of-way Eng
- Emergency, Support Services

Experience in various types of Projects:

Transtech has experience in **various types of projects**, such as:

- Street Rehabilitation and Reconstruction
- Traffic Signal and Street Lighting
- ADA Improvements
- Water, Drainage, Sewer Improvements
- Bridges
- Parks and Playgrounds
- Parking Structures
- Community Centers
- Libraries
- City Halls
- Fire Stations
- Renovation of Historic Buildings

Large Pool of Staff with Diversified Experience:

Transtech has a large pool of well experienced staff and resources readily available to provide requested services, and respond to requests in a timely, efficient, and cost-effective manner. Our staff and resources include **approximately 200 staff,** including building officials, plan checkers, inspectors, permit technicians, engineers, project managers, designers, plan checkers, inspectors, construction managers, traffic and transportation analysts, technicians, support personnel.

Unique Qualifications:

One of the **unique qualifications** of Transtech is that we serve public agencies as **municipal contract service providers**, including **Contract City Engineer, City Traffic Engineer, Building Official, CIP Manager, Planner and in other capacities**.

Experience in Working with Public Agencies/Cities:

We have extensive **experience working with Public Agencies/Cities in similar assignments**. We are accustomed to working with governmental agencies, and have a good understanding of public agency issues, procedures, and policies. **Several of our staff members are former City Engineers, Public Works Directors.**

Strong Presence in San Gabriel Valley:

In addition to providing municipal services to approximately 90 public agencies, **we have a strong presence in San Gabriel Valley Region, and provide municipal services to several agencies in the San Gabril Valley Council of Governments, including:**

- **West Covina** (City Engineer, Traffic Engineer, Building Official, Plan Check, Inspection, CIP Management, Grant Writing and Administration, General Engineering)
- **Alhambra** (City Engineer, Traffic Engineer, Building Official, Plan Check, Inspection, CIP Management, Grant Writing and Administration, General Engineering)
- **Azusa** (Building Official, Plan Check, Inspection)
- **El Monte** (Plan Check, Permit Inspection Traffic Engineering, Construction Management)
- **Glendora** (City Engineer, Traffic Engineer, Building Official)
- **Irwindale** (On-call Services)
- **La Canada Flintridge** (Staff Augmentation)
- **Monrovia** (CIP Management)
- **Montebello** (City Engineer, Traffic Engineer, Building Official, Plan Check, Inspection, CIP Management, Grant Writing and Administration, General Engineering)
- **Monterey Park** (City Engineer, Traffic Engineer, Building Official, Plan Check, Inspection, CIP Management, Grant Writing and Administration, General Engineering)
- **Pasadena** (On-Call Services)
- **Rosemead** (City Engineer, Traffic Engineer, Building Official, Plan Check, Inspection, CIP Management, Grant Writing and Administration, General Engineering)
- **San Marino** (Traffic Engineering)
- **Santa Fe Springs** (Building Official, Plan Check, Inspection)
- **South El Monte** (City Engineer, Traffic Engineer, Building Official, Plan Check, Inspection, CIP Management, Grant Writing and Administration, General Engineering)
- **South Pasadena** (Building Official, Plan Check, Inspection)
- **Temple City** (City Engineer, Traffic Engineer, Building Official, Plan Check, Inspection, CIP Management, Grant Writing and Administration, General Engineering)

Experience in working with Los Angeles County:

We work and coordinate with **the County of Los Angeles** on many projects.

Experience in working with METRO:

We **work with METRO** on a number of projects. Currently, we are managing 710 Mobility Improvement Projects for the Cities of Alhambra and Rosemead, which has total funding of over $200m. We also **coordinate with SCAG** long range transportation plans and policies as they affect various cities in the Southern California Region.

Experience in working with CALTRANS:

Our team includes **experienced staff members who have worked for CALTRANS** and are intimately familiar with the standards and procedures, project development and approval process, and requirements. One of our **Sr. Staff Member is former Deputy Director of Caltrans District 7**.

Experience in Federally Funded Projects:

We have extensive **experience in the management and administration of federally funded projects**. In the past few years, we managed over 30 federally funded projects. Our staff members have completed Caltrans Resident Engineer Academy for Federally Funded Projects. We follow guidelines and procedures of Caltrans Local Assistance Procedures Manual (LAPM).

Proven Track Record in Obtaining Outside Grants:

Our team has **proven track record in obtaining outside grants for its client cities**. Our staff works with our client cities to find potential funding sources, and to prepare competitive applications for various programs. We have obtained extensive amount of funds for our client cities.

Service Philosophy:

Our service philosophy is defined by our unique **"Customer Care" approach in delivering our services in High Quality, Timely, Efficient and Customer Friendly manner:**

- ✓ Transtech is well known in providing **Cost Effective Services** on time with a **customer friendly and responsive** approach.
- ✓ Our services are founded on the principles of **Total Quality Management** for **Total Customer Care**.
- ✓ Transtech understands the importance of being able to **expedite certain projects**, when requested, by the City. Transtech has sufficient staff and resources to expedite projects.
- ✓ We have a **structured approach** to execute projects in an efficient manner that makes Transtech capable of providing the City with the highest quality product. Transtech has established guidelines and policies, including written manuals on quality control, project management, and design procedures for its staff and for its contract cities.
- ✓ All telephone calls or e-mails received are returned within the same working day, or the following day. We take pride in our "**Same Day Response**" motto.
- ✓ **Responsiveness is an integral part** of Transtech's "customer friendly" service approach.
- ✓ We will strive to **enhance the City's image by public trust** to be the most desirable community to live, invest and conduct business.
- ✓ Customer Care means highest quality customer service. Transtech is committed to providing **"Customer Care"** to the City, City's patrons, responding quickly and effectively to the walk-in, telephone, and electronic inquiries of the public related to our services.

Community Benefit Enhancement (CBE):

The Transtech Team is committed to providing technical services and support to its Client Cities, as well as actively engaging with the community through supporting, attending, and organizing various civic and community activities in the City. **Supporting civic and community activities** demonstrates Transtech's commitment to the progress, health, and well-being of the communities we serve. This is something that we take pride in as a company. In partnership with our client Cities, we have a proven record of active engagement in City sanctioned programs/events, and any other community benefit that the City wishes us to be a part of.

6.1b. Staff Qualifications

6.1b.1. Staffing Approach

Transtech staffing approach is designed to provide the requested services in:

✓ HIGH QUALITY ✓ TIMELY ✓ EFFICIENT ✓ COST-EFFECTIVE ✓ CUSTOMER FRIENDLY manner, which are 5 pillars of our service approach.

Our staffing allocation is structured to maintain responsive services and communication with City at all times:

- Contract Principal
- Designated Sr. Engineers as Task Leads
- Secondary/backup task leads when needed
- Support Staff
- Designated on-site Staff
- Specialty subconsultants if any specialty services are needed
  - Funding / Labor Compliance Support: AVANT GARDE, Inc. (DBE/WBE Firm); www.agi.com.co
  - Geotechnical Engineering Support: GEO-ADVANTEC, Inc.; www.geoadvantec.com
  - Landscape Architecture Support: WITHERS & SANDGREN, LTD; www.withersandsandgren.com
  - Survey Support: VANLENCO, Inc.; www.vanlenco.com
  - Environmental Consulting Support: ULTRA SYSTEM, Inc. (DBE/WBE Firm); www.ultrasystems.com
  - Architectural Consulting Support: IDS GROUP, Inc.; www.idsgi.com

6.1b.2. Staff Qualifications

Transtech has a large pool of well experienced staff with credentials and certifications and proven track record in providing City Engineering Services in a timely, efficient, cost-effective and customer friendly manner:

- Our staff and resources include **approximately 200 staff**, including project managers, civil engineers, designers, traffic and transportation analysts, technicians plan and map checkers, surveyors, inspectors, construction managers, building officials, building plans examiners, building inspectors, planners and support personnel.
- One of the unique qualifications of Transtech is that we serve public agencies as municipal contract service providers. **Several of our senior staff members have previously worked for Public Agencies in various capacities, such as Public Works Director, City Engineer, City Traffic Engineer, CIP Manager, Building Official, Planner, and various other capacities.**
- We have extensive **experience working with Public Agencies in similar assignments**. We are **accustomed to working with governmental agencies**, and have a **good understanding of public agency issues, procedures, and policies**.

Licenses and Certificates of the Firm and Staff Members in Diversified Fields:

Several of our engineers are licensed as Professional Engineers by the State of California Board for Professional Engineers, Land Surveyors, and Geologists (BPELSG).

Our staff professional licenses, registrations and certifications include:

- PE (Licensed Civil Engineer
- TE (Licensed Traffic Engineer)
- PLS (Licensed Land Surveyor)
- QSD (Construction General Permit Qualified SWPPP Practitioner)
- QSP (Construction General Permit Qualified SWPPP Developer)
- QISP (Industrial General Permit Qualified Industrial Stormwater Practitioner)
- PMP (Professional Transportation Planner)
- RSP (Registered Safety Professional)
- CASp (Certified Access Specialist)
- PMP (Certified Project Management Professional)
- CPSWQ (Certified Professional in Storm Water Quality
- CPESC (Certified Professional in Erosion and Sediment Control)
- LEED AP (Professional with specialty credential with knowledge in green building practices
- Registered Construction Inspector by American Construction Inspectors Association
- Certified International Municipal Signal Association "IMSA" level III Technician

Also, several of our staff members are certified by the International Code Council (ICC).

Building Official Certifications:

- ✓ Certified Master Code Professional
- ✓ Building Code Official
- ✓ Building Official

Plan Check Certifications:

- ✓ Residential Building Plans Examiner
- ✓ Commercial Building Plans Examiner
- ✓ California Building Plans Examiner
- ✓ Certified Sustainability Professional
- ✓ CalGreen Plans Examiner
- ✓ Accessibility Plans Examiner
- ✓ Commercial Energy Conservation Plans Examiner
- ✓ Residential Plans Examiner
- ✓ Mechanical Plans Examiner
- ✓ Plumbing Plans Examiner
- ✓ Electrical Plans Examiner

Inspection Certifications:

- ✓ Combination Inspector
- ✓ Commercial Building Inspector
- ✓ Residential Building Inspector
- ✓ Accessibility Inspector
- ✓ Commercial Energy Conservation Inspector
- ✓ Electrical Inspector
- ✓ Commercial Electrical Inspector
- ✓ Residential Electrical Inspector
- ✓ Residential Energy Conservation Inspector
- ✓ Residential Building Inspector
- ✓ Residential Mechanical Inspector
- ✓ Mechanical Inspector
- ✓ Commercial Mechanical Inspector
- ✓ Plumbing Inspector
- ✓ CalGreen Inspector
- ✓ Building Inspector CBC
- ✓ Building Inspector UBC
- ✓ Plumbing Inspector UPC
- ✓ California Building Inspector
- ✓ California Commercial Plumbing Inspector
- ✓ California Residential Mechanical Inspector
- ✓ California Residential Mechanical Inspector

Additional Inspection Certifications:

- ✓ IAPMO Plumbing, Mechanical Inspector
- ✓ Fire Code Inspector
- ✓ Fire Inspector II
- ✓ California UST Inspector

Permit Technician Certification:

- ✓ Permit Technician

CACEO Certified Code Enforcement Officer

State of California Safety Assessment Program:

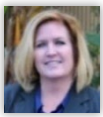
CalOES SAP Evaluator

6.1b.3. Key Staff Organization Chart





AHMAD ANSARI, PE
Sr. Engineer, Contract Principal
- ✓ 30 yrs of experience.
- ✓ Serves as City Engineer at various TT Contract Cities.
- ✓ Prior experience includes working for public agencies as PW Dir., City Engineer.



JANA ROBBINS, PTP, RSP
Principal Traffic/Transp Planner
- ✓ 25 yrs of experience.
- ✓ Serves as Sr. Traffic and Transportation Planner. at TT Contr. Cities.



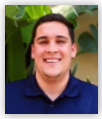
MARIA FRASER, PE, QSD/P
Principal City Engineer
- ✓ 35 yrs of experience.
- ✓ Prior experience includes working for public agencies as City Eng, CIP Manager



OKAN DEMIRCI, PE, QSD/P
Principal CIP Manager
- ✓ 15 yrs of experience.
- ✓ Oversees CIP Management Operations and Staff.
- ✓ Extensive experience in Fed Funded Projects and Caltrans LAPM.



MICHAEL DAVID LLOYD, PE, TE, QSD/P
Sr. Engineer
- ✓ 30 yrs of experience.
- ✓ Prior experience includes working for public agencies, including as PW Director, City Engineer, Engineering Manager, CIP Manager.



BRIAN CERVANTES, MBA, On-site Support, Associate Eng., Proj. Management. Inspection, Permits, Office Eng
- ✓ 5 yrs of experience.
- ✓ BS, Civil Eng, CalPoly.
- ✓ Has been serving as on-site support staff at West Covina.



MICHAEL ACKERMAN, PE, QSD/P, QISP
Sr. Engineer
- ✓ 25 yrs of experience.
- ✓ Prior experience includes working for public agencies and Caltrans.



BAHMAN JANKA, TE
Sr. Traffic Engineer
- ✓ 30 yrs of experience.
- ✓ Prior experience includes working for public agencies as City Traffic Engineer.



ALI ZAGHARI, PE, PMP
Sr. Engineer
(PM, Caltrans Coordination, QC/QA)
- ✓ 35 yrs of experience.
- ✓ Prior experience includes working for Caltrans Distr 7, Transp. Management & Operations at various capacities, including as Dep. Distr. Dir, Traffic Ops.



DAVID RAGLAND, PE, PLS, QSD/P, QISP
Sr. Engineer/Surveyor
- ✓ 35 yrs of experience.
- ✓ Licensed Civil engineer and Land Surveyor.
- ✓ Diverse experience in a wide variety of projects.



ROBERT QUINTERO
Sr. Project Manager, Utility Coordinator
- ✓ 25 yrs of experience.
- ✓ Prior experience includes working for public agencies in various capacities.
- ✓ Also worked at SCE as Dir. of Government Relations.



JOHN OSKOUI, PE
Sr. Engineer
- ✓ 30 yrs of experience.
- ✓ Prior experience includes working for public agencies as PW Director, City Engineer.



JEFFREY KAO, PE, CASp, CBO
Sr. Engineer, Certified ADA Professional
- ✓ 20 yrs of experience.
- ✓ Experience includes working as plan checker, inspector, building official, structural engineer.



MELISSA DEMIRCI, RSP
Principal, Municipal Services, Governmental Affairs Support Grants Manager
- ✓ 12 yrs of experience.
- ✓ Prior experience includes working at the City of Los Angeles, Mayor's Office Energy and Env. Team.

Transtech has a large pool of well experienced staff and resources readily available to provide requested services:

City Engineering, Traffic Engineering, Grant Writing/Administration, On-Call General Engineering Services Support Staff

Our staff and resources include **approximately 200 staff,** including building officials, plan checkers,

Transtech may use specialty subconsultants for the following specialty services:

Funding / Labor Compliance Support:
AVANT GARDE, Inc. (DBE/WBE Firm); www.agi.com.co

Survey Support:
VANLENCO, Inc.; www.vanlenco.com

Geotechnical Engineering Support:
GEO-ADVANTEC, Inc.; www.geoadvantec.com

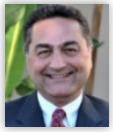
Environmental Consulting Support:
ULTRA SYSTEM, Inc. (DBE/WBE Firm); www.ultrasystems.com

Landscape Architecture Support:
WITHERS & SANDGREN, LTD; www.withersandsandgren.com

Architectural Consulting Support:
IDS GROUP, Inc.; www.idsgi.com

6.1b.4. Staff Resumes

AHMAD ANSARI, PE, Contract Principal



Education

- BS in Engineering, MBA

Registrations/Certifications

- Licensed Civil Engineer

Highlights

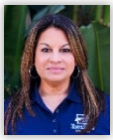
Mr. Ansari has over 30 years of past experience in City and County Public Works and has worked at several municipalities in Southern California, including:

- City of Moreno Valley- Public Works Director/City Engineer
- City of Rialto- Public Works Director/City Engineer
- City of Perris- Public Works Director
- City of Pomona- Deputy Public Works Director/Assistant City Engineer.

He has managed CIP Programs and Public Works Operations, and served as the responsible in charge of numerous multi-disciplinary teams, including:

- Capital Improvement Program project management and delivery; Real Property/Right of Way acquisition and management; Traffic and Transportation engineering; Private Development/Entitlement process review and approval; Maintenance and Operations including roads, storm drains, sewers, parks, facilities, traffic signals, signs/striping, fleet; Special Districts, Landscape/Lighting Assessment; Electric Utility

MARIA FRASER, PE, QSD, QSP, Sr. Engineer



Education

- BS in Civil Engineering

Registrations/Certifications

- Licensed Civil Engineer

Highlights

Ms. Fraser has over 35 years of experience in design, planning, project Management and construction of public works and commercial development infrastructure field. Ms. Fraser has spent the last four (4) years in the public sector as the Capital Improvements Program Manager for the City of Chino. Her responsibilities include planning, managing, and directing the work of a division of the Public Works Department staffed by professional and sub-professional engineers. She has a broad knowledge of municipal government operations, including preparation and presentation of staff reports/resolutions to city councils, committees and interaction with public, various city departments, city council and other governmental agencies.

As the Public Works CIP Manager, Ms. Fraser has been responsible for the programming, designing and delivery of multi-disciplinary capital improvement program projects, including street, water, sewer, storm drain, transportation, paving and slurry maintenance program, and other infrastructure systems.

Ms. Fraser is competent in the management and coordination of all construction activities ensuring that the projects are delivered with regards to safety, quality, program and cost.

As the CIP Engineering Manager, Ms. Fraser assumed the role of Acting Public Works Director when the PW Director is away. During the Public Works Directors absence, she participated in the weekly Executive Management Team (EMT) and responsible for decision making during

his absence.

Ms. Fraser's experience also includes working at various positions for public and private agencies including:

- City of Palm Desert, City Engineer
- City of Chino, Senior Project Manager:
- City of Adelanto, City Engineer:
- Consultant for the Caltrans's District 8 NPDES unit as Storm Water Coordinator/Water Pollution Control Manager CLM Professional Services
- Fraco Engineering Consultants, Principal Engineer

OKAN DEMIRCI, PE, QSD, QSP, MBA, Principal Project Manager



Education

- BS in Engineering

Registrations/Certifications

- Licensed Civil Engineer
- QSD, QSP
- Caltrans Resident Engineer Academy

Highlights

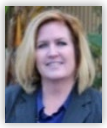
Mr. Demirci has approximately 15 years of experience. Mr. Demirci serves as Assistant Public Works Director, City Engineer, CIP Program Manager at Transtech's Contract Cities and provides technical and management support.

Mr. Demirci completed Caltrans Resident Engineer Academy, very familiar with the management and administration of federally and state funded projects in compliance with Caltrans Local Assistance Procedures Manual (LAPM).

Mr. Demirci works as CIP Program Manager at various Transtech's Contract Cities and manages various capital improvement programs including state and federal funded programs. Mr. Demirci's experience also includes working as Resident Engineer, Project Manager and Construction Manager on various projects (including federal and state funded projects).

He has a broad knowledge of municipal government operations, including preparation and presentation of staff reports/resolutions to city councils, committees and interaction with public, various city departments, city council and other governmental agencies.

JANA ROBBINS, PTP, RSP, Sr. Transportation Planner



Education

- BA, Cal Poly Pomona

Registrations/Certifications

- Licensed Professional Transportation Planner

Highlights

Ms. Robbins has over 25 years of experience. She serves as one of Transtech representatives at various Cities, prepares traffic safety and calming studies, stop and signal warrants/studies, traffic impact studies, traffic calming reports, parking studies, responds to requests from Public and City Officials and attends Traffic Commission, Planning Commission, City Council Meetings as well as Design Review Board meetings. On behalf of client Cities, reviews traffic impact

studies and parking analysis submitted by developers and represents contract Cities at Commission meetings when these projects are reviewed. She works directly with staff in the departments of public works, planning, engineering, and community development at each client city. She attends community forums and neighborhood block meetings to discuss and answer questions about current and future traffic conditions. She prepares traffic impact studies for development projects in Southern California, which involves the coordination with developers, as well as local and regional agencies.

MICHAEL DAVID LLOYD, PE, TE, QSD, QSP, Sr. Engineer



Education

- MS Civil Engineering, Texas A&M University
- BS Civil Engineering, Southern Methodist University
- MS Public Policy, Georgetown University

Registrations/Certifications

- Licensed Civil Engineer
- Licensed Traffic Engineer
- QSD, QSP

Highlights

Mr. Lloyd has over 30 years of experience, including working in both public and private sector. He has a broad knowledge of municipal government operations, including preparation and presentation of staff reports/resolutions to city councils, committees and interaction with public, various city departments, city council and other governmental agencies.

Mr. Lloyd has worked for the City of Moreno Valley for 25 years and been responsible for the programming, designing and delivery of multi-disciplinary capital improvement program projects, and served in various capacities as:

- Assistant City Manager responsible for Public Works and Community Development Departments
- Public Works Director
- City Engineer Land Development Division Manager
- Land Development Engineer
- Sr. Engineer
- Civil Design Engineer
- Traffic Engineer
- CIP Project Manager
- Construction Manager

As part of his responsibilities, Mr. Lloyd has:

- Maintained regular communications with developers and business owners working within the City to ensure satisfactory project progress.
- Represented the City at WRCOG committees.
- Oversaw upgrades to Accela / Digital Plan Room that streamlined the submittal process.
- Oversaw the restructuring of Moreno Valley Utility and staffing of new positions.
- Assisted with the restaffing of the Business and Safety Division, Planning Division, and Community Enhancement Division.
- Ensured City Council priorities are addressed in a timely manner with positive outcomes.
- Oversaw Department's preparation and submittals for various grant applications consistent with City Council priorities and the CIP.

MICHAEL ACKERMAN, PE, QSD, QSP, QISP, Sr. Engineer



Education

- BS in Engineering

Registrations/Certifications

- Licensed Civil Engineer
- QSD, QSP, QISP
- RE Academy, Caltrans
- Water Pollution Control Compliance on Construction Sites for RE, Caltrans
- Construction Program Management Workshop, FHWA
- Field Office Procedures Course, Caltrans
- California Work Zone Inspection – High Speed, Caltrans
- Asphalt Concrete Inspection and Rehabilitation Strategies, Caltrans

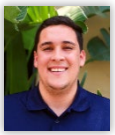
Highlights

Mr. Ackerman has 25 years of experience. At Transtech, he has been working as a Sr. Engineer at various Transtech City Engineering Contracts. He has served at various Cities under Transtech's City Engineering Contracts, including Temple City, Huntington Park, and Alhambra. He has a broad knowledge of municipal government operations, including preparation and presentation of staff reports/resolutions to city councils, committees and interaction with public, various city departments, city council and other governmental agencies.

Mr. Ackerman's experience also includes working at Caltrans and other agencies:

- Caltrans District 8: Mr. Ackerman was a civil transportation engineer for Caltrans District 8 where he was involved in the design and construction of various projects.
- City of San Bernardino: Mr. Ackerman was involved in various projects, including Development Review and Plan Check, Design and Project Management.
- City of Huntington Park: Mr. Ackerman worked as contract City Engineer under Transtech's municipal services contract and later as City Engineer and Interim Director of Public Works under the City.

BRIAN CERVANTES, MBA, On-site Support, Associate Eng., Project Management, Inspection, Permits, Office Engineer



Education

- BS Civil Engineering, Cal Poly Pomona, MBA

Highlights

Mr. Cervantes has approximately 4 years of experience in Public Works Engineering, and Transportation and Traffic Engineering. He works in the Public Works Department/City Engineering at Transtech's client Cities assisting City Engineers and Public Works Directors. He also serves as Office Engineer on construction projects and assists Resident Engineers and Construction Managers with contract administration, document control, contract compliance.

ALI F. ZAGHARI, PE, PMP, Sr. Engineer



Education

- MS, BS in Civil Engineering

Registrations/Certifications

- Licensed Civil Engineer

Highlights

Mr. Zaghari has over 35 years of experience in Transportation Management & Operations at

various capacities in the California Department of Transportation (Caltrans). His career path includes a number of key managerial positions in Caltrans leading to his last position as the Deputy District Director (DDD) for Traffic Operations at Caltrans District 7 in Los Angeles. As a member of District 7 Executive Team, Mr. Zaghari was responsible for policy, development and implementation of the traffic operations assets and the safe mobility of all users of the State Highway System (SHS) consisting of approximately 1500 center miles of freeways and conventional highways in Los Angeles and Ventura counties. He managed an operating budget of approximately $70M encompassing both operations management and capital outlay support needs. The organization under his leadership included critical functions such as Intelligent Transportation Systems (ITS), Traffic Design, District Traffic Manager (DTM), Corridor Management, System Performance, and Encroachment Permits.

DAVID RAGLAND, PE, PLS, QSD, QSP, QISP, Sr. Engineer/Surveyor



Education

- Humboldt State University, CA, Bachelor of Science

Registrations/Certifications

- Licensed Civil Engineer
- Licensed Land Surveyor
- QSD, QSP, QISP

Highlights

Mr. Ragland is a civil engineer and land surveyor has over 30 years of diverse experience in a wide variety of projects in civil engineering. He has managed numerous multi-disciplinary teams dealing with the planning, engineering, entitlement, environmental permitting, development and construction of urban and rural development, and public works projects. His experience also includes special emphasis on complex grading and hillside developments (has worked on the civil engineering and development of more than 40,000 acres of hillside properties), preparation of due diligence and project feasibility analysis, through conceptual planning and design to entitlement and construction.

BAHMAN JANKA, TE, Sr. Traffic Engineer



Education

- MS, BS in Civil Engineering

Registrations/Certifications

- Licensed Traffic Engineer

Highlights

Mr. Janka has over 35 years of experience in Traffic Engineering and Transportation Planning.

He has served as City Traffic Engineer and Transportation Director for public agencies, including:

- City of Pasadena, California: Transportation Administrator
- City of Santa Clarita, California: City Traffic Engineer
- City of Fremont, California: Associate Transportation Engineer
- City of Palo Alto, California: Associate Transportation Engineer
- Entranco Engineers, Bellevue, Washington: Transportation Engineer.

ROBERT QUINTERO, Sr. Project Manager, Utility Coordinator



Education

- BS Urban & Regional Planning
- MBA

Registrations/Certifications

- Licensed General Contractor B
- Certificate Diversity & Inclusion for HR

Highlights

Mr. Quintero has over 25 years of experience in government relations, city administration, city planning, public works and utility coordination. Throughout his career, Mr. Quintero has demonstrated strong leadership, project management, and comprehensive understanding of municipal government operations. He has successfully managed complex projects and engaged with various stakeholders to achieve positive outcomes for the communities he has served. He has a broad knowledge of municipal government operations, including preparation and presentation of staff reports/resolutions to city councils, committees and interaction with public, various city departments, city council and other governmental agencies.

At Transtech, Mr. Quintero has also served as contract Interim Public Works Director for Cities and as Project and Program Manager for various projects. He has participated on numerous multi-disciplinary teams dealing with the planning and execution of public works projects. He has served as the Project Manager for the design, construction and management of a variety of projects, including:

- Public Works and Infrastructure; Civic Center/City Hall Expansion; Community Center; Grade Separation

Mr. Quintero's experience also includes working for a public agency in various capacities, including as Director of Public Services/Public Work Assistant City Administrator. Mr. Quintero also worked at Southern California Edison (SCE) as Director of Government Relations.

JOHN OSKOUI, PE, Sr. Engineer



Education

- MS, Structural Engineering, Cal-State Fullerton
- BS Civil Engineering, University of North Carolina

Registrations/Certifications

- Licensed Civil Engineer

Highlights

Mr. Oskoui, has over 30 years of past experience in City and County Public Works and has worked at several public agencies in Southern California:

- City of Downey – Assistant City Manager and Public Works Director
- Anaheim Union HS District – Director of Planning, Design and Construction
- Advanced Applied Engineering – Vice President of City Services
- Long Beach Unified School District – Director of Maintenance and Work Control
- City of Lynwood – Engineer/Assistant PW Dir/Director of Facilities

JEFFREY KAO, PE, CBO, CASp, ICC Certified Building Official, Plans Examiner and Inspector



Education

- MS, BS Civil Engineering, Cal Poly

Registrations/Certifications

- Licensed Civil Engineer
- CASp (Certified Accessibility Specialist)

ICC Certified Building Official, California Building Plans Examiner, CalGreen Inspector, CalGreen Plans Examiner, Mechanical Plans Examiner, Plumbing Plans Examiner, Building Inspector

Highlights

Mr. Kao has over 20 years of experience and has been working at Transtech as Deputy Building Official, Senior Plans Examiner, On-Site Over the Counter Plans Examiner and performed plan checks for a variety of residential and commercial projects in Cities of Alhambra, South Pasadena, and Temple City. Mr. Kao has broad knowledge of building and safety operations, including working in the capacity of Deputy Building Official and Plans Examiner. His past experience includes working as a structural engineer for 4 years at a structural design firm.

MELISSA DEMIRCI, RSP, Principal, Municipal Services Contract Manager, Grants Coordinator



Education

- BS Civil Engineering, Cal Poly Pomona

Registrations/Certifications

- Licensed Roadway Safety Professional

Highlights

Ms. Demirci has over 15 years of experience in Contract and Project Management. She oversees our municipal contracts and will service as the Contract Principal for this contract. She has her BS Degree in Civil Engineering from Cal Poly Pomona. She coordinates and interfaces with Transtech's Building and Safety Division to develop special projects to ensure a successful applicant experience during the plan review, permit issuance and inspection process. Her prior experience includes working at the City of Los Angeles, Mayor's Office Energy and Environment Team.

CARLOS A. PINEDA, PE, QSD, QSP, LEED, Project Manager (Service Category: Design Services)



Education

- BS in Civil Engineering,

Registrations/Certifications

- Licensed Civil Engineer

Highlights

Mr. Pineda has over 30 years of experience in civil engineering and project management. He has extensive experience working for both private and public sectors. He has participated on numerous multi-disciplinary teams dealing with the planning and development of civil and traffic engineering, urban and rural development, and public works projects. He has served as Principal Project Manager for a variety of projects. Public works design experience covers a wide variety of projects, including the improvement of major arterials, secondary highways and collectors, flood control and drainage projects, water and waste water projects, ADA retrofit, and safe routes to school projects. He has a good understanding and knowledge of municipal government operations, including preparation and presentation of staff reports/resolutions to city councils, committees and interaction with public, various city departments, city council and other governmental agencies. Private sector design experience covers a wide range of projects including residential master planned communities and "in tract" residential improvements. In-tract residential improvements included the design and construction of domestic and reclaimed water infrastructure to serve the new developments.

JOSEPH DEPERALTA, PE, QSD, Sr. Engineer



Education

- BS in Civil Engineering

Registrations/Certifications

- Licensed Civil Engineer

Highlights

Mr. Peralta has approximately 30 years of experience. His experience includes working as contract/consultant City Engineer, Plan Checker, Design Engineer for various Cities. His experience includes dealing, coordinating and navigating thru the permitting processes with municipal, county and state level and other governmental agencies, architects and consultant, utility companies, and regional entities, including Caltrans, Water Quality Board, AQMD, US Corps of Engineers, Department of Fish and Game, Union Pacific Railroad and others.

MOHAMMAD MOSTAHKAMI, PE, Sr. Engineer



Education

- BS in Civil Engineering

Registrations/Certifications

- Licensed Civil Engineer

Highlights

Mr. Mostahkami has over 35 years of experience. His experience includes working for various Public Agencies as Public Works Director, City Engineer, Project Engineer, Plan Checker, Designer, including for the Cities of:

- Downey, PW Director
- South Gate, PW Director, City Engineer,
- Arcadia, Civil Engineer.

ZIAD Y. MAZBOUDI, PE, QSD, QSP, CPSWQ, CPESC, LEED AP, D.WRE, Sr. Engineer



Education

- BS in Civil Engineering

Registrations/Certifications

- Licensed Civil Engineer
- QSD, QSP, CPSWQ, CPESC, LEED AP

Highlights

Mr. Mazboudi has 34 years of progressively responsible, diversified experience in public works, engineering, utilities, development engineering, facilities maintenance, sustainability, environmental programs and project management in both the public and private sector, supported by a strong educational background in civil engineering, geographic information systems, water quality/urban runoff, and environmental programs. His experience includes:

- City of San Clemente - PW Department, Deputy Director/Engineering
- City of San Juan Capistrano - PW/Utilities Department, Senior Civil Engineer
- City of Westminster - PW Department, Associate Civil Engineer/Development Engineer
- City of La Habra - PW Department, Assistant Civil Engineer.

Special International Projects:

- US Green Building Council (www.usgbc.org), Egyptian Green Building Council (EGBC)
  Represented the US Green Building Council, to assist in the formation of the EGBC. Provided lectures on the role of government in Green Building and on the US Green Building Program, LEED.
- USAID International Development Agency (www.usaid.gov), In partnership with USAID and ICMA Kingdom of Jordan Commercial/Industrial Environmental Audit
  In partnership with USAID and ICMA, developed a training manual for the audit of commercial and industrial facilities in Jordan. Performed audits in Jordan and provided recommendations to the Minister of the Environment and the Minister of Local Government.

AZITA FAKOORBAYAT, PE, Sr. Engineer



Education
- BS in Civil Engineering

Registrations/Certifications
- Licensed Civil Engineer

Highlights

Ms. Fakoorbayat has over 25 years of experience. She has a broad knowledge of municipal government operations, including preparation and presentation of staff reports/resolutions to city councils, committees and interaction with public, various city departments, city council and other governmental agencies.

Recent Experience with Transtech's contract Cities:

Contract CIP Project Manager, City of Chino: As contract CIP Project Manager, coordinate various CIP projects throughout project design phase, including concrete, asphalt, storm drain, sewer, water, grading, traffic signal, accessibility. Conduct design review, PS&E review, constructability and biddability review, and manage design phase of various CIP projects, and manage and coordinate various CIP projects with various design engineers to ensure project design phases are completed within time and budget, and proceed with construction.

Public Agency Experience:
- Principal Engineer, City of Costa Mesa, CA
- As Principal Engineer, perform a broad range of highly complex and professional
- Civil Engineer I, Pierce County Public Works Utilities and Transportation
- Services, Design Section, Tacoma, WA
- Assistant City Engineer, City of Sumner, Sumner, WA

Private Consulting Experience:
- Senior Project Manager, Afb Group, Laguna Niguel, Ca
- Senior Project Manager, Berryman & Henigar, Santa Ana, Ca
- Project Manager, CNC Engineering, Newport Beach, Ca
- Senior Design Engineer/ Project Manager, Harding Lawson Associates Group Inc., Bellevue, Wa

JEFFREY HIRSH, Sr. Project/Construction Manager/Inspector



Education
- SDSU, College Level Classes

Registrations/Certifications
- Cal OSHA 10-hour construction certified; Construction Site Storm Water Training

Highlights:

Mr. Hirsh has approximately 25 years of experience in general engineering/public works and building construction projects. He has worked in the capacity of foreman, site superintendent

and project manager. In these capacities, he has been involved in a wide variety of private and public works construction projects in Type A (General Engineering) and Type B (Building) construction. He has knowledge of standards and procedures for public agencies, including the Green Book, Caltrans, and has extensive experience in traffic control, safety and OSHA compliance requirements. Mr. Hirsh also has experience in inspecting federally funded projects to ensure compliance with the Caltrans LAPM.

Jeffrey's prior experience includes: *2013-214, PSBI Parking Structure Construction:* Sr. Superintendent; *1995-2013, Harwood Homes, Inc.* Managed 35 Development Projects; 1992-*1995, Overland Company:* Site Superintendent – SFR Tract Home Development; 1985-*1992, Cambridge Development:* Site Superintendent/Assistant Superintendent

CRAIG M. WHEELER, Sr. Project/Construction Manager/Inspector



Education

- BA

Registrations/Certifications

- NASSCO-Certified Inspector (Pipeline, Lateral and Manhole Assessments); Licensed A General Eng. Contractor

Highlights:

Mr. Wheeler has more than 30 years of experience in engineering and construction in both the public and private sectors. He has provided project management and inspection services on a wide variety of public works projects. His experience includes pavement rehab, ADA, sidewalk, curb&gutter, grading, wet and dry utilities, roadway reconstruction and resurfacing, bridge construction and rehabilitation, water and sewer lines, RCP or RCB storm drains, pump stations, booster pump stations, street lights, traffic signals-new and upgrade/modifications, parks, parking lots, structures and other related types of projects. As a project manager and construction inspector, Mr. Wheeler's responsibilities include site observation and construction quality assurance and control, ensuring general site safety, preparing daily reports, photo documentation, monitoring SWPPP and BMP implementation, providing daily updates to the City project manager, providing recommendations and responses for contractor RFIs, assisting with submittal and shop drawing reviews, tracking quantities, and conducting progress payment reviews. He has inspected projects that are funded with State and Federal Funds and is familiar Caltrans LAPM for Contract Administration.

EARL FRASER, Registered Constr. Inspector, QSP, Sr. Project/Construction Manager/Inspector



Education

- BA

Registrations/Certifications

- Registered Construction Inspector by American Construction Inspectors Association; QSP (Construction General Permit Qualified SWPPP Practitioner)

Highlights:

Mr. Fraser has approximately 30 years of experience. He is a Registered Construction Inspector by American Construction Inspectors Association. He is also certified as QSP (Construction General Permit Qualified SWPPP Practitioner). His experience includes inspection local roads, pavement rehab, ADA, grading wet and dry utilities. As Sr. Inspector/Construction Manager, he performs a wide variety of tasks to ensure the project progresses on schedule, is in compliance with approved plans and specifications, and effective communication and information flow is maintained with project participants. He has inspected projects that are

funded with State and Federal Funds, and is familiar Caltrans LAPM for Contract Administration.

KEITH A. WYATT, Sr. Project/Construction Manager/Inspector



Education

- BA, UC Irvine, CA

Registrations/Certifications

- Union Carpenter Apprenticeship School; 10-Hr, 30-Hr. OSHA; SWPPP Certified; FEMA Training: IS-3, IS-100.PWb, IS-200.b, IS-325, IS-552, IS-556, IS-700.a, IS-800.a, IS-803, IS-806, IS-809, IS-907; ICC: Building, Electrical, Mechanical, Plumbing

Highlights:

Mr. Wyatt has approximately 25 years of experience in the construction field in building and engineering/public works projects. He has worked in the capacity of superintended, project manager and construction manager for consulting firms, as well as construction companies. In these capacities, he has been involved in a wide variety of private and public works construction projects in Type A (General Engineering) and Type B (Building). The projects include, but not limited to, construction of new buildings, seismic upgrades, ADA upgrades, TI improvements, site development, roads, parking facilities, utilities, etc. The type of buildings includes community centers, schools, hospitals, warehouses, distribution centers, and various other projects. He managed projects which involved Local Agencies; CA Department of General Services (DGS); CA Department of State Hospitals (DSH); CA Division of the State Architect (DGS); CA Office of Statewide Health Planning and Development (OSHPD).

ROBERT GARCIA, Inspector



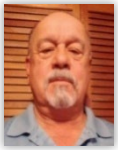
Education

- California State University, Los Angeles, Continuing Education/Public Works Construction Inspection Course; California State University, Sacramento, Water Program/Operation and Maintenance of Wastewater Collection Systems

Highlights

Mr. Garcia has approximately 30 years of experience, of which 20 years has been working as the City Public Works Inspector for the City of Palmdale. His experience includes inspecting of all types of public works construction project: roadway construction, pavement rehabilitation, signals, grading, storm drains, sewer mains, concrete structures, sidewalks, and gutters. He also worked on county, state and federal funded projects. Mr. Garcia provided public works inspection services to the following Transtech client Cities: City of Hesperia, Public Works Inspector; City of Commerce, Public Works Inspector.

CLEMENTE ELIZALDE, Traffic Signal Inspector



Education

- San Bernardino Valley College, with a Major in Radio/Television, Communications and Electronics
- Chaffey College, with a major In Industrial Electricity, Motor starters and Operational amplifiers

Registrations/Certifications

- Certified International Municipal Signal Association "IMSA" level III Technician

Highlights

Mr. Elizalde has over 30 years of experience in Traffic Signal Systems inspection, maintenance and installation.

City of San Bernardino, 1985 to 2018, Traffic Signal Maintenance Department, various positions:

- Street Lighting Electrician; Traffic Signal Technician II; Traffic Signals Technician III; Lead-Person for Traffic Signals, Street Lighting and Signs; Street Signal/Lighting and Signs Supervisor

DUANE THAN TUT, Inspector



Education

- BSLA, University of California at Davis

Registrations/Certifications

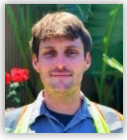
- American Society of Landscape Architects (ASLA)
- QWEL

Highlights

Mr. Tut has approximately 25 years of experience. His experience includes working as, Project Manager and Construction Manager on various projects (including regional and international projects) from project inception to closeout. He has prepared from Concept to Construction Administration for public parks throughout California. Highlighted projects are:

- Primrose Park, Temple City, CA. Cost: $2m; Los Angeles Mission College Baseball and Softball Fields, CA; Streetscape for City of Lomita, CA; North Verdugo Park, Glendale, CA; Pacific Park, Glendale, CA; Santiago Park, Santa Ana, CA: Cost: $3m; Lions Park, Costa Mesa: Cost: $1m; Brio Park & Oeste Splash Pads, City of La Habra, CA; Concept for Norm Ross Sports Complex, City of Stanton, CA for Prop 68 funding City CIP program including managing consultant contracts.

JAMES PAGANI, DSA Certified Accessibility Specialist, CHST, Inspector



Education

- BA, Goucher College

Registrations/Certifications

- BCSP Constr. Health and Safety Technician; CalOES SAP Evaluator; DSA Certified Accessibility Specialist; FEMA Training: IS-3, IS-100.PWb, IS-200.b, IS-325, IS-552, IS-556, IS-700.a, IS-800.a, IS-803, IS-806, IS-809, IS-907; ICC: Building, Electrical, Mechanical, Plumbing; OSHA 30 Hour Trained

Highlights

Mr. Pagani has approximately 15 years of experience in public works construction management and inspection. Mr. Pagani has thorough knowledge and understanding of construction both on the jobsite and in the office, experience working with the various trades, designers, and managers of many different types of projects. Examples of his project experience as Public Works Inspector/Construction Manager includes: City of Rialto, Public Works Encroachment Permit Inspections; City of South El Monte, Public Works Encroachment Permit Inspections; Primrose Park Improvements, City of Temple City; FY 20/21 Pavement Rehab, City of West Covina; Previous Experience -Koury Engineering, Combination Inspector.

ANDY CARLTON, Inspector



Education

- Computer Science, California State University, Fullerton

Highlights

Mr. Carlton has approximately 15 years of experience, of which 5 years are in Inspection. Mr. Carlton works as Public Works Inspector capacity at various Transtech client cities, which include Temple City, Commerce, South El Monte as Public Works Inspector issuing encroachment permits to various public works projects. His inspection experience in this capacity includes steel, masonry, concrete sidewalks, curb ramps, curb & gutter, driveways, on-site & off-site grading, trenching, traffic control measures, and street pavement. Recent projects representative of Mr. Carlton's recent PW inspection experience include: City of Pico Rivera, METRO, Hot Spots Intersection Improvements Rosemead Boulevard at Slauson Avenue; City of Commerce, Atlantic Boulevard Improvements as part of METRO Call for Projects; City of South Gate, Safe Routes to School (SR2S) Cycle 10 Improvements Project.

JORGE PAZ, EIT, Associate Engineer, Project Management/Inspection/Office Engineering/RE Support



Education

- B.S Civil Engineering, Cal Poly Pomona

Registrations/Certifications

- EIT

Highlights

Mr. Paz has approximately 4 years of experience in Public Works Engineering and Project Management. He works at various cities under Transtech's Municipal Contracts in support of managing Capital Improvement Projects. He also serves as Office Engineer on construction projects and assists Resident Engineers and Construction Managers with contract administration, document control, contract compliance.

FURKAN. CETINKALE, Associate Engineer, Project Management/Inspection/Office Engineering/RE Support



Education

- BS, Cal Poly Pomona, Industrial Engineering; MS, Cal Poly Pomona, Engineering Management

Highlights

Mr. Cetinkale has approximately 7 years of experience in the construction. He has extensive experience in all phases of projects, including planning/development, entitlement and permitting bidding, construction, close-out, full-life cycle, project workflow, operations/systems development, scheduling, cost and budget control, contract negotiations, change order management, bid preparation, safety.

7. REFERENCES

CITY OF COMMERCE	(Year started and completed: 2015 – Ongoing Service)
Contact:	Vilko Domic, Assistant City Manager T: 323-722-4805; E: vilkod@ci.commerce.ca.us
Services Provided:	City Engineering Services; Traffic Engineering; CIP Management; Federally Funded Project Management; Engineering Design; Public Works Permit Inspections; Map Check; Building & Safety Services (Building Official, Plan Check, Inspection)
CITY OF SOUTH EL MONTE	(Year started and completed: 2018 – Ongoing Service)
Contact:	Rene Salas, City Manager T: Phone: 626-579-6540, E: rsalas@soelmonte.org
Services Provided:	City Engineering Services; Traffic Engineering; CIP Management; Federally Funded Project Management; Engineering Design; Public Works Permit Inspections; Map Check; Building & Safety Plan Check
CITY OF ALHAMBRA	(Year started and completed: 1993 – Ongoing Service)
Contact:	Andrew Ho, Community Development Director T: 626-570-5041; E: andrewho@cityofalhambra.org
Services Provided:	City Engineering Services; Traffic Engineering; CIP Management; Federally Funded Project Management; Engineering Design; Public Works Permit Inspections; Map Check; Building & Safety Services (Building Official, Plan Check, Inspection)
CITY OF AZUSA	(Year started and completed: 2019 – Ongoing Service)
Contact:	Jose D. Jimenez, Director of Economic & Community Development T: 626-812-5236; E: jose.jimenez@azusaca.gov
Services Provided:	Building & Safety Services, Building Official, Plan Check, Inspection
CITY OF MONTEREY PARK	(Year started and completed: 2013 – Ongoing Service)
Contact:	Shawn Igoe, Director of Public Works T: 626-307-1320; E: sigoe@MontereyPark.ca.gov
Services Provided:	City Engineering Services; Traffic Engineering; CIP Management; Federally Funded Project Management; Engineering Design; Public Works Permit Inspections; Map Check; Building & Safety Services (Building Official, Plan Check, Inspection)
CITY OF TEMPLE CITY	(Year started and completed: 2013 – Ongoing Service)
Contact:	Bryan Cook, City Manager; T: 626-285-2171; E: bcook@templecity.us
Services Provided:	City Engineering Services; Traffic Engineering; CIP Management; Federally Funded Project Management; Engineering Design; Public Works Permit Inspections; Map Check; Building & Safety Services (Building Official, Plan Check, Inspection)

ATTACHMENT NO. 2

REQUEST FOR PROPOSALS

CITY ENGINEERING SERVICES, TRAFFIC ENGINEER SERVICES, ENGINEERING GRANT WRITING/ADMINISTRATION SERVICES, AND ON-CALL GENERAL ENGINEERING SERVICES



for:

CITY OF WEST COVINA
Attn: Stephanie Sikkema
Finance Director
Finance Department
1444 West Garvey Avenue S
West Covina, CA 91790

September 18, 2024
2:00 p.m.

Prepared by:

TKE ENGINEERING, INC.
2305 Chicago Avenue
Riverside, California 92507
(951) 680-0440

www.TKEengineering.com

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APPENDIX | Attachments A-D, F & G

Prepared for:

City of West Covina
1444 West Garvey Avenue South
West Covina, CA 91790
Contact: Stephanie Sikkema, Finance Director
Phone: (626) 939-8463
Email: ssikkema@westcovina.org

Prepared by:

TKE Engineering, Inc.
2305 Chicago Avenue
Riverside, CA 92507
Contact: Terry Renner, P.E., P.L.S., Q.S.D., Senior Vice President
Phone: (951) 680-0440
Email: trenner@tkeengineering.com

September 18, 2024

CITY OF WEST COVINA
Stephanie Sikkema, Finance Director
1444 West Garvey Avenue South
West Covina, CA 91790

Subject: Proposal for City Engineering Services, Traffic Engineer Services, Engineering Grant Writing/Administration Services, and On-Call General Engineering Services

Dear Ms. Sikkema:

Thank you for the opportunity to present TKE Engineering Inc.'s (TKE's) professional qualifications to provide municipal engineering services, traffic engineering services, grant writing/application and administration services, project management services, inspection services, surveying services, engineering support, permit administration, and plan check services for the City of West Covina (City). Enclosed herein are our qualifications to provide these services for the City. Terry Renner, P.E., P.L.S., Q.S.D., TKE's Senior Vice President, is legally authorized to sign contracts on behalf of TKE and will be the contact person during the period of proposal evaluation. TKE is headquartered at 2305 Chicago Avenue, Riverside, 92507. Mr. Renner can be reached by phone at (951) 680-0440 and/or by email at trenner@tkeengineering.com.

Why should the City choose TKE to provide on-call engineering services? Please consider the following:

Our Team – TKE's wide range of provided services along with our engineering background and extensive experience, allows all requested work to be completed effectively and maximize the City's projects with the available funding limits. The City will benefit greatly by the vision, leadership, and dedication to community exhibited by TKE's project team. In particular, Mr. Terry Renner, P.E., P.L.S., Q.S.D., our Principal-In-Charge and Michael Thornton, P.E., P.L.S., M.S., have a vast amount of experience with all aspects of municipal engineering, traffic engineering, on-call engineering and engineering grant writing/administrative services. Mr. Renner's and Thornton's experience includes project planning to design and extends through bidding and construction. His excellent project management skills will provide a great benefit to the City, in particular, his experience with "cutting edge" creative engineering techniques focused on cost control, ensuring that projects provide the maximum value for the public's investment.

Our Experience and Qualifications – TKE has been providing city engineering services for the past 24 years to numerous public agencies and is well qualified to assist the City. TKE is a firm capable of managing and delivering municipal engineering services, traffic engineering services, grant writing/application and administration services, inspection services, surveying services, project management services, engineering support, permit administration, and plan check services. A brief list of on-call municipal clients, together with projects that TKE has successfully completed is presented in our proposal. The City will benefit from our broad range of experience through our intimate understanding of the common pitfalls for each project variation, and development processing challenges, and our past history of successfully overcoming these challenges.

Thank you for your consideration. TKE would very much appreciate the opportunity to work with the City. If you have any questions, please contact me at (951) 680-0440 or trenner@tkeengineering.com.

Sincerely,

Terry Renner, P.E., P.L.S., Q.S.D.
Senior Vice President
TKE Engineering, Inc.

TKE Engineering, Inc. AT A GLANCE

City/District Engineer
TKE serves as the City Engineer in 5 Cities/Districts in Southern California

City/District Surveyor
City/District Surveyor in 9 Cities/Districts.

Traffic Engineering
Traffic Engineer in 7 Cities/Districts

On-Call Plan Checking/Inspection Contracts
TKE currently provides Plan Checking and Inspection for more than 30 Cities/ Counties/Districts throughout Southern California

Size of Organization
60 Professional Engineers, Surveyors, Designers, Project and Construction Managers, Inspectors, Plan Checkers, Design Professionals, Engineers, and Support Staff

Location of Office
TKE Engineering, Inc.
2305 Chicago Avenue
Riverside, CA 92507

Company Structure
TKE is a California C Corporation founded in June 2000. TKE is not a subsidiary.
California Business License No.: 0109901
DIR NUMBER PWLR No.: 1000413173

Years in Business
TKE has conducted business for the past 24 years and has 24 years of experience in providing survey, planning, design, plan check and construction management services for traffic and transportation Capital Improvement Projects

Grant Management
TKE has successfully written over $200M and designed/managed more the $700M in Federal and State funded grant projects.

City of Temecula Point of Contact
Terry Renner, P.E., P.L.S., Q.S.D.
– Senior Vice President
Phone: (951) 680-0440
Email: trenner@tkeengineering.com

PROJECT UNDERSTANDING

TKE proudly serves municipal agencies with a variety of city engineering services including city engineering, project and construction management, inspections services, traffic engineering, plan checking, development services, and CIP management for transportation, street widening, pavement rehabilitation,pedestrian enhancements, bike lanes, roundabouts, storm water, urban runoff management and water quality programs, floodplain management, parking lots, parks, storm drain, traffic signals, signing and striping, water systems, recycled water systems and, waste water systems. This also includes various grant writing, administration, and closeout for HSIP, ATP, CMAQ, SR25, CDBG, SAFETEA-LU , SB-1, LPP, and numerous other grant programs. TKE's experience includes project delivery from "cradle to grave". All of the engineering duties previously discussed are services we effectively provide routinely. We request that you verify our qualifications with the agencies presented in this section. TKE has provided numerous municipalities and agencies throughout Southern California with consulting services and staffing for every facet of Public Works. In addition, we have worked on multi-million-dollar regional mega projects for a variety of government agencies.

SCOPE OF WORK

TKE has extensive experience with an excellent reputation in the provision of city engineering services for municipal agencies. Throughout our history of serving the Southern California region, we have provided development, design and construction engineering support services for numerous agencies and over $2 billion of public infrastructure improvements. TKE also provides services exclusively to municipal agencies and therefore has no potential for conflicts of interest with any development projects. TKE recognizes the importance of staffing based on a client's need and workload. Our flexible support and qualified staff enable our clients to serve their constituents in a cost effective and efficient manner.

TKE's scope of services is presented in the following paragraphs:

CITY ENGINEERING SERVICES

TASK NO.1

TKE will manage plan review and inspection services for all public right-of-way encroachment permits to confirm compliance with all applicable codes, regulations, policies, standards, and best practices. Such permits may include construction work; construction or vehicle operations; oversize vehicles; street closures; temporary storage of vehicles, storage pods, trash bins, or other objects; news racks; and ongoing encroachment by awnings, sidewalk dining, etc. Services will include but may not be limited to the following:

- Receiving/processing permit applications, assessing permit fees, and issuing permits
- Performing pre-work inspections as needed to evaluate existing conditions
- Reviewing plans and specifications
- Writing corrections and redlining of plans
- Determining appropriate conditions to impose on permits
- Determining whether a traffic control plan is required and reviewing such plans
- Performing regular inspections of ongoing work and inspections of completed work to ensure compliance with approved plans and permit conditions
- Maintaining regular communication with the applicant, job superintendent, or other project representatives as needed

TASK NO.2

TKE will maintain a communication channel for applicants and job superintendents to communicate directly with the public works inspector via telephone, and/or with the city engineer on behalf of the inspector. TKE will provide continuity of inspection services through project completion.

TASK NO.3

TKE will provide a public works inspector presence at City Hall and within the City as necessary to adequately inspect ongoing work in the public right-of-way and address issues as they arise.

TASK NO.4

TKE will provide plan review of grading, drainage, and improvement plans for private and public development projects. Services will include, but are not limited to the following:

- Receiving/processing permit applications, assessing permit fees, and issuing permits
- Reviewing plans and specifications
- Writing corrections and redlining of plans
- Determining appropriate conditions to impose on permits
- Providing pick-up and delivery of plans at City Hall and maintaining a log of plans in process and their status accessible at any time by City staff
- Learning and effectively utilizing the City's cloud-based software for permit issuance and tracking

TASK NO.5

TKE will provide plan review of plans submitted for planning or zoning review for public works issues. This may include conceptual or preliminary plans, architectural plans, site plans, and preliminary grading plans. Services will include but are not limited to the following:

- Reviewing project applications, plans, and related documents
- Identifying major public works issues to be addressed through the planning process prior to plan check submittal including but not limited to grading, off-site improvements, and traffic
- Writing conditions of approval related to public works issues to be imposed on the project through the planning process
- Providing pick-up and delivery of plans at City Hall and maintaining a log of plans in process and their status accessible at any time by City staff
- Learning and effectively utilizing the City's permitting software for permit issuance and tracking

TASK NO.6

TKE will provide a review of projects submitted under the Subdivision Map Act and related provisions of the West Covina Municipal Code. This includes but may not be limited to tentative and final maps, lot mergers, lot line adjustments, certificates of compliance, dedications, vacations, and easements. Services will include but are not limited to the following:

- Reviewing applications, maps, legal descriptions, deeds, and related documents

- Providing redline documents and writing corrections
- Writing conditions of approval to be imposed on tentative maps
- Providing pick-up and delivery of documents at City Hall and maintaining a log of reviews in process and their status accessible at any time by City staff
- Learning and effectively utilizing the City's permitting software for project tracking

TASK NO.7

TKE will provide city engineering services, including but not limited to the following:

- Attend meetings with City staff, public officials, developers, contractors, and the public as needed
- Attend Commission and City Council meetings as needed
- Represent the City as its city engineer while interfacing with the public and other agencies including but not limited to Los Angeles County Department of Public Works, Southern California Edison, and the water purveyors that serve the City
- Serve as the primary liaison to the Los Angeles County Department of Public Works for technical and policy issues
- Review documents and reports from other agencies pertaining to West Covina infrastructure or public works matters and provide recommendations to staff on appropriate responses or actions
- Provide guidance and technical assistance to City staff on public works and engineering laws, policies, procedures, and best practices including but not limited to the California Public Contract Code, Streets and Highways Code, and Subdivision Map Act
- Provide guidance and technical assistance to field staff regarding infrastructure and maintenance issues

TASK NO.8

TKE will provide "City Engineer" presence at City Hall, anticipated at 16 hours a week, with a consistent schedule agreed upon by the selected firm and the City. Hours may be adjusted over time depending on project volume and workload. While in the office, the City Engineer will be expected to provide internal and external customer service, including seeing customers at the counter, meeting with City staff, and taking phone calls.

TASK NO.9

TKE will assist Capital Improvement Project Manager in project and contract management services for public works projects and other select capital improvement projects to be determined. Services will include but are not limited to the following:

- Prepare project plans, bid specifications, and Notice Inviting Bids
- Conduct pre-bid meetings
- Respond to inquiries and prepare addendums to bid specifications as needed
- Prepare staff reports and other documents as may be needed for contract approval
- Monitor labor compliance
- Prepare contract change orders
- Review project invoices for accuracy and contract compliance
- Prepare staff reports and other documents as may be needed for project acceptance
- Maintain all project documents and files on behalf of City
- When applicable, work with City's grant administrator on grant-funded projects to prepare additional paperwork as necessary for grant compliance

TASK NO.10

TKE will assist Capital Improvement Project Manager in project management and manage consultant contracts for public works services, such as updating plans or preparing studies beyond this scope of services. Services will include but are not limited to the following:

- Prepare and distribute RFPs or RFQs
- Evaluate proposals submitted and interview consultants as needed
- Negotiate price and contract terms with consultant on behalf of City
- Prepare staff reports and other documents as may be needed for contract approval
- Direct consultant work, serve as liaison with consultant, and review work product
- Monitor work and progress and review invoices to ensure consistency with project budget and schedule

TASK NO.11

TKE will advise City staff as to grants or other funding available for public works projects and, when so directed, initiate and prepare applications for such funding or grants.

TASK NO.12

TKE will assist the City in processing grant applications and administration of awarded grants.

TASK NO.13

TKE will monitor trends, legislation, and standard practices and advise the Community Development Director on appropriate codes, policies, procedures, and practices to adopt.

TASK NO.14

TKE will coordinate, consult, and provide input to other departments and agencies as may be required, including but not limited to planning, building, code compliance, the Los Angeles County Department of Public Works, Los Angeles County Sheriff's Department, Los Angeles County Fire Department, the City's consultant for building and safety services, the City's consultant for NPDES compliance, and utility providers.

TASK NO.15

TKE will prepare, implement, and enforce policies and procedures.

TASK NO.16

In the event of a local, regional, or national emergency or disaster, TKE will provide engineering and public works plan review and inspection services as required to appropriately respond to the emergency, including after regular business hours.

TASK NO.17

TKE will provide any other services as may be necessary for administration and enforcement of the California Public Contract Code, Streets and Highways Code, Subdivision Map Act, applicable provisions of the West Covina Municipal Code, and any other codes pertaining to public works and engineering matters.

TRAFFIC ENGINEERING SERVICES

TKE will provide traffic engineering services, including but not limited to the following:

- Review and provide comments on traffic impact studies prepared by other consultants for development projects
- Review and provide comments on proposed development projects pertaining to traffic issues including but not limited to traffic impacts, site access and circulation, and parking
- Prepare conditions of approval for projects
- Review and provide engineering judgement on traffic safety issues raised by City staff, the Traffic Committee, and the public
- Conduct traffic reviews and prepare reports with recommendations for issues including but not limited to stop sign warrants, crosswalk installation and removal, traffic calming, speed surveys, accident histories, and other general traffic safety and related issues
- Prepare and make presentations to the Traffic Committee and City Council regarding traffic reviews and recommendations
- Serve as the primary liaison to the Los Angeles County Department of Public Works for traffic signal timing and maintenance, striping, signs, and other traffic issues

ON-CALL ENGINEERING SERVICES

TKE will provide municipal engineering services on an "on-call" or "as needed" basis for various duties assigned by Community Development Director and/or Deputy Community Development Director. Services may include but are not limited to the following:

- General consulting and technical advice
- Private development application reviews
- Infrastructure design, construction and/or operation
- Assistance with the Capital Improvement Program
- Reviewing and certifying design plans, specifications and cost estimates for City capital projects
- Performing the lead role in the engineering review, coordination and technical administration of assessment districts and bond issue projects to provide coordinated and cost-effective project
- Reviewing private development construction plans, mapping and projects for compliance with City adopted design standards, subdivision

standards and Building Code and related work as required

- Assisting the City in processing Federal, State and regional permits
- Assisting the City with processing grant applications
- Miscellaneous engineering tasks, feasibility studies, investigations, and other duties as directed by the Community Development Director and/or Deputy Community Development Director
- Assist in the new permit processing software (Accela) conversion process.

SECTION 3 | METHODOLOGY

PROJECT APPROACH

Whether the services required are city engineering, project management, grant writing and administration, planning, design, or construction related, successful project delivery is our goal. Our definition of successful project delivery is:

- Timely identification of projects and funding streams
- Project and grant application completion that meets all program requirements
- Project completion within budget
- Project completion on schedule

TKE's implementation plan includes the following key elements which we routinely provide for each of our projects.

PROJECT MANAGEMENT

TKE provides effective city engineering support, land development, CIP management and project/construction management services to a variety of municipal clients. We have successfully delivered extensive and highly visible development projects, street improvement, traffic improvement, drainage improvement, water, wastewater and facility improvement projects for the Coachella Valley Association of Governments, County of San Bernardino and Riverside, Cities of El Monte, South El Monte, Azusa, Glendora, Pomona, Coachella, Banning, Calimesa, Moreno Valley, Chino, Corona, Highland, Hesperia, Colton, Upland, Fontana, Yucaipa, Rialto, Redlands, Wildomar, Lake Elsinore, and Riverside and for the Municipal Agencies San Bernardino Municipal Water Department, Rubidoux Community Services District, Mission Springs Water District, East Valley Water District, Mission Springs Water District, Coachella Water Authority, San Bernardino Municipal Water Department, Rubidoux Community Services District, East Valley Water District, Three Valleys Municipal Water District, Monte Vista Water District, and Maywood Mutual Water Company. TKE's approach has consistently allowed our partner agencies to fulfill their missions of delivering the best value for the public's investment.

TKE's management approach includes:

MONTHLY PROGRESS REPORTS

TKE documents project progress for all projects assigned to TKE by a comprehensive project management summary. The summary includes project name and related number, description of progress, budget status, schedule compliance, completed deliverables, and anticipated upcoming accomplishments.

COMMUNICATION

Communications with City staff is another important component to effective project management. In addition to the monthly progress reports, TKE meets with clients as needed to ensure the projects are proceeding as anticipated. We document each discussion or meeting with notes and electronically mail them to the project team within three days of the meeting/conference indicating action items and a schedule for completion of these items. Finally, TKE welcomes direct lines of communication between the City and all Key Staff for any and all project needs.

RECORD KEEPING

TKE keeps records in an organized filing system both in hard copy and electronic forms. This organized filing system allows TKE to access records immediately should they be needed. Additionally, TKE can provide comprehensive project records to the City upon completion of each project.

MEETINGS

TKE meets with project stakeholders as needed including the public, permitting agencies, utilities, etc. We meet with them at the project's onset and throughout the course of project development to ensure all stakeholder project needs are considered in the project design. All meeting preparation (City Staff Reports, agendas, exhibits, slide shows, etc.) will be prepared by TKE for each meeting. Again, meetings will be documented. TKE has provided numerous similar presentations to Councils (closed sessions, council meetings, community meetings, etc.).

CIP PROJECT MANAGEMENT

Project management will be an essential element in all types of project delivery. Effective communications will lead to effective management. Management will include weekly reviews of project budget and schedules and regular meetings with all project shareholders.

For all projects, the most important aspect of management will be to ensure that the City's interests are protected to the maximum extent possible and project schedules are met. TKE will ensure that public funds and impact fees are used for the benefit of the community. Any deviation from standards and requirements will be referred to the City and TKE will implement direction given by City staff. Maintaining excellent communications will prevent any project processing misunderstandings and will avoid project delays. TKE management techniques always result in efficient project delivery.

Managing other consultants is another area that TKE excels. Due to our extensive variety of project experience, TKE has a vast amount of knowledge with all public works improvement projects. With this understanding, TKE is able to manage others and avoid any costly project changed conditions and delays.

REGULATORY, SUBDIVISION MAP ACT AND CITY STANDARDS COMPLIANCE

Another primary function of TKE staff is to verify compliance with aspects of federal, state, and local laws as well as the subdivision map act and City standards. TKE is already well versed with federal, state and local development law and the map act requirements. Further, TKE will verify that all construction related to engineering components, are constructed in accordance with these requirements and standards.

FEDERAL / STATE FUNDING COMPLIANCE

TKE will verify that all construction activities, records management and processing are completed in accordance with funding requirements including Caltrans Construction Manual and Federal /State requirements. TKE is already working closely with Caltrans Local Assistance on numerous other projects and is very familiar with funding requirements ensuring that the City's projects will be delivered efficiently. TKE also has current experience with Caltrans District 8 preparing requests for authorization to proceed to construction, programming change requests, and variance to finance letter requests to conform to actual bid amounts.

FINANCE AND ADMINISTRATION

TKE is familiar with a number of funding sources for capital improvement projects. TKE has prepared numerous applications and administered these funds for a number of agencies. TKE has extensive experience with Federal and State funded projects including but not limited to:

- Highway Safety Improvement Program (HSIP)
- Transportation Enhancement Program (TE)
- Congestion Management & Air Quality (CMAQ)
- Safe Routes to School (SRTS)
- Community Development Block Grant (CDBG)
- U.S. EPA Clean Water Grant
- U.S. Army Corp Environmental Infrastructure
- U.S. HUD Community Development Block Grants
- Active Transportation Program (ATP)
- Safe Routes to School (SR2S)
- Road Repair and Accountability Act of 2017 (SB1)
- Mobile Source Reduction Committee (MSRC)
- TDA Article 3
- Rubberized Asphalt Concrete (RAC)
- State Water Board Drinking Water and Clean Water SRF
- Proposition 1
  - Storm Water Grant Program
  - Integrated Regional Watershed Management Program
  - Flood Management Program
  - Proposition 84
  - Proposition 1E
  - Proposition 50
  - Proposition 68

We will apply this knowledge to process current projects and continue to work with City staff to match funding streams with proposed projects.

QUALITY ASSURANCE/QUALITY CONTROL

TKE takes pride in our reputation for thoroughness, rapid turnaround, cost efficiency and overall quality of work, and believes that a high level of quality is needed on all PS&E packages. High quality design yields the following tangible results:

- Ease of oversight
- Smoother processing
- Healthy number of bidders
- Consistent bids
- Minimized construction support cost
- Absence of design-related change orders
- Reduced claims and dispute resolution costs

TKE believes that the most successful quality assurance program is one that is applied inherently throughout the entire design process and all design activities. This program requires not only formal procedures for checking, but encourages the conscientious effort of experienced people to always "create quality" in every task performed throughout the design process.

This program has become a natural element in all aspects of TKE's design and management activities, and will guide our work on this contract:

- Staff training and development
- Assignment of experienced staff
- Continuity of staffing
- Project-specific work plan
- Schedule compliance
- Comprehensive field review and compilation of site data
- Established design procedures
- Established detailing standards
- Established checking procedures, including independent in-house QA/QC review
- Dual (independent) quantity estimates
- Review by Constructability expert

This Quality Assurance/Quality Control program is in place to ensure that PS&E documents prepared by TKE continue to exceed the standards of our clients and that we will deliver the project on schedule and within budget

ACCURATE COST ESTIMATING

TKE understands the limits on CIP funding. Because of the limited budget for this project, it is important to keep costs controlled. Our approach to controlling costs is to provide frequent and accurate cost estimates by using TKE's detailed cost estimating database. In addition to using this database, TKE utilizes our considerable experience with construction management to assist in providing constructability reviews and cost estimating based on current information from our on-going projects. Finally, with the current economic climate, construction costs are widely varying. We will also discuss the project elements with local contractors to assure that we have the most current construction information available so that the City can ensure the most value for the public's dollar.

TRAFFIC CONTROL

Traffic impacts created by construction of the improvements in public streets must be mitigated to the maximum extent practicable. Access to residential properties must be maintained at all times. When considering storm drain alignments construction traffic control, property assessment, utility and mail services and emergency vehicle access needs to be considered. Once the alignments are selected, traffic control design needs to be prepared to ensure safe and convenient vehicular and pedestrian mobility during construction operations. We have extensive experience in construction traffic control plan preparation and we are intimately familiar with the, CATTCH, WATCH, Caltrans, and MUTCD requirements. We will also review existing pavement conditions to determine if poor conditions may result in the potential for additional pavement removal and replacement during trench repair.

GRANT ADMINISTRATION

TKE will apply our extensive experience with grant writing and management to meet the needs of the City needs, as described below.

IDENTIFY AND PRIORITIZE CITY PROJECTS

TKE will review the City's Capital Improvements Projects, Master Plans, General Plan and Circulation Element, and growth impacts to develop a comprehensive list of projects. TKE will meet with City staff and cumulatively identify additional projects staff is currently aware of and then prioritize the list of projects. Lastly, we will identify

funding streams and match to projects based on need, funding availability, schedule, and budget.

IDENTIFY FUNDING SOURCES AND OPPORTUNITIES

TKE has assisted clients secure funding from the following programs:

- Federal SRTS and State SR2S (Safe Routes to Schools)
- ATP (Active Transportation Program)
- HSIP (Highway Safety Improvement Program)
- CMAQ (Congestion Mitigation and Air Quality Improvement Program)
- SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy Users)
- Federal Transportation Funding thru Caltrans Local Assistance
- California Department of Parks and Recreation
- State Proposition 1E and 84 Flood Management Funding
- California Department of Public Health, Drinking Water Division
- Air Quality Management District
- Environmental Protection Agency
- State Water Resources Control Board - State Revolving Fund Program
- Department of Water Resources – Proposition 40 Grant Program
- Department of Water Resources - Infrastructure Rehabilitation Grant

TKE's remains involved and up to date on all working or past and future funding programs. With that knowledge and program database, TKE will identify various funding sources and opportunities available to the City. Creative grant program management often relies on multiple funding sources to complete a single project.

GRANT APPLICATIONS PREPARATION

TKE brings a well-rounded approach to preparing grant applications. The grant application process is only partly completing the application in accordance with funding notification and proposal solicitation packages. TKE's approach begins with a meeting between the City and the Funding Agency to explain the project and get feedback on how the project will fit with the funding program. Insight is gained on what key project elements and benefits the Funding Agency is looking for. TKE will assist City Staff in engaging the City Council to work with Federal, State, Regional, and Local agencies for project support. For certain funding opportunities, TKE has assembled upwards of 40 support letters to better highlight the project's need, impact in the community, and public/legislative backing. Additionally, TKE technical analysis for projects is aimed at identifying and highlighting economic benefits and safety improvements. These are key scoring elements in all grant application.

PREPARE A LONG-RANGE FUNDING APPLICATION PROGRAM

TKE will develop a project and funding stream matrix for the City to rely on for both short- and long-range grant planning. Identifying funding opportunities early will provide the City with an understanding of future Capital Improvements Projects planning and staffing needs. TKE, along with City Staff, will follow up on and any unsuccessful funding application. Understanding why projects were not selected for funding will provide insight in prioritizing future grant planning efforts.

PROVIDE GRANT ADMINISTRATION AND REPORTING

TKE will serve as the main point of contact between the City and Funding Agency. We will administer the grant on behalf of the City including:

- Agreement Coordination and Execution
- Funding Expenditure Authorization for Various Phases of Work
- Project Reporting (e.g. quarterly and final)
- Project Accounting and Invoicing
- City Council Presentations and Updates
- Compliance with Funding Agency Rules and Regulations (e.g. Right-of-Way Acquisition Processes, Environmental Compliance Documentation)

TKE has a long history of grant acquisition and management, and delivering multi-disciplinary projects for several of the surrounding communities in which we live and work in on a daily basis including grant administration. From our first project in 2000 to our current grant administration, TKE has always understood

the importance of grant funding for public improvements to the local community.

UNDERSTANDING PROGRAM SCORING

As mentioned above, successful grant applications rely on understanding how the Funding Agency will score project applications. Presenting a project to specifically meet the program needs and scoring criteria will lay out the framework for the peer review committee to easily identify how the project is directly in line with scoring criteria. This will result in higher scoring applications and more successful grant applications.

APPLICATION DEADLINES

Each funding opportunity has different requirements for submittal process. Understanding the application submittal requirements and process will provide the best chance in avoiding application deadlines. TKE makes sure we are familiar with online submittal procedures and any required website registrations.

GO/NO-GO APPROACH

TKE spends time to identify eligibility, number of grants being awarded, maximum grant award, and recent/nearby funding awards under the same program. Understanding this will allow TKE to determine the likelihood of successful grant applications prior to the City spending large amounts of time and money on a program that a project is not likely to succeed within.

TRAFFIC ENGINEERING

Traffic Engineering Services can be one of the most challenging areas of an agency's responsibilities. This is due to a number of challenges including the voluminous and changing laws and regulations applying to traffic operations as well as the inherent liability of critical infrastructure meant to serve the traveling public. Ensuring the safety of the traveling public, as well as, communicating and fielding public complaints is an ongoing challenge. Traffic Engineering is sometimes described as a combination of art and science. TKE has extensive experience communicating with the public, decision makers, internal stakeholders and those who work in the public right-of-way, which is critical to successful results. TKE staff have experience with all of these aspects including field experience working with signal technicians and solving timing problems, experience communicating with decision makers and the public about transportation challenges, experience delivering safety and operations improvement projects, CEQA experience with traffic and parking studies, testimony and expert witness work in court and more.

TKE's goal is the successful project delivery of the City's traffic engineering needs. Our definition of successful project delivery is:

- Task/Project Completion that Meets all Project Safety Requirements
- Task/Project Completion that Protects the City's Interests
- Task/Project Completion on Schedule
- Task/Project Completion within Budget

To successfully achieve each of the items listed above, it is vital that an efficient and effective form of communication is maintained throughout the project duration. TKE's staff is highly trained in the art of communication. By way of phone calls, emails, and in person meetings, TKE regularly and routinely keeps City staff informed of all aspects of the project. Through the preparation of meeting minutes, progress reports and project update memorandums TKE ensures that City staff is fully appraised of the project status.

With the variety of shifting technologies, policies and laws in the transportation industry, it is critical for the City to be supported by a true expert in the industry. One example is the shift from a level of service (LOS) standard under CEQA to a Vehicle Miles Traveled (VMT) standard consistent with SB743. TKE staff's are not only knowledgeable with respect to these changes but are at the forefront in implementing these changes statewide. Similarly, as Intelligent Transportation System (ITS) technologies continue to shift, it is critical to not only be aware of these changes but to actively prepare for these changes. TKE staff are likewise acknowledged experts in the ITS industry having designed and built multiple cutting edge ITS projects including advanced signal control (Smart Signals) and Connected Vehicle applications. One final example of challenges which could face the City through the course of this contract include

the implementation of a new Advanced Traffic Management System (ATMS), new controllers and a new Traffic Operations Center (TOC). These changes will involve implementation of new signal timing plans. TKE staff have deep knowledge of these changes and can help the City of Downey prepare for and update City files and procedures to take full advantage of these future changes.

SECTION 4 | FEE SCHEDULE

Please refer to the Appendix (Attachment D: Fee Schedule) of this proposal for TKE's Fee Schedule.

SECTION 5 | EXCLUDED OR SUBCONTRACTED SERVICES

After review of the scope of services identified in the RFQ for City Engineering Services, Traffic Engineer Services, Engineering Grant Writing/Administration Services, and On-Call General Engineering Services, TKE is capable of performing all required services in-house and does not require the use of subconsultants. If additional services are required, TKE has partnered with dozens of subconsultants to successfully complete all types of public works projects. TKE is a full service, multi-disciplinary consulting corporation and our wide variety of services and expertise provide us a complete understanding of all the requirements necessary for successful project completion.

SECTION 6 | SIMILAR SERVICES COMPLETED

TKE has a long history of delivering engineering services for numerous cities in which we live and work on a daily basis. The services listed below by our team serve as a small sample of the success we have had with public agencies on completing services similar to this request. We encourage the City to contact our references to confirm the level of success we have had with our other clients and can continue to have with you.

SIMILAR CONTRACTS

CALIMESA CITY ENGINEERING AND ON-CALL GRANT WRITING SERVICES

City of Calimesa, CA



Client Contact: Will Kolbow | City Manager
Phone Number: (909) 795-9801
Email: wkolbow@cityofcalimesa.net
Project Cost: $150 Million+ to date
Completion Date: 2013-Present

RELEVANCE TO WEST COVINA

- *City Engineer Services*
- *Review Traffic Impact Studies*
- *Grant Funding Preparation & Management*
- *CIP Design Survey and Construction*
- *Permit Assistance*

DESCRIPTION

TKE provides on-call civil engineering services to the City, including City Engineer and grant writing and administration. TKE managed more than $150 million in public improvements. While providing these services to the City, TKE represented the City with other agencies at numerous meetings, represented engineering with the City's council and other public meetings, managed engineering budgets and project schedules, retained other consultants to prepare improvement design projects, managed funding programs, and various related work. In addition, TKE managed major infrastructure development projects.

SERVICES

Services included council report preparation, design, review and preparation of hydrology and hydraulic studies, project planning, review traffic impact studies, prepare grant funding applications, report preparation, surveying, project scoping, environmental compliance services, utility coordination, right-of-way acquisition documents, provided project management, performed construction management, inspection and negotiation with property owners.

KEY STAFF

Michael P. Thornton, P.E., P.L.S., Terry Renner, P.E., P.L.S., Q.S.D., Ron Musser, P.L.S., Justin Schlaefli, P.E., T.E., P.T.O.E., Brian Wolfe, P.E., Steve Nix, P.E., P.L.S., Steven Ledbetter, P.E., Octavio Parada

HESPERIA CITY ENGINEERING SERVICES

City of Hesperia, CA



Client Contact: Mr. Nils Bentsen| City Manager
Phone Number: (760) 947-1025
Email: nbentsen@cityofhesperia.us
Project Cost: $100 Million+ to date
Completion Date: 2016-Present

RELEVANCE TO WEST COVINA

- *City Engineer Services*
- *Review Traffic Impact Studies*
- *Grant Funding Preparation & Management*
- *CIP Design Survey and Construction*
- *Permit Assistance*

DESCRIPTION

TKE provides on-call civil engineering services to the City, including City Engineer. TKE managed more than $100 million in public improvements. While providing these services to the City, TKE represented the City with other agencies at numerous meetings, represented engineering with the City's council and other public meetings, managed engineering budgets and project schedules, retained other consultants to prepare improvement design projects, managed funding programs, and various related work. In addition, TKE managed major infrastructure development projects.

SERVICES

Services included council report preparation, design, review and preparation of hydrology and hydraulic studies, project planning, review traffic impact studies, prepare grant funding applications, report preparation, surveying, project scoping, environmental compliance services, utility coordination, right-of-way acquisition documents, provided project management, performed construction management, inspection and negotiation with property owners.

KEY STAFF

Michael P. Thornton, P.E., P.L.S., Terry Renner, P.E., P.L.S., Q.S.D., Ron Musser, P.L.S., Justin Schlaefli, P.E., T.E., P.T.O.E., Brian Wolfe, P.E., Steve Nix, P.E., P.L.S., Steven Ledbetter, P.E., Octavio Parada

NEEDLES CITY ENGINEERING SERVICES

City of Needles, CA



Client Contact: Mr. Patrick Martinez | Assistant City Manager
Phone Number: (760) 326-2115 ext. 126
Email: pmartinez@cityofneedles.com
Project Cost: $40 Million+ to date
Completion Date: 2021-Present

RELEVANCE TO WEST COVINA

- *City Engineer Services*
- *Review Traffic Impact Studies*
- *Grant Funding Preparation & Management*
- *CIP Design Survey and Construction*
- *Permit Assistance*

DESCRIPTION

TKE provides on-call civil engineering services to the City, including City Engineer. TKE managed more than $40 million in public improvements. While providing these services to the City, TKE represented the City with other agencies at numerous meetings, represented engineering with the City's council and other public meetings, managed engineering budgets and project schedules, retained other consultants to prepare improvement design projects, managed funding programs, and various related work. In addition, TKE managed major infrastructure development projects, including: street improvements, water and sewer pipeline and facility improvements, and parks.

SERVICES

Services included design, review and preparation of hydrology and hydraulic studies, project planning, review traffic impact studies, prepare grant funding applications, report preparation, surveying, project scoping, environmental compliance services, utility coordination, right-of-way acquisition documents, provided project management, design and engineering, performed construction management, inspection and negotiation with property owners.

KEY STAFF

Michael P. Thornton, P.E., P.L.S., Terry Renner, P.E., P.L.S., Q.S.D., Ron Musser, P.L.S., Justin Schlaefli, P.E., T.E., P.T.O.E., Brian Wolfe, P.E., Steve Nix, P.E., P.L.S., Steven Ledbetter, P.E., Octavio Parada

CALIMESA TRAFFIC ENGINEERING SERVICES

City of Calimesa, CA



Client Contact: Mr. Will Kolbow | City Manager
Phone Number: (909) 795-9801
Email: wkolbow@cityofcalimesa.net
Project Cost: N/A
Completion Date: 2013-Present

RELEVANCE TO WEST COVINA

- *Traffic Engineering Services for Developer and CIP Projects*
- *Traffic Engineering Design*
- *Traffic Control Device Review and Design*
- *Citizen Request Analysis*

DESCRIPTION

TKE provides on-call traffic engineering services to the City for developer and capital improvement project coordination, planning and implementation. While providing these services to the City, TKE represented the City with other agencies at numerous meetings, represented engineering with the City's council and other public meetings, managed engineering budgets and project schedules, retained other consultants to prepare improvement design projects, managed funding programs, and various related work. In addition, TKE managed major infrastructure development projects.

SERVICES

Services included traffic signal design, signing and striping design, traffic control plan preparation, preparation of complete bid documents, plan check of traffic signal plans, signing and striping plans, and traffic control plans, land development review of site plans and access management, review and comment of traffic impact analyses, traffic engineering project coordination with capital improvement projects, review of citizen requests for traffic control to include traffic count analysis and collision data, recommendation of traffic control devices, prepare speed zone surveys and certification process, school zone analysis and preparation of school zone signing and striping plans.

KEY STAFF

Justin Schlaefli, P.E., T.E., P.T.O.E., Steve Libring, T.E., Michael P. Thornton, P.E., Terry Renner, P.E., L.S., Q.S.D., Monae Pugh

WILDOMAR TRAFFIC ENGINEERING SERVICES

City of Wildomar, CA

Client Contact: Mr. Dan York | City Manager
Phone Number: (951) 677-7751 ext. 216
Email: dyork@cityofwildomar.org
Project Cost: N/A
Completion Date: 2014-Present

RELEVANCE TO WEST COVINA

- *Traffic Engineering Services for Developer and CIP Projects*
- *Traffic Engineering Design*
- *Traffic Control Device Review and Design*
- *Citizen Request Analysis*

DESCRIPTION

TKE provides on-call traffic engineering services to the City for developer and capital improvement project coordination, planning and implementation. TKE routinely performs City functions related to traffic, traffic signals, timing, warrant analysis, striping, signing, geometric analysis, traffic control and other traffic engineering related services. While providing these services to the City, TKE has represented the City with other agencies at numerous meetings, represented engineering with the City's council and other public meetings, managed engineering budgets and project schedules, retained other consultants to prepare improvement design projects, managed funding programs, and various related work. In addition, TKE managed major infrastructure development projects.

SERVICES

Services included traffic signal design, signing and striping design, traffic control plan preparation, preparation of complete bid documents, plan check of traffic signal plans, signing and striping plans, and traffic control plans, land development review of site plans and access management, review and comment of traffic impact analyses, traffic engineering project coordination with capital improvement projects, review of citizen requests for traffic control to include traffic count analysis and collision data, recommendation of traffic control devices, prepare speed zone surveys and certification process, school zone analysis and preparation of school zone signing and striping plans.

KEY STAFF

Justin Schlaefli, P.E., T.E., P.T.O.E., Steve Libring, T.E., Michael P. Thornton, P.E., Terry Renner, P.E., L.S., Q.S.D., Monae Pugh

CALIMESA ON-CALL PLAN CHECKING SERVICES

City of Calimesa, CA



Client Contact: Mr. Will Kolbow | City Manager
Phone Number: (909) 795-9801
Email: wkolbow@cityofcalimesa.net
Project Cost: N/A
Completion Date: 2013-Present

RELEVANCE TO WEST COVINA

- *On-Call Development and CIP Plan Checking Contract*
- *Conditions of Approval Development*
- *Mapping Review*

DESCRIPTION

TKE provides on-call plan and map checking services to the City of Calimesa. TKE is providing plan checking services for several small and large tract developments, single family residential units and commercial retail centers within the City.

SERVICES

Services included development project screen checks, response to development community inquiries, accept submittals on behalf of agencies, determine project impacts, develop conditions of approval, present projects to planning commissions,

prepare council agenda reports, perform plan and map checking for grading, street, storm drain, hydrology, hydraulics, landscaping, street lighting, traffic signal, SWPPP, erosion control, and WQMP plans as well as many other municipal development related services.

KEY STAFF

Michael P. Thornton, P.E., L.S., Terry Renner, P.E., L.S., Q.S.D., Ron Musser, L.S., Michelle Arellano, P.E., Justin Schlaefli, P.E., T.E., P.T.O.E., Steve Nix, P.E., L.S., Monae Pugh, Brian Wolfe, P.E.

HIGHLAND ON-CALL PLAN CHECKING SERVICES

City of Highland, CA



Client Contact: Mr. Carlos Zamano | City Manager
Phone Number: (909) 864-6861
Email: czamano@cityofhighland.org
Project Cost: N/A
Completion Date: 2013 - Present

RELEVANCE TO WEST COVINA

- *On-Call Development and CIP Plan Checking Contract*
- *Conditions of Approval Development*
- *Mapping Review*

DESCRIPTION

TKE provides on-call plan and map checking, civil engineering and inspection services to the City of Highland for Capital Improvement project coordination, planning and implementation. TKE is assisting the City Engineer with more than $25 million in Capital Improvements Projects for the current fiscal year. TKE simultaneously prepared numerous grant applications, performed plan checking on CIP, represented the City with other agencies at various meetings, represented Engineering with the City's council and other public meetings, managed engineering budgets and project schedules, prepared and acquired right-of-way, managed funding programs, provided construction management and inspection services, as well as public relations and various related work.

SERVICES

Services included development project screen checks, response to development community inquiries, accept submittals on behalf of agencies, determine project impacts, develop conditions of approval, present projects to planning commissions, prepare council agenda reports, perform plan and map checking for grading, street, storm drain, hydrology, hydraulics, landscaping, street lighting, traffic signal, SWPPP, and erosion control plans as well as many other municipal development related services.

KEY STAFF

Michael P. Thornton, P.E., L.S., Terry Renner, P.E., L.S., Q.S.D., Ron Musser, L.S., Michelle Arellano, P.E., Justin Schlaefli, P.E., T.E., P.T.O.E., Steve Nix, P.E., L.S., Monae Pugh, Brian Wolfe, P.E.

CV SYNC – PHASE I & II

Coachella Valley Association of Governments (CVAG), City of Coachella Valley, CA



Client Contact: Eric Cowle | Program Manager
Phone Number: (760)346-1127
Email: ecowle@cvag.org
Project Cost: $109M
Completion Date: Current

RELEVANCE TO WEST COVINA

- *Public Works Construction Management Inspection Project*
- *Traffic Signal, Synchronization and Special Inspections*
- *Electrical Inspections*
- *State and Federal Grant Management*

DESCRIPTION

This project located in the Coachella Valley consists of upgrading the local agencies existing legacy (outdated) traffic signal controllers, traffic management systems, and communication systems with the latest off-the-shelf technologies in order to provide inter-agency traffic signal synchronization along three regional roadways including Highway 111, Ramon Road and Washington Street. The project improvements include advanced traffic management systems (ATMS), advanced transportation controllers (ATC), selected Intelligent Transportation System (ITS) elements, ITS sub-systems, and Ethernet/IP-

based communications that will be expandable and scalable for future integration of ITS technologies and strategies, such as Integrated Corridor Management (ICM), Smart Cities, and Connected and Autonomous Vehicles. This project includes a Regional Traffic Management Center (RTMC) and local Traffic Operation Centers (TOC) that will have the capability to monitor, control of connected traffic signals, and be used as a monitoring tool for research and analysis to help determine regional system enhancements, operations, and maintenance.

SERVICES

Services included bid administration and pre-construction assistance, grant funding administration, construction management, inspection, and project closeout services.

KEY STAFF

Michael P. Thornton, P.E., P.L.S., Terry Renner, P.E., P.L.S., Q.S.D., Justin Schlaefli, P.E., T.E., P.T.O.E., Stephen Biscotti, Michael Counce

COUNTY LINE ROAD TRANSPORTATION CORRIDOR (LPP)

City of Calimesa, CA



Client Contact: Will Kolbow | City Manager
Phone Number: (909) 795-9801
Email: wkolbow@cityofcalimesa.net
Project Cost: $10.1 Million ($3.7 Million Grant)
Completion Date: Current

RELEVANCE TO WEST COVINA

- *LPP State Grant Management*
- *Roundabouts Design*
- *Right-of-Way Acquisition*
- *Extensive Utility Relocations*
- *Major Arterial Reconstruction*
- *Various Pavement Strategies*
- *Extensive Utility Coordination and Permitting*
- *Community Outreach Efforts*

DESCRIPTION

TKE prepared and obtained a grant for the City of Calimesa through the Road Repair and Accountability Act of 2017 (SB1) Local Partnership Program (LPP). TKE is preparing street widening and roundabout improvements for the construction of the County Line Road Transportation Corridor. The Project includes four (4) single-lane and one (1) multi-lane roundabouts, together with street, pedestrian, and bicycle improvements, to improve safety and efficiency throughout the corridor. The innovative approach to implement roundabout intersection throughout the corridor provides adequate capacity and level of service to remain a two-lane street; thus, significantly reducing right-of-way and construction costs to construct a four-lane corridor.

SERVICES

Services include grant coordination and management, design, topographic survey, right-of-way engineering, environmental assistance, roadway safety analysis, preparation of exhibits, cost estimates, coordination with California Transportation Commission, construction management, inspection, and construction staking.

KEY STAFF

Michael P. Thornton, P.E., P.L.S., Terry Renner, P.E., P.L.S., Q.S.D., Ron Musser, P.L.S., Justin Schlaefli, P.E., T.E., P.T.O.E., Jeff Lantosh, C.P.I.I., P.E., Steve Nix, P.E., P.L.S., Steven Ledbetter, P.E., Octavio Parada

GRANT FUNDED PROJECT EXPERIENCE



CMAQ CV SYNC – PHASE I & II, COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG), COACHELLA VALLEY, CA

GRANT SERVICES for this CMAQ funded construction management project included:

✓ Grant Administration	✓ LAPM Form Preparation
✓ Reimbursement Assistance	



ATP JUAN BAUTISTA DE ANZA TRAIL, CITY OF MORENO VALLEY

GRANT SERVICES for this ATP funded construction management project included:

✓ Grant Administration	✓ LAPM Form Preparation
✓ Reimbursement Assistance	



HSIP GRANT JURUPA VALLEY GUARDRAIL REPLACEMENT PROJECT, JURUPA VALLEY, CA

GRANT SERVICES for this HSIP funded construction management project included:

✓ Grant Administration	✓ LAPM Form Preparation
✓ Reimbursement Assistance	✓ Fund Transfer



PNRS GRANT BOULDER AVENUE IMPROVEMENTS PROJECT, CITY OF HIGHLAND, CA

GRANT SERVICES for this PNRS funded construction management project included:

✓ Grant Administration	✓ LAPM Form Preparation
✓ Reimbursement Assistance	



LPP GRANT COUNTY LINE ROAD TRANSPORTATION CORRIDOR, CITY OF CALIMESA, CA

GRANT SERVICES for this LPP funded construction management project included:

✓ Project Analysis	✓ Reimbursement Assistance
✓ Finance Letter	✓ LAPM Form Preparation
✓ Request for Allocations	✓ Right-of-Way Certification
✓ Grant Administration	✓ Fund Transfer



SR2S GRANT SAFE ROUTES TO SCHOOL CYCLE 10 (SR2S), CITY OF HIGHLAND, CA

GRANT SERVICES for this SR2S funded construction management project included:

✓ Grant Administration	✓ LAPM Form Preparation
✓ Reimbursement Assistance	

SECTION 7 | FIRM AND PERSONNEL QUALIFICATIONS

COMPANY HISTORY

TKE Engineering, Inc. (TKE) was established in 2000, and in the last 24 years has developed into one of Southern California's premier full-service consulting engineering firms, which includes providing city engineering, planning, design, construction management, support and inspection services for all types of public works and city development related projects. TKE was established with the goal of providing turnkey service for municipal agencies in order to benefit our community. As a result of the focus of a firm on this mission, TKE has earned a reputation for thoroughness, rapid turnaround, cost efficiency and overall quality of services. We are a highly motivated, dynamic firm with the goal of being the preferred consultant for all of our clients.

TKE has grown continuously since 2000 and currently employs 60 engineers, traffic engineers, project/construction managers, plan checkers, surveyors, inspectors, traffic specialists, AutoCAD operators, engineering aids and administrative support staff. TKE maintains state of the art engineering resources that ensure complete compatibility with our client's resources including computer software compatibility, plan checking software, filing protocol, communications protocol, and survey data.

We are sure that the successful results of our past performance in the delivery of projects, along with our firm's proven ability to utilize our experience for a complete and well-engineered project, will provide a valuable resource to the City.

QUALIFICATIONS

TKE routinely assists cities with city engineering, development services, and planning, design and implementation of their capital improvement programs for street widening and beautification, pavement rehabilitation, roundabouts, traffic signals, traffic signal synchronization, pedestrian enhancements, pedestrian pathways, bicycle lanes, water and sewer systems, storm drains, and flood control/retention basins.

TKE has provided numerous municipalities and agencies throughout Southern California with consulting city engineering, staff augmentation, design, surveying, plan checking, inspection, construction management and grant management services for every facet of Public Works. TKE proudly serves municipal agencies the following services on a routine basis:

CITY ENGINEERING

TKE's Consulting City Engineering services include, but are not limited to:

- Staff Engineering Assistance including Technical Assistance
- Regulatory (local, state, and federal) Compliance Verification
- City Interests Protection
- Manage the Public and Private Developers related Engineering Functions
- Attend, as Requested, Council, Commission, and Committee Meetings
- Manage Other Contract Engineering Services
- Maintain Accurate Engineering Records and Maps for Staff and Public Access
- Prepare Engineering Reports, Studies, and Evaluations as needed
- Perform Other Engineering Functions as Required
- Manage Project Financing
- Verify Compliance with City Engineering Ordinances, Specifications, and Requirements
- Provide Engineering Investigation Services for Public Complaints and Conditions
- Assist City Clerk with Engineering Records Management and Respond to Public Records Requests
- Assist with Capital Improvement Program Development
- Coordinate Public Meetings related to Engineering Matters
- Prepare Requests for Proposals and Manage Consultant Selection Process
- Verify National Pollution Discharge Elimination System (NPDES) and PM-10 Compliance
- Provide Office Hours at the City for Counter Services (e.g. permitting) and Inter-Department Coordination

DEVELOPMENT SERVICES

As discussed previously, TKE has extensive experience with public side development services processing. TKE will provide:

- Project screen checks
- Respond to development inquiries
- Accept project submittals
- Review submittals for completeness
- Perform administrative reviews
- Determine project impacts
- Determine project impact fees
- Develop project conditions of approval
- Assist planning in preparation for Planning Commission consideration
- Review environmental documents
- Prepare Council agenda reports
- Review plan and maps for regulatory compliance
- Issue permits
- Collect impact fees and plan check deposits
- Review cost estimates for required bonding
- Prepare development agreements
- Oversee inspection of construction
- Review grading certifications
- Review as-built plans
- Assist with other development related issues

CIVIL ENGINEERING

TKE regularly provides design services on a wide variety of public works improvement projects. TKE's Civil Engineering projects have included:

- Pavement Rehabilitation
- Pavement Management Systems
- Local Streets and Road Design
- Street Widening
- Storm Drainage Infrastructure Planning and Design
- Retention / Detention Basins
- Parking Lots
- Storm Drain and Channels
- Floodplain Analysis and Mapping
- Traffic Signal Design
- Traffic Studies and Warrant Analysis
- Traffic Impact Studies
- Parks
- Public Facilities
- Grading Studies, Design and Earthwork Analysis
- Capital Improvement Programs (CIPs)
- Neighborhood Improvement Preservation
- Hydrologic Studies / Hydraulic Design
- Storm Water Pollution Prevention Plans (SWPPP)
- Sediment and Erosion Control Facilities
- Hydromodification Studies / Water Quality Management Plans (WQMPs)

TRAFFIC ENGINEERING

TKE proudly serves the following services related to traffic engineering projects:

TRANSPORTATION ENGINEERING

- Planning Studies
- Review Traffic Impact Studies
- Grant Funding Applications
- Signing and Striping Plan Review and Preparation
- Development Review
- Prepare Project Conditions of Approval
- Traffic Control Plan Review and Preparation
- Other Services as Requested

ROADWAY/HIGHWAY ENGINEERING

- Roundabout Design
- Drainage Analysis and Hydrology Reports
- Environmental Studies and Reports
- Quantity and Cost Estimates
- Roadway/Highway Engineering Plans and Specifications
- Erosion Control and WQMP Plans
- Right-of-Way Maps and Documents
- Agreements
- Land surveys
- Public Outreach
- Other Services as Requested

TRAFFIC ENGINEERING

- Traffic Signal Timing and Synchronization
- Traffic Engineering Design
- Sign and Striping Plan Design
- Traffic Control
- Signal and Stop
- Warrant Analysis
- Intersection Analysis

- Traffic Count Data
- Traffic Studies
- Speed Zones
- Other Services as Requested

PLAN CHECKING

TKE has provided numerous municipalities and agencies throughout Southern California with consulting services and staffing for every facet of Public Works including the City for the past 24 years. In addition, we have worked on multi-million-dollar regional mega projects for a variety of government agencies. TKE recognizes the importance of staffing based on a client's need and workload. Our flexible support and qualified staff enable our clients to serve their community in a cost effective and efficient manner.

TKE provides experienced, highly qualified staff with significant technical expertise and strong public relations skills for plan checking. TKE is fully capable of providing staff on a full-time, part-time, on-call or interim basis plan checker. Please refer to our project team presented below together with our corporate resumes to verify our team's technical ability to deliver these services.

TKE provides similar services to those requested here for a number of different agencies. TKE understands that City's development and capital improvement standards were developed to meet the needs of that particular community. TKE has developed a thorough understanding of these standards together with the needs of the community. For each project that TKE is assigned, TKE will verify compliance with City standards. Furthermore, with our extensive experience, TKE will be able to recommend improvements to these standards to ensure expedited project delivery and enhanced public infrastructure.

SURVEYING, MAPPING, AND RIGHT-OF-WAY ENGINEERING

TKE provides Land Analysis services for many projects: Our Surveying and Mapping experts provide these services:

- Transportation Improvements
- Land and Real Estate Evaluations
- Grade Separations
- Street Widening
- Construction Layout/Staking
- Right-Of-Way Engineering
- Boundary Surveys
- Construction Surveys
- Design Surveys
- Legal Description Surveys
- Aerial Mapping
- A.L.T.A. Surveys
- Topographic Surveys
- Control Surveys
- Easement Surveys

GRANT WRITING/FUNDS MANAGEMENT

TKE's Grant Funds Management team enables our municipal and agency partners of any size to find potential funding sources and to prepare competitive funding applications. Additionally, after funds are awarded to a partner, TKE ensures compliance with state and federal funding requirements. In the past few years, TKE has obtained nearly $100 million dollars in funding for our public works water and transportation improvements and has provided grant management assistance on design/construction projects for more than $300 million of design/construction projects.

Our grant services are enhanced by integration with engineering services to facilitate and integrate project design. This expedites project start up and completion and ensures compliance with funding requirements.

TKE has assisted clients secure funding from the following programs:

- SRTS and SR2S (Safe Routes to Schools)
- Federal Transportation Funding thru Caltrans Local Assistance
- State Proposition 1E and 84 Flood Management Funding
- Community Development Block Grant (CDBG) Funding
- Active Transportation Program (ATP) Funding
- Highway Safety Improvements Program (HSIP) Funding
- Safe, Accountable, Flexible, Efficient Transportation Act: A legacy for users (SAFE TEA-LU)

- Mobile source Air Pollution Reduction Review Committee (MSRC)
- Local Partnership Program (LPP)
- American Recovery and Reinvestment Act (ARRA),
- American Rescue and Protection Act (ARPA)
- Economic Development Agency (EDA)
- California Department of Parks and Recreation
- State Water Resources Control Board - State Revolving Fund (SRF) Program
- Department of Water Resources – Proposition 40 Grant Program
- Department of Water Resources - Infrastructure Rehabilitation Grant

PROJECT / PROGRAM MANAGEMENT

TKE has managed publicly funded design projects throughout our history. The breadth of experience and technical skill of our staff enable us to manage a wide variety of projects, ranging from major infrastructure to the restoration and rehabilitation of significant historical structures. We ensure that all work is completed in accordance with funding contract specifications, terms, conditions, state and federal laws and regulations, and client policy.

OUR MANAGEMENT PORTFOLIO INCLUDES:

- Pavement Rehabilitation Projects
- Street Widening Projects
- Traffic Signal and Striping Projects
- Facilities
- Utilities
- Signing and Striping
- Major Infrastructure Projects
- Reconstruction and Rehabilitation

INSPECTION

TKE provides experienced, highly qualified staff with significant technical expertise and strong public relations skills for inspection services. All of TKE's inspectors have a background within design and construction, enabling TKE to provide well rounded inspectors capable of understanding the requirements to construct a project and who are capable of identifying potential change orders and design deficiencies before they occur. TKE is fully capable of providing staff on a full-time, part-time, on-call or interim project basis. Please refer to our project team, together with our corporate resumes to verify our team's technical ability to deliver these services.

TKE has provided similar services to those requested here for a number of different agencies. TKE understands that each jurisdiction has its own development and capital improvement standards that were developed to meet the needs of that particular community. TKE has a thorough understanding of these standards together with the needs of the community needs. For each project that TKE is assigned, TKE will verify compliance with all applicable standards. Furthermore, with our extensive experience in other jurisdictions, TKE will be able to recommend improvements to these standards to ensure expedited project delivery and enhanced public infrastructure. Our inspection portfolio includes:

- Daily review and documentation of construction activities (daily reports and digital photo of significant issues and milestones)
- Monitor Contractor's daily labor force for compliance with state & federal labor laws.
- Field verification of traffic control procedures and consistency with approved Traffic Control Plan
- Coordinate with agencies and different stakeholders to ensure smooth progress of construction activities
- Monitor project schedule
- Verify quantities and assuring quality control
- Field observations of construction activities
- Maintain complete and accurate project records compliant with Caltrans manual
- Review and recommend approval/disapproval of monthly progress pay estimates
- Verify NPDES and SWPPP compliance
- Prepare weekly statement of working days
- Review RFI's, change orders and progress payments
- Coordinate punch list and as-built plans
- Ensure that materials and completed work comply with plans specifications and design criteria
- Implement security procedures
- Issue notices for safety concerns and violations

- Coordinate with survey, material testing and other construction consultants
- Review and ensure compliance with control documents, submittals, RFI's, change orders, and work change directives
- Compliance with Caltrans encroachment permit requirements, if required
- Preparation of punch list
- Coordinate project closeouts activities which include staff report, Notice of Completion, release of retention, warranty walk, and archiving documents.

CONSTRUCTION MANAGEMENT

TKE has managed publicly funded construction projects throughout our history. The breadth of experience and technical skill of our staff enable us to manage a wide variety of projects, ranging from major infrastructure to the restoration and rehabilitation of significant historical structures. TKE has routinely performed administration of the contract (general contract administration and oversight of project), provided Resident Engineering services pursuant to Caltrans/Federal requirements, constructability reviews on project documents, managed preconstruction and weekly progress meetings, coordinated with contractors, including multiple contractors simultaneously, coordinated with design engineers for design changes and corrections, coordinated with the project inspector, reviewed and responded to RFI's, reviewed weekly statement of working days, reviewed quantities for monthly progress payments, reviewed extra work tickets and assessed them for justification within the contract requirements, process control documents, submittals, change orders, and work change directives, prepared and performed contract change orders and negotiations, coordinated with residents and businesses throughout construction process, performed public outreach, represented City's with other agencies at numerous meetings, represented engineering with the City's council and other public meetings, managed engineering budgets and project schedules, documented environmental compliance, prepared and acquired right-of-way, coordinated utility relocations, acquired and managed permits from numerous agencies, including Caltrans, South Coast AQMD, BNSF, UP, Riverside County Flood Control & Water Conservation District, U.S Army Corps of Engineers, California Department of Fish and Wildlife, Regional Water Quality Control Board and many others, managed numerous funding programs through Caltrans Local Assistance and various other State and Federal funding agencies.

TKE has extensive experience with providing construction management services on all types of public works projects. We are extremely familiar with the Greenbook, requirements of plans and specifications, and California public contract code in relation to construction projects and various related work. We ensure that all work is completed in accordance with funding contract specifications, terms, conditions, state and federal laws and regulations, and client policy. Our construction management portfolio includes:

- Street Widening Projects
- Sidewalk Repair and ADA Compliance Projects
- Conventional and Rubberized Pavement Rehabilitation Projects
- Conventional and Rubberized Pavement Coating Project
- PCC Paving Projects
- Traffic Signal and Striping Projects
- Signing and Striping
- Bus Transfer Stations
- Parking Lot Projects
- Parks and Other Public Facilities
- Grading and Retaining Walls
- Storm Drains and Channels
- Retention and Detention Basins
- Site Improvement Projects
- Major Infrastructure Projects
- Reconstruction and Rehabilitation

TKE's construction management services are enhanced by integration with our knowledge and background of civil engineering, traffic engineering and surveying to facilitate and ensure all construction projects managed by TKE will operate safely and efficiently.

COMMUNITY OUTREACH / PUBLIC RELATIONS

Depending on the City's needs, TKE's strategies are designed to reach, inform and involve constituents and stakeholders of planning proposals, projects and programs. If requested, we can provide opportunities for

interested parties to comments, enabling actionable analysis of feedback received. TKE's outreach methods result in building greater consensus and public buy-in. Services include the design, planning and execution of:

- Marketing campaigns
- Public information meetings/Groundbreaking ceremonies
- Project branding
- Project website design and construction
- Bilingual project collateral materials (brochures, presentation boards, etc.)
- Graphic design

GOAL ACCOMPLISHMENT

The TKE Team is eager and prepared to support the City of West Covina in accomplishing its goals developed for their upcoming CIP and development projects. Our team specializes in developing processes and procedures based on professional expertise and lessons learned, which we implement on all of our projects to ensure successful delivery on schedule and within budget.

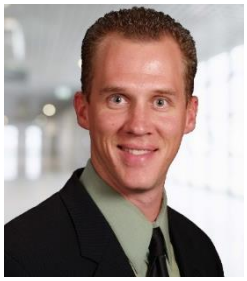
For all projects, either development or capital improvement, the most important aspect of management will be to ensure that the City's interest is protected to the maximum extent possible. TKE will ensure that federal, state, or local funds and impact fees are used for the benefit of the community.

For all projects, project requirements, impact mitigation, City interests, project schedule and budget will be assessed and presented to the City's management staff. Upon receipt of direction from City administration, TKE will be responsible to verify that projects are completed in compliance with city directed project requirements.

KEY PERSONNEL

TKE has assembled an elite team of professionals to partner with the City to provide municipal engineering services, traffic engineering services, grant writing/application and administration services, project management services, engineering support, permit administration, and plan check services. TKE's management team came together out of the collective belief of long-time practitioners that there needed to be, in the civil engineering and land surveying consultant's marketplace, a company that brought modern management techniques and new ways of thinking to the business of consulting services for engineering projects. Our management team is 100% accountable and responsible for TKE's work product and actively seeks feedback and suggestions on our services. Terry Renner, P.E., P.L.S., Q.S.D, Senior Vice President, will serve as TKE's liaison to the City. He will be responsible for all services provided by TKE.

Each member of our team is discussed in the following paragraphs:



Terry Renner, P.E., P.L.S., Q.S.D.
Principal-In-Charge/
CIP Manager

R.C.E. No. 69984
P.L.S. No. 9762
Q.S.D. Certification No. 24329

Mr. Renner is the Senior Vice President of TKE and has 24 years of experience in design and civil engineering infrastructure projects, including transportation improvements, drainage improvements, sewer and water improvements, facilities improvements and recreation improvements. He will serve as the project manager for all services provided. He has managed numerous projects and has delivered projects for the cities of Highland, Fontana, Hesperia, Yucaipa, Wildomar, Rialto, Moreno Valley, Lake Elsinore, Calimesa, Upland, Riverside, Redlands, Corona, El Monte and South El Monte. As a project manager, Mr. Renner has been responsible for staff augmentation oversight, design production, supervising a staff of engineers and drafters, coordinating work between the production team and the client, and for submitting all deliverables in a timely manner. He has successfully delivered a wide variety of complex and challenging projects and is dedicated to ensuring that the plans produced by TKE continue to exceed industry standards. Mr. Renner has managed numerous State and Federally funded projects with outside funding sources requiring funding compliance processing through Caltrans Local Assistance and other regional transportation and water resource agencies.



Michael P. Thornton, P.E., P.L.S., M.S.
City Engineer
R.C.E. No. 44226
P.L.S. No. 6867

Mr. Thornton, TKE's President, is in charge of all TKE projects. He has over 39 years of experience in engineering planning, design, land surveying and construction management for public works projects. He has worked on a variety of public works engineering projects including sewer improvements, street improvements, park improvements, bike trail improvements, drainage improvements, and reclaimed water system improvements projects. Mr. Thornton is responsible for managing including funding administration, planning, evaluating, and designing these projects and has provided construction engineering and surveying services for many of these same projects.



Steven Ledbetter, P.E.
CIP Project/Construction Manager
R.C.E. No. 84044

Mr. Ledbetter has over 22 years of professional experience in the civil engineering industry. He has provided design and management services on various critical and challenging projects from planning through design and implementation. He has a well-rounded background with experience in preparation of plans, specifications and estimates and analysis of street and utility improvements, pavement rehabilitation, street widening and median improvements, bicycle and pedestrian enhancements, roundabout improvements, ADA pathway improvements, and signing and striping improvements. Mr. Ledbetter also has extensive experience with computer modeling, analysis, and report preparation, storm water compliance reporting including water quality management plans and storm water pollution prevention plans and; and grant writing for various State and Federal agencies.



Brian Wolfe, P.E.
CIP Project Manager/
Plan Checker
R.C.E. No. 69109

Mr. Wolfe has over 22 years of experience performing in a City Engineer Role for various public works clients and specializes in the reviewing, approving, and signing of engineering plans. He is familiar with municipal codes associated with technical decision-making. For example, many of his projects have involved ADA accessible pathways and grant funding management such as Safe Routes to Schools and Community Development Block Grant (CDBG) improvements. Brian served as City Engineer in Adelanto for the past four years, managing more than $20 million in public improvements. Mr. Wolfe is closely familiar with providing staff augmentation services as well as developing the processes and procedures associated with ensuring successful project delivery. He is accustomed to coordinating with outside City agencies including fire, sewer, and water as well as Caltrans and SBCTA, and looks forward to the opportunity to assist the City.



Justin Schlaefli, P.E., T.E., P.T.O.E.
Traffic Engineer
R.C.E. No. 74670
T.E. No. 2564

Mr. Schlaefli has 24 years of experience in the transportation field. He is responsible for managing projects on a day-to-day basis as well as interfacing with other project team members and decision makers/ government staff and Contractors. He specializes in Intelligent Transportation Systems, Transportation Planning, Construction, Traffic Engineering and Traffic Operations. He has experience working on both public sector projects as well as private sector development. His experience ranges from construction management and inspection to operations and maintenance. He also has experience conducting traffic studies, specialized access analysis, parking studies, trip generation studies, traffic micro-simulation, signal operations, signal timing, traffic control and design/build of ITS solutions. In addition, Mr. Schlaefli has served as a subject matter expert in court, for the State of California

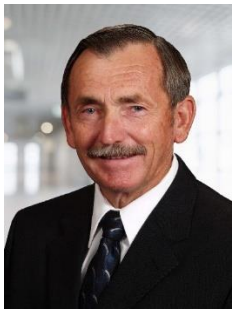
and for vendors in the transportation industry. He is also a proud alumnus of San Diego State University where he has been a guest lecturer and has taught Transportation Engineering, helping to mentor the next generation in his field.



Steve Libring, T.E.
Traffic Engineer

T.E. No. 1801

Mr. Libring has over 50 years of Municipal Traffic Engineering experience. Steve has worked full and part time for 17 cities in 5 different counties, exposing him to a variety of complex traffic problems and situations. Mr. Libring recent experience as the City Traffic Engineer for the City of Riverside, he was responsible for supervising 34 staff members and all of the day-to-day operations. Mr. Libring led The Riverside Traffic Division as it was split into four major programs: Traffic Engineering and Design, Signal Maintenance, Parking Services, and the Red-Light Enforcement Program. While at this city, he oversaw the preparation of all budgets, applied for grants, responded to litigation and testified in court. He reviewed traffic studies and prepared mitigation measures or conditions of approval. He also reviewed and signed all in-house signals designs, as well as any striping, signing and detour plans. He regularly corresponded with Council Members, City Manager and other Departments to coordinate the implementation of neighborhood traffic solutions. He staffed two different Commissions – the Downtown Parking Committee, and the Parking, Traffic and Streets Commission, as well as designed and implemented the Riverside Traffic Management Center (TMC) which oversees all signal coordination. Through the use of CCTV cameras, Steve and his staff were able to make adjustments to traffic as incidents and congestion occurred.



Ron Musser, P.L.S.
Director of Surveys

P.L.S. No. 4230

Mr. Musser has over 55 years of experience in performing field and office surveying services for public projects, including roadway and highway projects. Prior to joining TKE Engineering, Inc. in 2005, Mr. Musser worked as a Partner in a consultant engineering and surveying firm and supervised the mapping department, providing mapping and calculations support for the firm's projects. As Director of Surveying at TKE, Mr. Musser is responsible for all topographic surveys, right-of-way/easement document preparation, and review and the supervising the survey crews. He is responsible for scheduling, pre-staking calculations and quality control of all survey activities.



Monae Pugh
Traffic Engineering Specialist/
Plan Checker

Ms. Pugh has over 37 years of Municipal and Public Agency engineering experience with a wide range of responsibilities and projects emphasizing the discipline of Transportation and Traffic Engineering and has been with TKE for 7 years. Prior to joining TKE, she worked at the City of Fontana managing both its Land Development and Traffic Engineering Departments. Other prior experience includes over 17 years in the County of Riverside Traffic Engineering Department. Ms. Pugh currently services the cities of Calimesa and Corona as a traffic engineering specialist. Ms. Pugh will be responsible for providing technical assistance to the traffic committee, study reviews and the design review of all traffic engineering services.



Steve Nix, P.E., P.L.S.
Senior Land Development Engineer/
Senior Plan Check Engineer

Mr. Nix, has over 39 years of experience in engineering planning, design, and construction management for public works projects. Mr. Nix has served several cities as it's resident engineer and other capacities including City of Chino, City of Chino Hills, City of Montclair, City of Ontario, City of Fontana, City of Riverside, and Chino Basin Municipal Water District in both the public and private sectors. He has served the City of Upland as the Sanitary Sewer Specialist and East Valley Water District as the Director of Engineering and Operations. His experience includes design and construction management of all types of civil engineering projects ranging from single and multi-family residential, commercial and industrial development projects, public works projects including street, sewer, water, storm drain improvements, water wells construction including wellhead treatment, sewage and water pump stations, water reservoirs as well as sewage treatment and transmission.



Jeff Lantosh, C.P.I.I.
Senior Public Works Inspector

Mr. Lantosh has over 12 years of inspection experience providing public works inspection services to a variety of municipalities throughout Southern California. Mr. Lantosh's background in public works inspection and oversight provide him with an extensive knowledge of ASTM specifications and OSHA standards. Additionally, Mr. Lantosh has provided coordination with other project professional services including geotechnical and survey. Mr. Lantosh has worked as a public works inspector for inspection of capital improvement and developer installed improvements relating to the construction of streets, drainage, traffic signals, parks and housing tract improvements. Mr. Lantosh has prepared daily inspection reports, developed construction photo logs, assisted with progress and final payment processing, assisted with change order negotiations, verified compliance with contract documents and approved project submittals, verified public safety compliance, and developed remedial work lists. He also has experience performing special inspections work and has earned numerous certifications that strengthen his qualifications to perform work on specialized projects.



Steven Biscotti
Senior Construction Inspector

Mr. Biscotti has over 14 years of inspection experience, and has been providing Public Works Construction Inspection services for the last seven years. Mr. Biscotti has worked as a Public Works Inspector for inspection of capital improvement and developer installed improvements relating to the construction streets, drainage, utilities, parks and development improvements. He is currently working as a Senior Public Works Inspector on the CV-Sync Project for CVAG. Mr. Biscotti has extensive knowledge of industry public works and Caltrans construction practices, and has demonstrated experience reading and interpreting plans and specifications. He will support the TKE Team in ensuring the required deliverables are presented to the City on schedule.



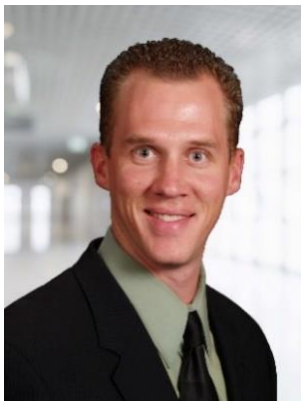
Patrick Palafox
Senior Construction Inspector

Mr. Palafox has over 15 years of inspection experience, and has been providing Public Works Construction Inspection services for the last four years. Mr. Palafox has prepared daily inspection reports, developed construction photo logs, assisted with progress and final payment processing, assisted with change order negotiations, verified compliance with contract documents and approved project submittals, verified public safety compliance, developed remedial work list and system startup inspections. Mr. Palafox has provided coordination with other project professional services (e.g. Geotechnical and Surveying) and provided simultaneous inspection of multiple contractors and crews.

DEPTH OF RESOURCES

TKE's professional team is supported by 60 Design and Construction Management support staff, Plan Check Staff, including 15 Inspector's, as well as Administrative Support personnel. An organizational chart for the entire team is presented on the following page, and resumes for key personnel have been provided separately per RFP requirements. Upon the City's request, TKE can furnish additional resumes for any support staff needed to accomplish the work under this contract.

RESUMES



TERRY RENNER
P.E., P.L.S., Q.S.D.

Principal-In-Charge/ CIP Manager

TKE Engineering, Inc.

EDUCATION

B.S, Civil Engineering, California State Polytechnic University, Pomona

CERTIFICATIONS

Caltrans SWPPP Certified QSP/QSD Training

REGISTRATIONS

P.E. License No. 69984 (CA)

P.L.S. License No. 9762 (CA)

Qualified SWPPP Developer and Practitioner No. 24329

AFFILIATIONS

Riverside-San Bernardino Counties Branch, American Society of Civil Engineers

American Public Works Association

American Council of Engineering Companies of California

Mr. Renner is the Senior Vice President of TKE and has 24 years of experience in design and civil engineering infrastructure projects, including transportation improvements, drainage improvements, sewer and water improvements, facilities improvements and recreation improvements. He will serve as the project manager for all services provided. He has managed numerous projects and has delivered projects for the cities of Highland, Fontana, Hesperia, Yucaipa, Wildomar, Rialto, Moreno Valley, Lake Elsinore, Calimesa, Upland, Riverside, Redlands, Corona, El Monte and South El Monte. As a project manager, Mr. Renner has been responsible for staff augmentation oversight, design production, supervising a staff of engineers and drafters, coordinating work between the production team and the client, and for submitting all deliverables in a timely manner. He has successfully delivered a wide variety of complex and challenging projects and is dedicated to ensuring that the plans produced by TKE continue to exceed industry standards. Mr. Renner has managed numerous State and Federally funded projects with outside funding sources requiring funding compliance processing through Caltrans Local Assistance and other regional transportation and water resource agencies.

DETAILED PROJECT EXPERIENCE

- **LPP County Line Road Project**, *City of Yucaipa/Calimesa* – Mr. Renner was the project manager for design of the SB1 Local Partnership Program project. This project consists of the preparation of full construction documents including environmental compliance documents, right-of-way acquisition, utility relocations, plans, technical specifications, construction cost estimates (PS&E) and construction support services for the design of four roundabouts, street widening, bicycle lanes, curb and gutter, sidewalk, crosswalks, ADA curb ramps, storm drain, and signing and striping along County Line Road from 4th Street to Bryant Street.
- **5th Street Corridor Improvements Project** *City of Highland* – The 5th Street Corridor Improvements Project is located on 5th Street from Victoria Avenue to Palm Avenue in the City of Highland. The project includes construction of approximately one mile of pavement rehabilitation, removal and reconstruction of concrete sidewalks, curbs and gutters, cross-gutters, ADA ramps, bus pads and driveway approaches, construction of catch basins and storm drains, installation of a new traffic signal system at the intersection of 5th Street and Central Avenue, relocation of miscellaneous utilities, raising of various utility manholes/valves and installation of traffic signing, striping and loop detectors. Services include value engineering, striping and signal redesign, utility relocation and coordination, construction management, inspection, construction staking and coordination with property owners.

- **2nd Street Safe Routes to School,** *City of Calimesa/Yucaipa* – Mr. Renner is providing Construction Administration services for the City of Calimesa for the SR2S funded pedestrian path of travel enhancements to provide safer walking paths along 2nd Street between Avenue "L" and Avenue "H" and along Avenue "L" between 2nd Street and 3rd Street. The project includes construction of proposed curb, gutter and sidewalk improvements for increased pedestrian safety. The project includes approximately 1 mile of street improvements together with structural bridge widening over existing drainage channel, right-of-entry acquisition, public outreach and coordination, utility relocation and roundabout construction at the intersection of County Line Road and 2nd Street. Mr. Renner is responsible for grant management with the Caltrans Local Assistance, project management, bidding services, permitting, construction administration and utility coordination.
- **CV Sync Traffic Signal Synchronization,** *City of Palm Desert* – Mr. Renner serves as Construction Manager. This project located in the Coachella Valley consists of upgrading the local agencies existing legacy (outdated) traffic signal controllers, traffic management systems, and communication systems with the latest off-the-shelf technologies in order to provide inter-agency traffic synchronization along three regional roadways including Highway 111, Ramon Road and Washington Street. The project improvements include advanced traffic management systems (ATMS), advanced transportation controllers (ATC), selected Intelligent Transportation System (ITS) elements, ITS sub-systems, and Ethernet/IP-based communications that will be expandable and scalable for future integration of ITS technologies and strategies, such as Integrated Corridor Management (ICM), Smart Cities, and Connected and Autonomous Vehicles. This project includes a Regional Traffic Management Center (RTMC) and local Traffic Operation Centers (TOC) that will have the capability to monitor, control of connected traffic signals, and be used as a monitoring tool for research and analysis to help determine regional system enhancements, operations, and maintenance.
- **Durfee Avenue and Thienes Avenue Traffic Signal Modification Improvements**, *City of South El Monte* – Mr. Renner was the Project Manager for the Durfee Avenue and Thienes Avenue Traffic Signal Modification Improvements Project located in the City of South El Monte north of State Route 60 Freeway. The proposed improvements included preparation of traffic analysis, environmental documents, utility coordination and construction documents. The signal improvements included modification of the existing signal to include the addition of protected left turn phasing for Durfee Avenue and signal and pedestrian head equipment. The project was a federally funded project (HSIP) which was administered through Caltrans Local Assistance.

- **Calimesa Citywide Pavement Rehabilitation Project,** *City of Calimesa* – Mr. Renner served as the Project Manager. The citywide pavement rehabilitation project included various pavement rehabilitation strategies for 12 residential and arterial streets throughout the City of Calimesa. The project included more than 400,000 square feet of full depth removal and replacement, grind and overlay along with replacement of damaged cross gutters, spandrels, curb, driveways and curb access ramps. The project also included coordination with Caltrans to obtain a permit for construction within the State right-of-way for repaving the Sandalwood overcrossing of the Interstate 10 Freeway
- **Rosemead Boulevard at Telestar Avenue Intersection Improvements**, *City of El Monte* – Mr. Renner was the Project Manager for the Rosemead Boulevard at Telestar Avenue Intersection Improvements Project is located in the City of El Monte immediately south of the Interstate 10 Freeway on Rosemead Boulevard (SR-19) between Whitmore Street and the Interstate 10 Freeway. Proposed street improvements included traffic signal modification, street widening, pavement rehabilitation, ADA improvements and striping improvements to accommodate truck traffic. The project was a federally funded project (HSIP) which was administered through Caltrans Local Assistance. Services included design, survey and permit acquisition through Caltrans Local Assistance.



MICHAEL P. THORNTON P.E., P.L.S., M.S.

City Engineer

TKE Engineering, Inc.

EDUCATION

M.S., Civil Engineering, California State University, Long Beach

B.S, Civil Engineering, California State Polytechnic University, Pomona

REGISTRATIONS

P.E. License No. 44226 (CA)

P.L.S. License No. 6867 (CA)

AFFILIATIONS

American Society of Civil Engineers

American Water Works Association

California Rural Water Association

American Public Works Association

American Council of Engineering Companies

Mr. Thornton, TKE's President, is in charge of all TKE projects. He has over 39 years of experience in engineering planning, design, land surveying and construction management for public works projects. He has worked on a variety of public works engineering projects including sewer improvements, street improvements, park improvements, bike trail improvements, drainage improvements, and reclaimed water system improvements projects. Mr. Thornton is responsible for managing including funding administration, planning, evaluating, and designing these projects and has provided construction engineering and surveying services for many of these same projects.

DETAILED PROJECT EXPERIENCE

- **City Engineering Services**, *City of Calimesa* – Mr. Thornton provides on-call civil engineering services to the City, including City Engineer. He managed more than $10 million in public improvements. While providing these services to the City, Mr. Thornton represented the City with other agencies at numerous meeting including RCTC and WRCOG, represents engineering with the City's council and other public meetings, manages engineering budgets and project schedules, retains other consultants to prepare improvement design projects, manages funding programs, and various related work. In addition, Mr. Thornton manages major development projects.
- **City Engineering Services**, *City of El Monte* – Mr. Thornton provided on-call City Engineering services to the City. While providing these services to the City, Mr. Thornton represented the City with other agencies at numerous meeting, represented engineering with the City's council and other public meetings, managed engineering budgets and project schedules, retained other consultants to prepare improvement design projects, managed funding programs, and various related work. He managed more than $20 million of public improvements. Mr. Thornton was responsible to train staff to manage the engineering department and Capital Improvement Program.
- **Calimesa Creek Storm Drainage Improvements,** *City of Calimesa* – Mr. Thornton is serving as the Principal in Charge for the Calimesa Creek Storm Drainage Improvements Project, located in the City of Calimesa along County Line Road between the Interstate 10 Freeway and 5th Street. The proposed project is planned to provide bank stabilization and storm water management improvements along a 0.6-mile portion of the Calimesa Creek to mitigate erosion and flooding of the earthen channel with undersized street culvert crossings and severely eroded side slopes with near vertical walls. The project will provide 100-year storm protection as well as other important benefits including groundwater recharge of storm water, environmental restoration and enhancement, recreational trails and increased protection to existing developments. The project will include environmental

assessment and processing, preliminary engineering and project scoping, design, right-of-way acquisition, EPA funding coordination and management and additional drainage system improvements.

- **I-10 Cherry Valley Interchange Improvements,** *City of Calimesa* – Mr. Thornton is serving as the Principal in Charge for the Cherry Valley Interchange Improvements Project, located in the City of Calimesa along Interstate 10. The proposed project is planned to include intersection roundabouts at the on/off ramps to achieve significant construction cost savings and to facilitate Caltrans streamline approvals. The project also includes the ultimate realignment of the Cherry Valley Bridge Overpass to improve line of sight limitations with the existing interchange. The project will include environmental assessment and processing, preliminary engineering and project scoping, design phasing to accommodate Caltrans streamline requirements, right-of-way acquisition, TEAMAC funding coordination and management and additional street and drainage system improvements.
- **A-04 Drainage Corridor Project,** *City of Hesperia* – Mr. Thornton served as the project manager. TKE provided investigation and acquired grant funding, planning, design, topographic survey, hydrology, and hydraulic analysis, bidding services, construction administration, State and Federal funding coordination services for the City of Hesperia. The A-04 Drainage Corridor project is located in the southwesterly portions of the City of Hesperia. The A-04 drainage corridor is the City's largest drainage tributary containing more than 4,380 acres and conveys flows in excess 5,000cfs. The project includes construction of three proposed flood control basins totaling over 1,000 feet of storage and more than 17,000 linear feet of various size storm drain pipe and box culverts, together with inlet and outlet facilities. During moderate and larger storm events, flooding and sediment accumulation occurs along the entire drainage corridor downstream of the proposed project; in particular, on Main Street, one of the highest volume streets in the city. The project will enhance quality, reduce the region's dependence on imported water supplies, and simulate economic development.



STEVEN LEDBETTER, P.E.

CIP Project/Construction Manager

TKE Engineering, Inc.

EDUCATION

B.S, Civil Engineering, California State Polytechnic University, Pomona

REGISTRATIONS

P.E. License No. 84044 (CA)

AFFILIATIONS

Riverside-San Bernardino Counties Branch, American Society of Civil Engineers

American Public Works Association

American Council of Engineering Companies of California

Mr. Ledbetter has over 22 years of professional experience in the civil engineering industry. He has provided design and management services on various critical and challenging projects from planning through design and implementation. He has a well-rounded background with experience in preparation of plans, specifications and estimates and analysis of street and utility improvements, pavement rehabilitation, street widening and median improvements, bicycle and pedestrian enhancements, roundabout improvements, ADA pathway improvements, and signing and striping improvements. Mr. Ledbetter also has extensive experience with computer modeling, analysis, and report preparation, storm water compliance reporting including water quality management plans and storm water pollution prevention plans and; and grant writing for various State and Federal agencies.

DETAILED PROJECT EXPERIENCE

- **City of Calimesa On-Call Grant Writing**, *City of Calimesa* – Mr. Ledbetter is currently serving as Project Manager in providing on-call grant writing and administration services to the City. He has represented the City at numerous meetings alongside other agencies, managed engineering budgets and schedules, retained other consultants to prepare improvement design projects, and managed funding programs.
- **2nd Street Safe Route to Schools (SR2S),** *City of Calimesa* – Mr. Ledbetter is serving as the project engineer for this state funded project located in the City of Calimesa. The City of Calimesa was awarded funding for the pedestrian path of travel enhancements to provide safer walking paths along 2nd Street between Avenue "L" and Avenue "H" and along Avenue "L" between 2nd Street and 3rd Street. The project includes street widening, signing and striping enhancements, including proposed curb, gutter and sidewalk improvements construction for increased pedestrian safety. The project includes 1 mile of street improvements together with structural bridge widening over existing drainage channel, right-of-entry acquisition, , Caltrans funding coordination and management, public outreach and utility relocations and coordination.
- **Calimesa Creek Storm Drainage Improvements,** *City of Calimesa* **–** Mr. Ledbetter is serving as the project engineer for the Calimesa Creek Storm Drainage Improvements Project, located in the City of Calimesa along County Line Road between the Interstate 10 Freeway and 5th Street. The proposed project is planned to provide bank stabilization and storm water management improvements along a 0.6-mile portion of the Calimesa Creek to mitigate erosion and flooding of the earthen channel with undersized street culvert crossings and severely eroded side slopes with near vertical walls. The project will provide 100-year storm protection as well as other important benefits including groundwater recharge of storm water, environmental restoration

and enhancement, recreational trails and increased protection to existing developments. The project will include environmental assessment and processing, preliminary engineering and project scoping, design, right-of-way acquisition, EPA funding coordination and management and additional drainage system improvements.

- **San Bernardino Avenue Street Improvements,** *City of Fontana* – Mr. Ledbetter provided Construction Administration services for the San Bernardino Avenue street and storm drain improvements project which is located in the City of Fontana north of Interstate 10 Freeway and East of the Interstate 15 Freeway from Commerce Drive to Cherry Avenue. The proposed median and sidewalk improvements minimize turning movements providing for increased vehicular capacity, corridor beautification, and improved traffic and pedestrian safety. Construction Management, Inspection and construction staking is being provided by TKE for approximately 8,800 linear feet of street median, sidewalk and storm drain improvements. TKE provided utility and railroad coordination for the relocation and adjustment of various utility improvements (i.e., power poles, meters, vaults, etc.) and the railroad crossing upgrade. TKE prepared all legal descriptions, right-of-way acquisition plats, temporary construction easement plats and negotiated with property owners for 5 separate parcels.
- **I-10 Cherry Valley Interchange Improvements,** *City of Calimesa* – Mr. Ledbetter is serving as the project engineer for the Cherry Valley Interchange Improvements Project, located in the City of Calimesa along Interstate 10. The proposed project is planned to include intersection roundabouts at the on/off ramps to achieve significant construction cost savings and to facilitate Caltrans streamline approvals. The project also includes the ultimate realignment of the Cherry Valley Bridge Overpass to improve line of sight limitations with the existing interchange. The project will include environmental assessment and processing, preliminary engineering and project scoping, design phasing to accommodate Caltrans streamline requirements, right-of-way acquisition, TEAMAC funding coordination and management and additional street and drainage system improvements.



BRIAN WOLFE, P.E., M.S.

CIP Project Manager/ Plan Checker

TKE Engineering, Inc.

EDUCATION

M.S. Civil Engineering, California State Polytechnic University, Pomona

B.S, Civil Engineering, California State Polytechnic University, Pomona

REGISTRATIONS

P.E. License No. 69109 (CA)

AFFILIATIONS

American Society of Civil Engineers (ASCE)

Past-President, San Bernardino/Riverside County Branch

Mr. Wolfe has over 22 years of experience performing in a City Engineer Role for various public works clients and specializes in the reviewing, approving, and signing of engineering plans. He is familiar with municipal codes associated with technical decision-making. For example, many of his projects have involved ADA accessible pathways and grant funding management such as Safe Routes to Schools and Community Development Block Grant (CDBG) improvements. Brian served as City Engineer in Adelanto for the past four years, managing more than $20 million in public improvements. Mr. Wolfe is closely familiar with providing staff augmentation services as well as developing the processes and procedures associated with ensuring successful project delivery. He is accustomed to coordinating with outside City agencies including fire, sewer, and water as well as Caltrans and SBCTA, and looks forward to the opportunity to assist the City.

DETAILED PROJECT EXPERIENCE

- **City of Adelanto City Engineering Services-2017 – 2022** – Mr. Wolfe provides on-call civil engineering services to the City, including City Engineer. He has managed more than $5 million in public improvements. While providing these services to the City, he has represented the City with other agencies at numerous meeting, represented engineering with the City's council and other public meetings, managed engineering budgets and project schedules, retained other consultants to prepare improvement design projects, managed funding programs, and various related work. In addition, he has managed infrastructure development projects and assisted with management of water and sewer utilities department.
- **On-Call Plan Checking,** *City of Hesperia* – Mr. Wolfe serves as the project manager. TKE provides on-call plan and map checking services to the City. TKE is providing plan checking services for several small and large tract developments, single family residential units and commercial retail centers within the City. In addition, TKE is performing plan check on several capital improvement projects within the City.
- **On-Call Plan Checking,** *City of Highland* – Mr. Wolfe serves as the project manager. TKE provides on-call plan and map checking services to the City. TKE is providing plan checking services for several small and large tract developments, single family residential units and commercial retail centers within the City. In addition, TKE is performing plan check on several capital improvement projects within the City.
- **Engineering Support and Staff Augmentation,** *City of Highland* – Mr. Wolfe has provided continuing design services for street widening, traffic calming, bike lanes, signing and striping on various capital improvement projects. In addition, Mr. Wolfe has assisted with grant application preparation and project scoping for upcoming grant cycles.

- **CDBG Street Improvement Project**, *City of El Monte* – Mr. Wolfe was responsible for design of CDBG funded pavement rehabilitation on Klingerman Street, Strozier Avenue and Fern Street for the City of El Monte. This project consists of the preparation of full Construction documents including plans, technical specifications, construction cost estimates (PS&E) and construction support services for the design of the pavement rehabilitation, curb, gutter, sidewalk, ADA curb ramps, and striping replacement.
- **Safe Routes to Schools,** *City of Redlands* – Mr. Wolfe provided design, and construction inspection for two safe Routes to Schools projects in the City of Redlands. Projects constructed over 2 miles of new sidewalk through residential neighborhoods and over 200 new ADA compliant ramps. Also assisted with labor compliance documentation. Projects included installation of crosswalk flashing beacons, feedback signs and school zone signage.
- **CDBG,** *City of Redlands* – Mr. Wolfe provided plan and profile designs for street widening, new ADA compliant ramps and new sidewalks through developed residential neighborhoods in Redlands, CA. Designed paving plans to improve unpaved alleys within CDBG designated areas. Projects required careful coordination with residents and businesses for driveway reconstruction.
- **Land Development,** *Various Cities* – Mr. Wolfe has 10 years of experience designing improvement plans for retail, commercial, light industrial and residential development projects throughout Southern California. Design responsibilities included grading, drainage and onsite utility plans. Developed SWPPP, WQMP and erosion control documents as required.
- **Surveying/Mapping,** *Various Locations* – Performed topographic surveys and construction staking for both public improvements and land development projects. Also prepared ALTA maps, parcel maps, easement exhibit maps and wrote legal descriptions for various utility and access easements.



JUSTIN SCHLAEFLI
P.E., T.E., P.T.O.E.

Traffic Engineer

TKE Engineering, Inc.

EDUCATION

M.S. Civil Engineering, Norwich University

B.S. Civil Engineering, San Diego State University

REGISTRATIONS

P.E. License No. 74670 (CA)

T.E. License No. 2564 (CA)

AFFILIATIONS

Member National Academy of Sciences, Transportation Research Board

Member, Institute of Transportation Engineers

Mr. Schlaefli has 24 years of experience in the transportation field. He is responsible for managing projects on a day-to-day basis as well as interfacing with other project team members and decision makers/ government staff and Contractors. He specializes in Intelligent Transportation Systems, Transportation Planning, Construction, Traffic Engineering and Traffic Operations. He has experience working on both public sector projects as well as private sector development. His experience ranges from construction management and inspection to operations and maintenance. He also has experience conducting traffic studies, specialized access analysis, parking studies, trip generation studies, traffic micro-simulation, signal operations, signal timing, traffic control and design/build of ITS solutions. In addition, Mr. Schlaefli has served as a subject matter expert in court, for the State of California and for vendors in the transportation industry. He is also a proud alumnus of San Diego State University where he has been a guest lecturer and has taught Transportation Engineering, helping to mentor the next generation in his field.

DETAILED PROJECT EXPERIENCE

- **CV Sync Traffic Signal Synchronization,** *City of Palm Desert, CA* – Mr. Schlaefli serves as the Resident Engineer assisting in oversight of all construction management aspects for Phase 1 of the CV Sync project (Formerly CVAG TSSPP). This work involves plan review, management and approval of construction scheduling, budget, field work, local agency procedures and more. As the Local Agency Resident Engineer, Justin ensures adherence with applicable State and Federal requirements requiring familiarity with the CAMUTCD, Caltrans Standard Plans, Caltrans Construction Manual, Local Agency Procedures Manual and other applicable standards and documents. This project involves coordination and support across twelve agencies in the Coachella Valley.
- I**-10 Cherry Valley Interchange Improvements,** *City of Calimesa* – Mr. Schlaefli is serving as the traffic engineer for the Cherry Valley Interchange Improvements Project, located in the City of Calimesa along Interstate 10. The proposed project is planned to include intersection roundabouts at the on/off ramps to achieve significant construction cost savings and to facilitate Caltrans streamline approvals. The project also includes the ultimate realignment of the Cherry Valley Bridge Overpass to improve line of sight limitations with the existing interchange. The project will include environmental assessment and processing, preliminary engineering and project scoping, design phasing to accommodate Caltrans streamline requirements, right-of-way acquisition, TEAMAC funding coordination and management and additional street and drainage system improvements.
- **ATP Cycle 3 Street Safe Routes to School Pedestrian Improvement Project,** *City of Fontana* – Mr. Schlaefli served as the traffic engineer for the ATP Cycle 3 Safe Routes to School Pedestrian Improvement

Project. TKE provided design engineering services for the Safe Routes to Schools project funded through ATP Cycle 2 for the City of Fontana for Fontana Ave and Arrow Boulevard. This project consisted of the preparation of full Construction documents including plans, technical specifications, construction cost estimates (PS&E) and construction support services for the 5,900 linear foot ADA and pedestrian enhancement project. The project included the construction of curb, gutter, sidewalk, curb ramp, bike lane improvements, utility relocations, storm drain modifications, private improvement restoration and signing and striping. TKE successfully coordinated with Caltrans for completion of the PES, right-of-way certifications and obtaining the RFA for construction.

- **On-Call City Traffic Engineering,** *City of Calimesa* – Mr. Schlaefli is serving as the traffic engineer. TKE provides on-call traffic engineering services to the City for developer and capital improvement project coordination, planning and implementation. TKE routinely performs City functions related to traffic, traffic signals, timing, warrant analysis, striping, signing, geometric analysis, traffic control and other traffic engineering related services. While providing these services to the City, TKE has represented the City with other agencies at numerous meetings, represented engineering with the City's council and other public meetings, managed engineering budgets and project schedules, retained other consultants to prepare improvement design projects, managed funding programs, and various related work. In addition, TKE managed major infrastructure development projects.
- **On-Call City Traffic Engineering**, *City of Wildomar* – Mr. Schlaefli is serving as the traffic engineer. TKE provides on-call traffic engineering services to the City for developer and capital improvement project coordination, planning and implementation. TKE routinely performs City functions related to traffic, traffic signals, timing, warrant analysis, striping, signing, geometric analysis, traffic control and other traffic engineering related services. While providing these services to the City, TKE has represented the City with other agencies at numerous meetings, represented engineering with the City's council and other public meetings, managed engineering budgets and project schedules, retained other consultants to prepare improvement design projects, managed funding programs, and various related work. In addition, TKE managed major infrastructure development projects.



STEVE LIBRING, T.E.

Traffic Engineer

TKE Engineering, Inc.

EDUCATION

B.S. Civil Engineering, San Diego State University

REGISTRATIONS

T.E. License No. 1801 (CA)

AFFILIATIONS

Recent HOA References:

- Trilogy of La Quinta HOA (La Quinta) - Dale Tyreman
- Avondale HOA (Palm Desert) – Alice Kroll
- Canyon Lake Property Owners Association (Canyon Lake) – Steve Schneides

Mr. Libring has over 50 years of Municipal Traffic Engineering experience. Steve has worked full and part time for 17 cities in 5 different counties, exposing him to a variety of complex traffic problems and situations. Mr. Libring recent experience as the City Traffic Engineer for the City of Riverside, he was responsible for supervising 34 staff members and all of the day-to-day operations. Mr. Libring led The Riverside Traffic Division as it was split into four major programs: Traffic Engineering and Design, Signal Maintenance, Parking Services, and the Red-Light Enforcement Program. While at this city, he oversaw the preparation of all budgets, applied for grants, responded to litigation and testified in court. He reviewed traffic studies and prepared mitigation measures or conditions of approval. He also reviewed and signed all in-house signals designs, as well as any striping, signing and detour plans. He regularly corresponded with Council Members, City Manager and other Departments to coordinate the implementation of neighborhood traffic solutions. He staffed two different Commissions – the Downtown Parking Committee, and the Parking, Traffic and Streets Commission, as well as designed and implemented the Riverside Traffic Management Center (TMC) which oversees all signal coordination. Through the use of CCTV cameras, Steve and his staff were able to make adjustments to traffic as incidents and congestion occurred. Steve will serve as the Traffic Engineer for the City of El Pico Rivera's On-Call Traffic Engineering.

DETAILED PROJECT EXPERIENCE

- **City Traffic Engineering,** *City of Buena Park* – Mr. Libring served as the City Traffic Engineer for the City of Buena Park. He was responsible for review of traffic control plans, traffic engineering project coordination with capital improvement projects, warrant analysis preparation, traffic count coordination, analysis of traffic counts and collision data, traffic control device recommendations, speed zone survey preparation and certifications, and school zone analysis.
- **City Traffic Engineering,** *City of Corona* – Mr. Libring served as the City Traffic Engineer for the City of Corona. He was responsible for review of traffic control plans, traffic engineering project coordination with capital improvement projects, warrant analysis preparation, traffic count coordination, analysis of traffic counts and collision data, traffic control device recommendations, speed zone survey preparation and certifications, and school zone analysis.
- **City Traffic Engineering,** *City of Riverside* – Mr. Libring served as the City Traffic Engineer for the City of Riverside. He was responsible for review of traffic control plans, traffic engineering project coordination with capital improvement projects, warrant analysis preparation, traffic count coordination, analysis of traffic counts and collision data, traffic control device recommendations,

speed zone survey preparation and certifications, and school zone analysis.

- **City Traffic Engineering,** *City of Irvine* – Mr. Libring served as the Senior Transportation Engineer for the City of Irvine. He was responsible for review of traffic control plans, traffic engineering project coordination with capital improvement projects, warrant analysis preparation, traffic count coordination, analysis of traffic counts and collision data, traffic control device recommendations, speed zone survey preparation and certifications, and school zone analysis.



RON MUSSER, P.L.S.

Director of Surveys

TKE Engineering, Inc.

REGISTRATIONS

P.L.S. License No. 4230 (CA)

AFFILIATIONS

Riverside-San Bernardino Counties Branch, American Society of Civil Engineers (ASCE)

American Public Works Association (APWA)

Mr. Musser has over 55 years of experience in performing field and office surveying services for public projects, including roadway and highway projects. Prior to joining TKE Engineering, Inc. in 2005, Mr. Musser worked as a Partner in a consultant engineering and surveying firm and supervised the mapping department, providing mapping and calculations support for the firm's projects. As Director of Surveying at TKE, Mr. Musser is responsible for all topographic surveys, right-of-way/easement document preparation, and review and the supervising the survey crews. He is responsible for scheduling, pre-staking calculations and quality control of all survey activities.

DETAILED PROJECT EXPERIENCE

- **LPP County Line Road Project**, *City of Yucaipa/Calimesa* – Mr. Musser served as the Director of Surveys for design of the SB1 Local Partnership Program project. This project consists of the preparation of full construction documents including environmental compliance documents, right-of-way acquisition, utility relocations, plans, technical specifications, construction cost estimates (PS&E) and construction support services for the design of four roundabouts, street widening, bicycle lanes, curb and gutter, sidewalk, crosswalks, ADA curb ramps, storm drain, and signing and striping along County Line Road from 4th Street to Bryant Street.
- **ATP Cycle 3 Street Safe Routes to School Pedestrian Improvement Project,** *City of Fontana* – Mr. Musser served as the Director of Surveys for the ATP Cycle 3 Safe Routes to School Pedestrian Improvement Project. TKE provided design engineering services for the Safe Routes to Schools project funded through ATP Cycle 2 for the City of Fontana for Fontana Ave and Arrow Boulevard. This project consisted of the preparation of full Construction documents including plans, technical specifications, construction cost estimates (PS&E) and construction support services for the 5,900 linear foot ADA and pedestrian enhancement project. The project included the construction of curb, gutter, sidewalk, curb ramp, bike lane improvements, utility relocations, storm drain modifications, private improvement restoration and signing and striping. TKE successfully coordinated with Caltrans for completion of the PES, right-of-way certifications and obtaining the RFA for construction.
- **Sierra Avenue Widening Project**, *City of Fontana* – Mr. Musser provides survey services to the City of Fontana for the Sierra Avenue Widening Project. The project is approximately 1 mile of widening for the City's primary north south arterial street widening the roadway from 4 lanes to 6 lanes. The project includes street widening, raised landscape median, new sewer main installation, traffic signal installation and modifications, traffic signal interconnect and fiber optic cable installation, and extensive utility coordination for water main replacement, Rule 20A and Rule 20B

undergrounding work. He is currently responsible for management of utility coordination, right-of-way acquisition for 76 parcels, traffic analysis, review of construction plans, coordination with project design consultants, construction management and construction staking services. While providing these services to the City, Mr. Renner has represented the City with other agencies, represented engineering with the City's management personnel and other meetings, managed engineering budgets and project schedules.

- **On-Call Survey and Map Checking Services,** *City of Calimesa* – Mr. Musser provides on-call map checking services to the City of Calimesa. Mr. Musser is providing map checking services for several small and large tract developments, single family residential units and commercial retail centers within the city. Services include closure calculations, development project screen checks, response to development community inquiries, perform map checking for tract maps, parcel maps, lot line adjustments, lot mergers, records of survey, corner records, easement and right-of-way acquisitions.
- **On-Call Survey and Map Checking Services,** *City of Hesperia* – Mr. Musser provides on-call map checking services to the City of Hesperia. Mr. Musser is providing map checking services for several small and large tract developments, single family residential units and commercial retail centers within the city. Services include closure calculations, development project screen checks, response to development community inquiries, perform map checking for tract maps, parcel maps, lot line adjustments, lot mergers, records of survey, corner records, easement and right-of-way acquisitions.
- **On-Call Map Checking Services,** *City of Upland* – Mr. Musser provides on-call map checking services to the City of Upland. Mr. Musser is providing map checking services for several tract developments, single family residential units and commercial retail centers within the city. Services include closure calculations, development project screen checks, response to development community inquiries, perform map checking for tract maps, parcel maps, lot line adjustments, lot mergers, records of survey, corner records, easement and right-of-way acquisitions.
- **On-Call Map Checking Services,** *City of Wildomar* – Mr. Musser provides on-call map checking services to the City of Wildomar. Mr. Musser is providing map checking services for several tract developments, single family residential units and commercial retail centers within the city. Services include closure calculations, development project screen checks, response to development community inquiries, perform map checking for tract maps, parcel maps, lot line adjustments, lot mergers, records of survey, corner records, easement and right-of-way acquisitions.



STEVE NIX, P.E., P.L.S.

Senior Land Development Engineer/Senior Plan Check Engineer

TKE Engineering, Inc.

EDUCATION

Chaffey College, Alta Loma, CA

REGISTRATIONS

P.E. License No. 56810 (CA)

P.L.S. License No. 8146 (CA)

AFFILIATIONS

Riverside-San Bernardino Counties Branch, American Society of Civil Engineers (ASCE)

American Public Works Association (APWA)

Mr. Nix, has over 39 years of experience in engineering planning, design, and construction management for public works projects. Mr. Nix has served several cities as it's resident engineer and other capacities including City of Chino, City of Chino Hills, City of Montclair, City of Ontario, City of Fontana, City of Riverside, and Chino Basin Municipal Water District in both the public and private sectors. He has served the City of Upland as the Sanitary Sewer Specialist and East Valley Water District as the Director of Engineering and Operations. His experience includes design and construction management of all types of civil engineering projects ranging from single and multi-family residential, commercial and industrial development projects, public works projects including street, sewer, water, storm drain improvements, water wells construction including wellhead treatment, sewage and water pump stations, water reservoirs as well as sewage treatment and transmission.

DETAILED PROJECT EXPERIENCE

- **On-Call Plan Checking Services,** *Various Cities, CA* - Mr. Nix has provided on-call plan checking services to several local Southern California Cities. His experience includes providing plan checking services for several small and large tract developments, single family residential units, and commercial retail centers. His services have included development project screen checks, responding to development community inquiries, performing plan checking for grading, street, storm drain, landscaping, street lighting, traffic signal, SWPPP, erosion control, and WQMP plans, as well as conducting all facets of municipal development related services.
- **Director of Public Works,** *Montclair, CA* - Mr Nix served as Director of Public Works for the City of Montclair. His project experience includes wet utility relocations necessary to support the extension of the Metro Rail from San Bernardino to Redlands and the Central Avenue Rehabilitation Project between Phillips Blvd and Arrow Route in the City of Montclair. He also provided contract support for plan check services for all Development Projects within the City of Montclair. This included review of entitlement processing and review of all improvements plans and mapping needed to facilitate new development projects, he also provided design, QA/QC and shop drawing review required for Land Development projects.
- **Director of Engineering and Operations,** *East Valley Water District*, *Highland, CA* Mr Nix served as the Director of Engineering and Operations for the East Valley Water District. He was responsible for daily operations and managing the Capital Improvement Program which averages $5-6M of improvements to District facilities per year. The Operations Division included both water and wastewater and served approximately 102,000 residents within City of Highland and portions of both City and County of San Bernardino.



MONAE PUGH

Traffic Engineering Specialist/ Plan Checker

TKE Engineering, Inc.

AFFILIATIONS

Institute of Transportation Engineers

Ms. Pugh has over 37 years of Municipal and Public Agency engineering experience with a wide range of responsibilities and projects emphasizing the discipline of Transportation and Traffic Engineering and has been with TKE for 7 years. Prior to joining TKE, she worked at the City of Fontana managing both its Land Development and Traffic Engineering Departments. Other prior experience includes over 17 years in the County of Riverside Traffic Engineering Department. Ms. Pugh currently services the cities of Calimesa and Corona as a traffic engineering specialist. Ms. Pugh will be responsible for providing technical assistance to the traffic committee, study reviews and the design review of all traffic engineering services.

DETAILED PROJECT EXPERIENCE

- **On-Call Traffic Engineering,** *City of Hesperia* – Ms. Pugh provides on-call traffic engineering services to the City of Hesperia. She is currently responsible for review of traffic control plans, land development review of site plans and access management, review and comment of traffic impact studies, traffic engineering project coordination with capital improvement projects, warrant analysis preparation, traffic count coordination, analysis of traffic counts and collision data, traffic control device recommendations, speed zone survey preparation and certifications, and school zone analysis. While providing these services to the City, Ms. Pugh has represented the City with other agencies, consultants and developers at numerous meeting, represented engineering with the City's management personnel and other public meetings, managed engineering budgets and project schedules.
- **On-Call Traffic Engineering,** *City of Calimesa* – Ms. Pugh provide on-call traffic engineering services to the City. She is currently responsible for review of traffic control plans, land development review of site plans and access management, review and comment of traffic impact studies, traffic engineering project coordination with capital improvement projects, warrant analysis preparation, traffic count coordination, analysis of traffic counts and collision data, traffic control device recommendations, speed zone survey preparation and certifications, and school zone analysis. While providing these services to the City, Ms. Pugh has represented the City with other agencies, consultants and developers at numerous meeting, represented engineering with the City's management personnel and other public meetings, managed engineering budgets and project schedules.
- **On-Call Traffic Engineering,** *City of Wildomar* – Ms. Pugh provides on-call traffic engineering services to the City. She is currently responsible for review of traffic control plans, land development review of site plans and access management, review and comment of traffic impact studies, traffic engineering project coordination with capital improvement projects, warrant analysis preparation, traffic count coordination, analysis of traffic counts and collision

data, traffic control device recommendations, speed zone survey preparation and certifications, and school zone analysis. While providing these services to the City, Ms. Pugh has represented the City with other agencies, consultants and developers at numerous meeting, represented engineering with the City's management personnel and other public meetings, managed engineering budgets and project schedules.

- **City-Wide Speed Zone Certification,** *City of Fontana* – Ms. Pugh managed an in-house recertification program which developed all new speed zones within the City limits for City Council approval. The remodel consisted of bringing all zones into compliance with current State mandates, certification practices and procedures; ensuring consistency for local law enforcement with the County of San Bernardino through enforcement. The project consisted of over 125 speed zones.
- **Traffic Investigations,** *County of Riverside and City of Fontana* – Ms. Pugh has extensive experience dealing with traffic safety issues and citizen concerns throughout these communities making recommendations and implementing change and improvement for mitigation. Experience includes preparation of all work orders for installation of traffic control devices.
- **Permit Parking Zone Program,** *City of Fontana* – Ms. Pugh responded to traffic safety concerns on and around Fontana High School relative to student parking and pedestrian traffic. Numerous residential neighborhood and Fontana Unified School District (FUSD) complaints were received due to overabundance of student parking adjacent to the school. A comprehensive program was prepared, coordinated and implemented with Fontana police department, FUSD, residents to provide permit parking zones in the neighborhoods adjacent to the school. The program includes issuance of parking permits to residents, public outreach, safety measures, and City Council approval.
- **Grant Awards,** *City of Fontana* – Ms. Pugh successfully applied for municipal grants from the following programs: Highway Safety Improvement Program and Safe Routes to School (both at Federal and State levels). Project awards included new raised medians for Sierra Ave., Foothill Blvd., and Citrus Ave. Additionally, traffic signal installation funding was secured for Alder Ave., at Wabash Ave. and also Randall Ave. at Palmetto Ave.
- **Safe Route To Schools,** *City of Fontana* – Ms. Pugh successfully responded to traffic safety concerns at elementary schools with high pedestrian and vehicle volumes. Engineering & Traffic Study reports were performed to include support data for both Federal and State grant funding integral to mitigation, planning, and final design plans.



JEFF LANTOSH, C.P.I.I.

Senior Public Works Inspector

TKE Engineering, Inc.

EDUCATION

South West Calibration and Training, San Bernardino, CA

CERTIFICATIONS

CPII – Certified Public Infrastructure Inspector (exp. 12/9/2026)

ICC - Special Inspector, Soils

Structural Masonry, Reinforced Concrete, and Prestressed Concrete (Cert No. 8052427)

American Concrete Institute - Certification Staff OSHA 30 Outreach Training for the Construction Industry 2022: construction#: 20-0107970 General#: 20-0079854

APNGA Portable Nuclear Gauge | Radiation Safety Officer Class (2019)

South Coast Air Quality Management District | Rule 403.1 Coachella Valley Fugitive Dust Control Training (CV2302-010555-13615) exp. 2025

Mr. Lantosh has over 12 years of inspection experience providing public works inspection services to a variety of municipalities throughout Southern California. Mr. Lantosh's background in public works inspection and oversight provide him with an extensive knowledge of ASTM specifications and OSHA standards. Additionally, Mr. Lantosh has provided coordination with other project professional services including geotechnical and survey. Mr. Lantosh has worked as a public works inspector for inspection of capital improvement and developer installed improvements relating to the construction of streets, drainage, traffic signals, parks and housing tract improvements. Mr. Lantosh has prepared daily inspection reports, developed construction photo logs, assisted with progress and final payment processing, assisted with change order negotiations, verified compliance with contract documents and approved project submittals, verified public safety compliance, and developed remedial work lists. He also has experience performing special inspections work and has earned numerous certifications that strengthen his qualifications to perform work on specialized projects.

DETAILED PROJECT EXPERIENCE

- **LPP County Line Road Project**, *City of Yucaipa/Calimesa* – Mr. Musser served as the Director of Surveys for design of the SB1 Local Partnership Program project. This project consists of the preparation of full construction documents including environmental compliance documents, right-of-way acquisition, utility relocations, plans, technical specifications, construction cost estimates (PS&E) and construction support services for the design of four roundabouts, street widening, bicycle lanes, curb and gutter, sidewalk, crosswalks, ADA curb ramps, storm drain, and signing and striping along County Line Road from 4th Street to Bryant Street.
- **North Canyon Indian Sewer Project,** *Mission Springs Water District, City of Desert Hot Springs* – Mr. Lantosh served as the Senior Public Works Inspector for the North Indian Canyon Sewer Project. The North Indian Canyon Sewer Improvements Project is located in the County of Riverside near the City of Desert Hot Springs. This project consists of the construction of 2,300 linear feet of 8" vitrified clay sewer pipe, manholes, laterals, and associated roadway repair. The proposed wastewater system improvements are being made prior to the County repaving project to avoid construction impacts on the new roadway and provide adequate capacity to convey future development flows.
- **Regional Water Reclamation Facility Program Management,** *Mission Springs Water District***,** *City of Desert Hot Springs* – Mr. Lantosh served as the Senior Construction Inspector. Mission Springs Water District (MSWD) retained TKE to prepare a preliminary engineering analysis that evaluated expanding an

existing WWTP or building a new regional WWTP. Ultimately, MSWD selected to proceed with a new regional WWTP, the Regional Water Reclamation Facility (RWRF). Thereafter, TKE was retained to be the program manager for the for the development of the RWRF and associated projects. As program manager, TKE is responsible for coordinating the design, hydrogeological analysis, environmental compliance processing, and construction of the RWRF, a new Regional Conveyance Trunk Sewer to deliver wastewater to the RWRF, and the M-2 Collection System to connect 695 parcels to the sewer system for treatment by the RWRF. In addition, TKE is in charge of grant funding and permit acquisition. In 2022, TKE secured $68 million in grant funding for the project. The project includes coordination with the State Water Resource Control Board, Regional Water Quality Control Board, Air Quality Management District, other agencies, and other consultants.

- **Regional Conveyance Line Force Main and Trunk Sewer,** *Mission Springs Water District, City of Desert Hot Springs* – Mr. Lantosh served as the Senior Construction Inspector. Mission Springs Water District (MSWD) retained TKE to conduct a preliminary engineering analysis that evaluated potential service areas, trunk sewer/force main alignments, wastewater flow rates, lift station capacity analysis, and other preliminary design criteria needed to identify the preferred alignment of the Regional Conveyance Force Main and Trunk Sewer and potential flow diversions to the Regional Water Reclamation Facility (RWRF). TKE is also responsible for final design and contract documents for approximately 3 miles of the preferred Regional Conveyance Force Main and Trunk Sewer alignment from the intersection of Dillon Road and Avenida Manzana to the RWRF. The project includes environmental compliance and geotechnical investigation, along with coordination with developers, other agencies, Regional Water Quality Control Board, and other consultants.



STEVEN BISCOTTI

Senior Construction Inspector

TKE Engineering, Inc.

EDUCATION

Colorado State University, CA BA, Arts and Humanities

CERTIFICATIONS

OSHA 30 Certified

16 Hour QSP Training Seminar

Lean Manufacturing Seminar – Gibbs Wire & Steel Co., Inc.

Forklift Certification 2004 – 2012 (Both operator and instructor) – Gibbs Wire & Steel Co., Inc.

Step 2000 Courses (electricity and electrical control devices) Siemens E&A

Conflict and Confrontation Seminar – Farmers Insurance

Forklift Certification 1984 – 1990, Various Wire Mills in MA, CT, and CA

Mr. Biscotti has over 14 years of inspection experience with the last 7 years providing public facility and public works construction inspection services. Mr. Biscotti has provided inspection services to several municipalities throughout Southern California. He has completed project inspection services for the Cities of Moreno Valley, Fontana, South El Monte, Riverside, Hemet, Calimesa, Riverside Transit Agency, East Valley Water District and the County of San Bernardino. Mr. Biscotti has provided coordination with other project professional services including geotechnical and survey. Mr. Biscotti has worked as a Public Works Inspector for inspection of capital improvement and developer installed improvements relating to the construction streets, drainage, utilities, parks and development improvements. Mr. Biscotti has prepared daily inspection reports, developed construction photo logs, assisted with progress and final payment processing, assisted with change order negotiations, verified compliance with contract documents and approved project submittals, verified public safety compliance, and developed remedial work lists.

DETAILED PROJECT EXPERIENCE

- **CV Sync Construction Management,** *Palm Desert, CA* - Mr. Biscotti provided construction inspection services for Phase 1 of the CV Sync project (Formerly CVAG TSSP). This work involves plan review, management and approval of construction scheduling, budget, field work, local agency procedures and more. This project involves coordination and support across twelve agencies in the Coachella Valley The project improvements include advanced traffic management systems (ATMS), advanced transportation controllers (ATC), selected Intelligent Transportation System (ITS) elements, ITS sub-systems, and Ethernet/IP-based communications that will be expandable and scalable for future integration of ITS technologies and strategies, such as Integrated Corridor Management (ICM), Smart Cities, Connected and Autonomous Vehicles, a Regional Traffic Management Center (RTMC) and local Traffic Operation Centers (TOC).
- **RTA Hemet Facility, Riverside Transit Agency,** *City of Hemet, CA*- Mr. Biscotti performed inspection services for approximately 90,000 square feet of 4,000 psi, 8" thick, rebar re-enforced concrete. Inspection included demolition of existing asphalt lot and concrete floor in bus wash, grading, over saw compaction and non-compliant soil removal, concrete pour, irrigation repair, water drain install and tie in to existing water drainage system, expansion joint and score joint work, and parking lot striping.
- **RTA Moreno Valley Mall Transfer Station Improvements,** *Riverside Transit Agency, City of Moreno Valley, CA*- Mr. Biscotti performed inspection services for the removal and upgrade installation to RTA's Transfer Station. Inspection included demolition of existing asphalt, damaged curb and gutter, sidewalk,

and bus stop structures, over saw compaction and non-compliant soil removal, 8" thick, rebar re-enforced concrete pour, ADA Compliant sidewalk and Parking Lot install, Asphalt replacement, seat wall construction, grading, Parking Lot Marking, and over saw Traffic Control.

- **Pepper Avenue and Winchester Drive/Terrace Road Traffic Signal Improvements**, *City of Rialto, CA* - Mr. Biscotti was the construction inspector for the Pepper Avenue and Winchester Drive/Terrace Road Traffic Signal Improvements Project located in the City of Rialto south of the 210 Freeway. Proposed improvements, included traffic signal installation, construction of ADA curb access ramps, removal of street lighting, striping and repair of private improvements adjacent to the project site.
- **Moreno Valley Amphitheater and Civic Center Park**, *City of Moreno Valley, CA* – Mr. Biscotti provided construction inspection services for the Moreno Valley Civic Center Park and Amphitheater Project located South of Alessandro Blvd immediately west of City Hall. The amphitheater is used for regional movie nights, concerts and seasonal special events. The 2.5 acre project included an amphitheater stage, video wall and enclosure, audio/visual and storage room, 400 person arched concrete seating, fire water system upgrades, and a parking lot for approximately 300 vehicles.
- **On-Call Inspection Services,** *San Bernardino Municipal Water Department, CA* **–** Mr. Biscotti is providing on-call inspection services to the City of San Bernardino Municipal Water Department (SBMWD) on numerous public and private improvements related to housing tracts and commercial development projects. Mr. Biscotti has provided inspection of more than 10,000 linear feet of pipeline installation for SBMWD.
- **San Bernardino Avenue Median Hardscape and Drainage,** *City of Fontana, Fontana, CA*- Mr. Biscotti performed inspection services for 11,000 linear feet of median and parkway hardscape improvements. Inspection included sidewalk installation, grading, cobble installation, design layout, storm drain pipe installation and connection to existing storm drain system, Concrete forms, and DG installation.
- **Warm Springs, Cole and Cypress Elementary School Safe Routes to School,** *City of Highland, CA* – Mr. Biscotti provided construction inspection services for the City of Highland for the SR2S – Cycle 10 funded project for the pedestrian path of travel enhancements to provide safe walking paths along 6th Street, Elm Street, Cole Avenue, Drummond Avenue, 10th Street and 14th Street. Proposed improvements include sidewalk, curb access ramps, In-Roadway Lighting system, striping and signage improvements. The project includes approximately more than two miles of street and sidewalk improvements together with public outreach and

coordination. Services included utility relocation coordination, construction inspection, right-of-entry coordination with property owners and materials testing, daily oversight and report preparation, traffic control and SWPPP oversight.

- **Interagency Safe Routes to Schools Project,** *City of Adelanto, CA*- Mr. Renner performed construction management services for approximately 5,000 linear feet of street, sidewalk and access ramp improvements around Columbia Middle School, Adelanto Elementary School, and Westside Park Elementary School. The project also included placement of speed feedback signage and rapid rectangular flashing beacons within the school zones.
- **Safe Routes to School, Cycle 10, Phase 2,** *City of South El Monte, CA* - Mr. Biscotti performed inspection services for approximately 3,000 linear feet of ADA Compliant sidewalk. Inspection included tree, fence, driveway approaches, curb and gutter, and landscape and irrigation removal and replacement, grading, concrete forming, concrete pouring and finishing, street sign installation, street marking, and fence installation. Mr. Biscotti was also responsible for public relations with the home owners for daily construction activities.
- **Chico Avenue Improvements Project,** *City of South El Monte, CA* - Mr. Biscotti over saw inspection services for cold mill removal and full depth replacement



PATRICK PALAFOX

Senior Public Works Inspector

TKE Engineering, Inc.

YEAR WITH TKE

6 years

Mr. Palafox has over 15 years of experience in public works construction and has provided inspection services for the past four years. Recently, Mr. Palafox is providing on-call inspection services to the San Bernardino Municipal Water Department for developer installed water and sewer projects, the City of Calimesa for capital improvement and developer installed street, drainage, utility and housing projects as well as street, drainage, park, water and sewer improvements to numerous Cities, municipal agencies, Rubidoux Community Services District, and the City of Highland. In addition to daily inspection services, Mr. Palafox has prepared daily inspection reports, developed construction photo logs, assisted with progress and final payment processing, assisted with change order negotiations, verified compliance with contract documents and approved project submittals, verified public safety compliance, developed remedial work list and system startup inspections. Mr. Palafox has provided coordination with other project professional services (e.g. Geotechnical and Surveying) and provided simultaneous inspection of multiple contractors and crews.

DETAILED PROJECT EXPERIENCE

- **On-Call Inspection Services**, *City of Hesperia, City of Calimesa, and San Bernardino Municipal Water Department, CA* – Mr. Palafox is provided on-call inspection services to the City of Hesperia on numerous private improvements related to housing tracts and commercial development projects, as well as utility construction projects, and capital improvement projects throughout the City.
- **Tract 32702 Offsite Street Improvements**, *City of Calimesa, CA* – Mr. Palafox provided Construction Inspection services for the City of Calimesa for the offsite street widening improvements associated with the Summerwind Ranch development. The project included widening approximately 4,000 linear feet of Palmer Avenue and Tukwet Canyon Parkway to a four lane roadway with raised landscape median or median turn lane. The project includes construction of road widening, pavement rehabilitation, removal and reconstruction of concrete sidewalks, curbs and gutters, cross-gutters, ADA ramps, driveway approaches, construction of catch basins and storm drains, installation of a new utilities, raising of various utility manholes/valves and installation of traffic signing, striping and loop detectors.
- **2nd Street Safe Routes to School**, *City of Calimesa/Yucaipa, CA* – Mr. Palafox provided Construction Inspection services for the City of Calimesa for the SR2S funded pedestrian path of travel enhancements to provide safer walking paths along 2nd Street between Avenue “L” and Avenue “H” and along Avenue “L” between 2nd Street and 3rd Street. The project includes construction of proposed curb, gutter and sidewalk improvements for increased pedestrian safety. The project includes approximately 1 mile of street improvements together with

structural bridge widening over existing drainage channel, right-of-entry acquisition, public outreach and coordination, utility relocation and roundabout construction at the intersection of County Line Road and 2nd Street.

- **5th Street Corridor Improvements Project**, *City of Highland*– Mr. Palafox provided Construction Inspection services for the City of Highland. The 5th Street Corridor Improvements Project is located on 5th Street from Victoria Avenue to Palm Avenue in the City of Highland. The project includes construction of approximately one mile of pavement rehabilitation, removal and reconstruction of concrete sidewalks, curbs and gutters, cross-gutters, ADA ramps, bus pads and driveway approaches, construction of catch basins and storm drains, installation of a new traffic signal system at the intersection of 5th Street and Central Avenue, relocation of miscellaneous utilities, raising of various utility manholes/valves and installation of traffic signing, striping and loop detectors.

- **Article III Pedestrian Enhancements and Miscellaneous Sidewalk Improvements Project**, *City of Highland, CA* – Mr. Palafox provided Construction Inspection services for the City of Highland. The Article III and Miscellaneous Sidewalk Improvements Project is located throughout the City of Highland. The project includes construction of pavement rehabilitation, median and trail construction, removal and reconstruction of concrete sidewalks, curbs and gutters, cross-gutters, ADA ramps, bus pads and driveway approaches, construction of catch basins and storm drains, relocation of miscellaneous utilities, signing and striping at more than 100 individual locations.

- **5th Street/ Greenspot Road Bikeway Improvements Project**, *City of Highland, CA* – Mr. Palafox provided Construction Inspection services for the City of Highland. The 5th Street/ Greenspot Road Bikeway Improvements Project is located on 5th Street from Tippecanoe Avenue to Easterly City Limits in the City of Highland. The project includes which includes minor street widening, installation of wayfinding and bike signs, installation of class II bike lanes, construction of trail improvements and kiosk construction.

- **Desert Lawn Drive Pavement Rehabilitation**, *City of Calimesa, CA* - Mr. Palafox provided Construction Inspection services for the City of Calimesa. The Desert Lawn Drive Pavement Rehabilitation Project is located in the City of Calimesa between Cherry Valley Boulevard and Champions Drive which included rehabilitation of 6,500 linear feet of frontage road. The project included Type II Slurry Seal, cold milling, and asphalt concrete overlay.

- **5th Street and Donna Lane Pavement Rehabilitation**, *City of Calimesa, CA* - Mr. Palafox provided Construction Inspection services for the City of Calimesa. The 5th Street and Donna Lane Pavement Rehabilitation Project is located in the City of Calimesa

on two local residential streets which included rehabilitation of 2,200 linear feet of road. The project included Type II Slurry Seal, cold milling, and asphalt concrete overlay.

SECTION 8 | REFERENCES

The following references have been provided so the City may verify the quality work TKE provides our clients in consistently ensuring successful project delivery.

AGENCY	CONTACT NAME	PHONE NUMBER / EMAIL ADDRESS	DATES SERVICES PROVIDED (FROM/THROUGH)
CITY OF GLENDORA 116 E. Foothill Blvd. Glendora, CA 91714	Bill Wittkopf Public Works Director	(626) 914-8246 wwittkopf@cityofglendora.org	2012 – Present
CITY OF EL MONTE 11333 Valley Boulevard El Monte, CA 91731	Lee Torres City Engineer	(626) 258-8833 ltorres@elmonteca.gov	2009 – Present
CITY OF CALIMESA 908 Park Avenue Calimesa, CA 92320	Will Kolbow City Manager	(909) 795-9801 wkolbow@cityofcalimesa.net	2012 – Present
CITY OF NEEDLES 213 E. Foothill Boulevard Azusa, Ca 91702	Patrick Martinez City Manager	(760) 326-2115 ext. 126 pmartinez@cityofneedles.com	2021 – Present
CITY OF WILDOMAR 23873 Clinton Keith Road Ste. 201 Wildomar, CA 92595	Daniel A. York Public Works Director/City Engineer	(626) 652-3163 dyork@cityofwildomar.org	2014 – Present
CITY OF FONTANA 16489 Orange Way Fontana, CA 92335	Phillip Burum Deputy City Manager	(909) 350-6727 pburnum@fontana.org	2000 – Present
CITY OF HIGHLAND 27215 Base Line Highland, CA 92346	Carlos Zamano City Manager	(909) 864-8732 czamano@cityofhighland.org	2014 – Present

APPENDIX |

Attachments A-D, F & G

ATTACHMENT A | STATEMENT OF NON-COLLUSION

NON-COLLUSION DECLARATION TO BE EXECUTED BY BIDDER AND SUBMITTED WITH BID

The undersigned declares:
I am the Senior Vice President of TKE Engineering, Inc., the party making the foregoing bid.

The bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation. The bid is genuine and not collusive or sham. The bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid. The bidder has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or to refrain from bidding. The bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder. All statements contained in the bid are true. The bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, to any corporation, partnership, company, association, organization, bid depository, or to any member or agent thereof, to effectuate a collusive or sham bid, and has not paid, and will not pay, any person or entity for such purpose.

Any person executing this declaration on behalf of a bidder that is a corporation, partnership, joint venture, limited liability company, limited liability partnership, or any other entity, hereby represents that he or she has full power to execute, and does execute, this declaration on behalf of the bidder.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that this declaration is executed on 9/18/2024 [date], at Riverside, California [city, state].

Firm TKE Engineering, Inc.

(Signature)

Terry Renner, P.E., P.L.S., Q.S.D, Senior Vice President
(Print Name & Title)

Street 2305 Chicago Avenue

City Riverside State CA Zip 92507

ATTACHMENT B | CAMPAIGN CONTRIBUTION ACKNOWLEDGEMENT

SUBCONTRACTOR CAMPAIGN CONTRIBUTION ACKNOWLEDGMENT FORM

Proposer [or Consultant] is required to identify any known subcontractor who will provide goods or services with an anticipated or actual value of $15,000 or more in connection with any contract which may be awarded pursuant to this Request for Proposal if the proposed contract with the Proposer [or Consultant] has an anticipated or actual value of $30,000 or more.

By my signature below, I certify that as a subcontractor I reviewed and am in compliance with West Covina Municipal Code section 2-405.1(c), in reference to campaign contributions to any individual holding City elective office, and that I will comply with Section 2-405.1(c) at all times while providing services as a subcontractor.

CONTRACTOR:

Company: TKE Engineering, Inc.

By: _____

Title: Terry Renner, P.E., P.L.S., Q.S.D., Senior Vice President

Date: 9/18/2024

SUBCONTRACTOR:

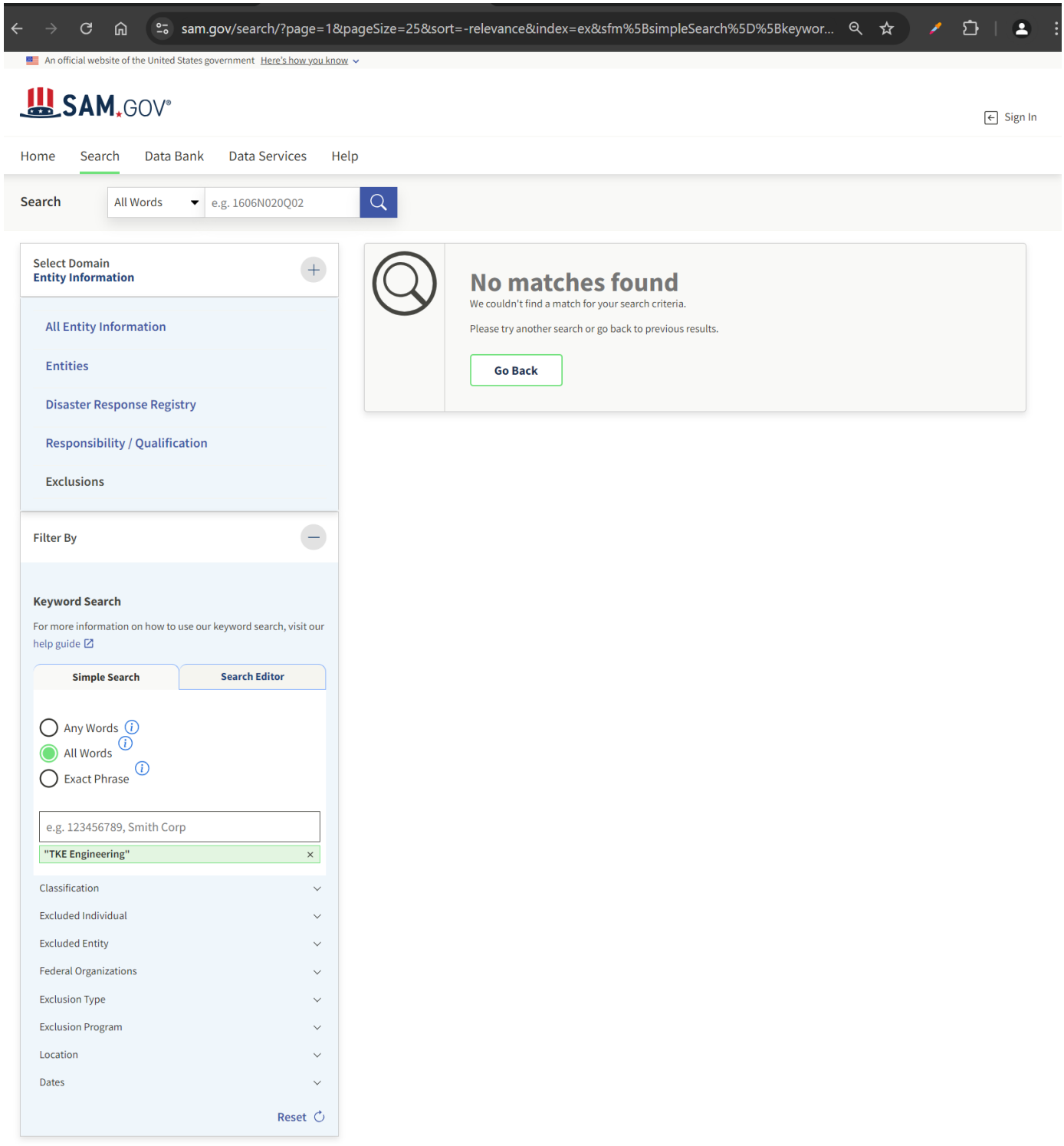
Company: None

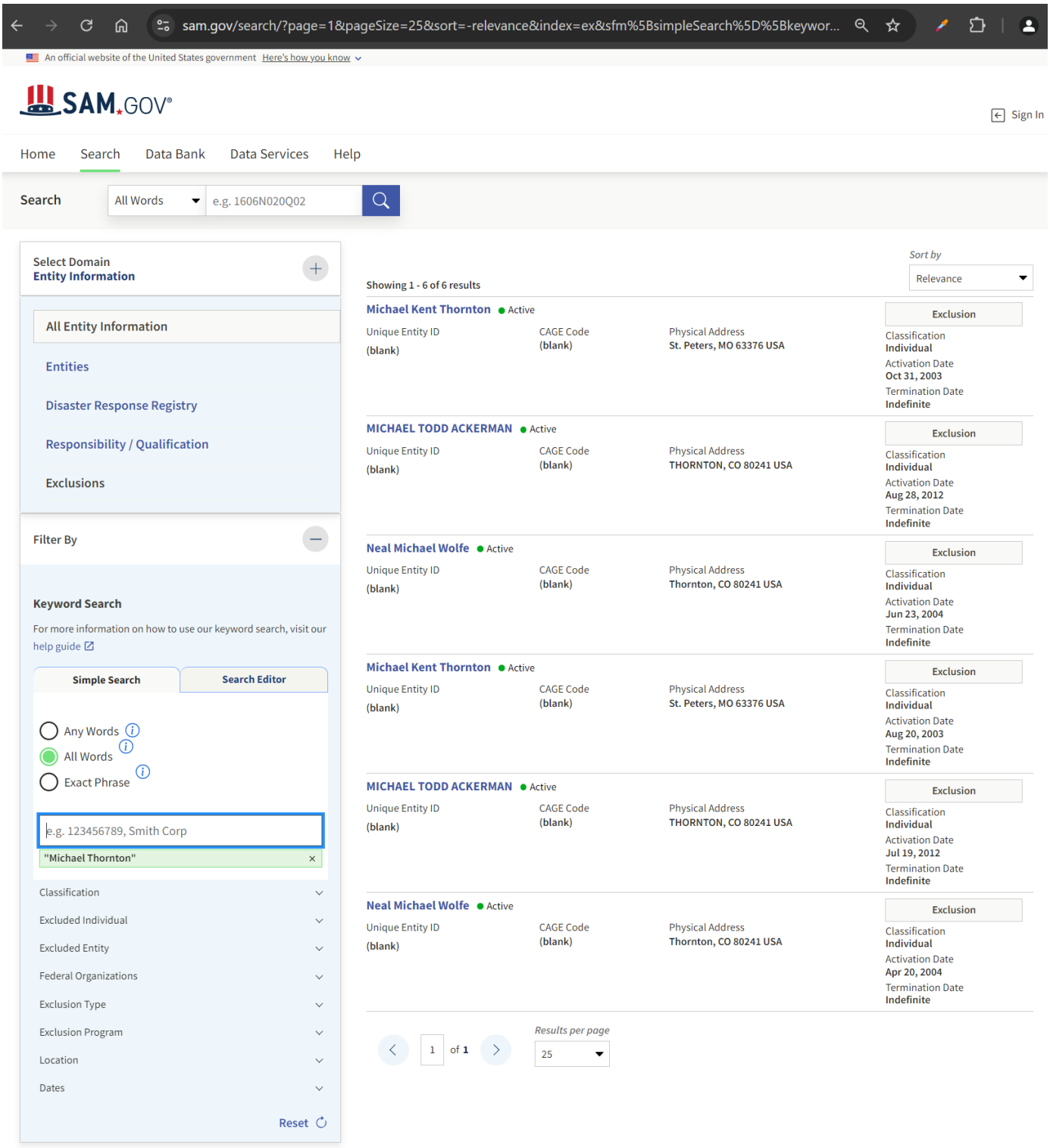
By: _____

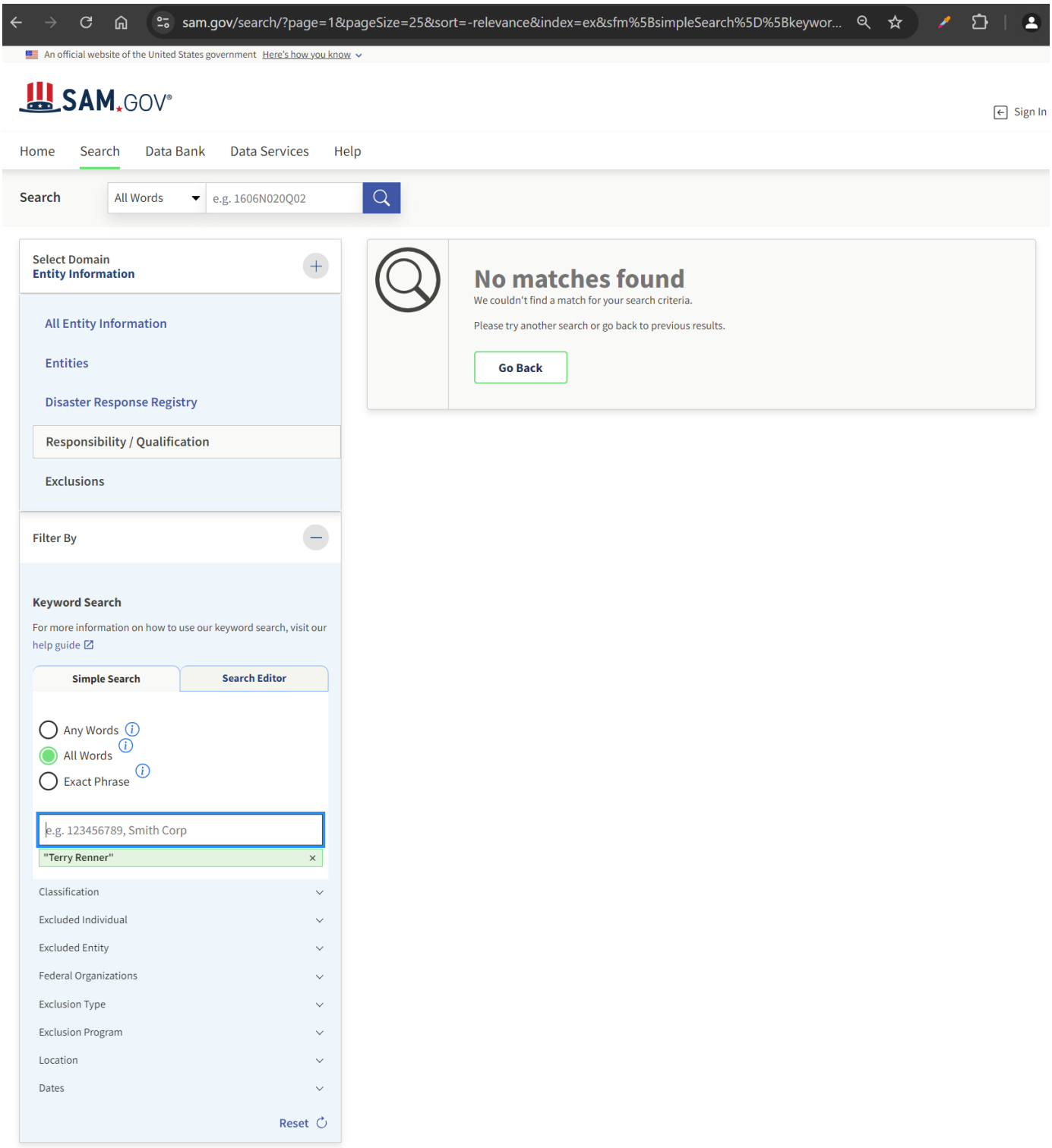
Title: _____

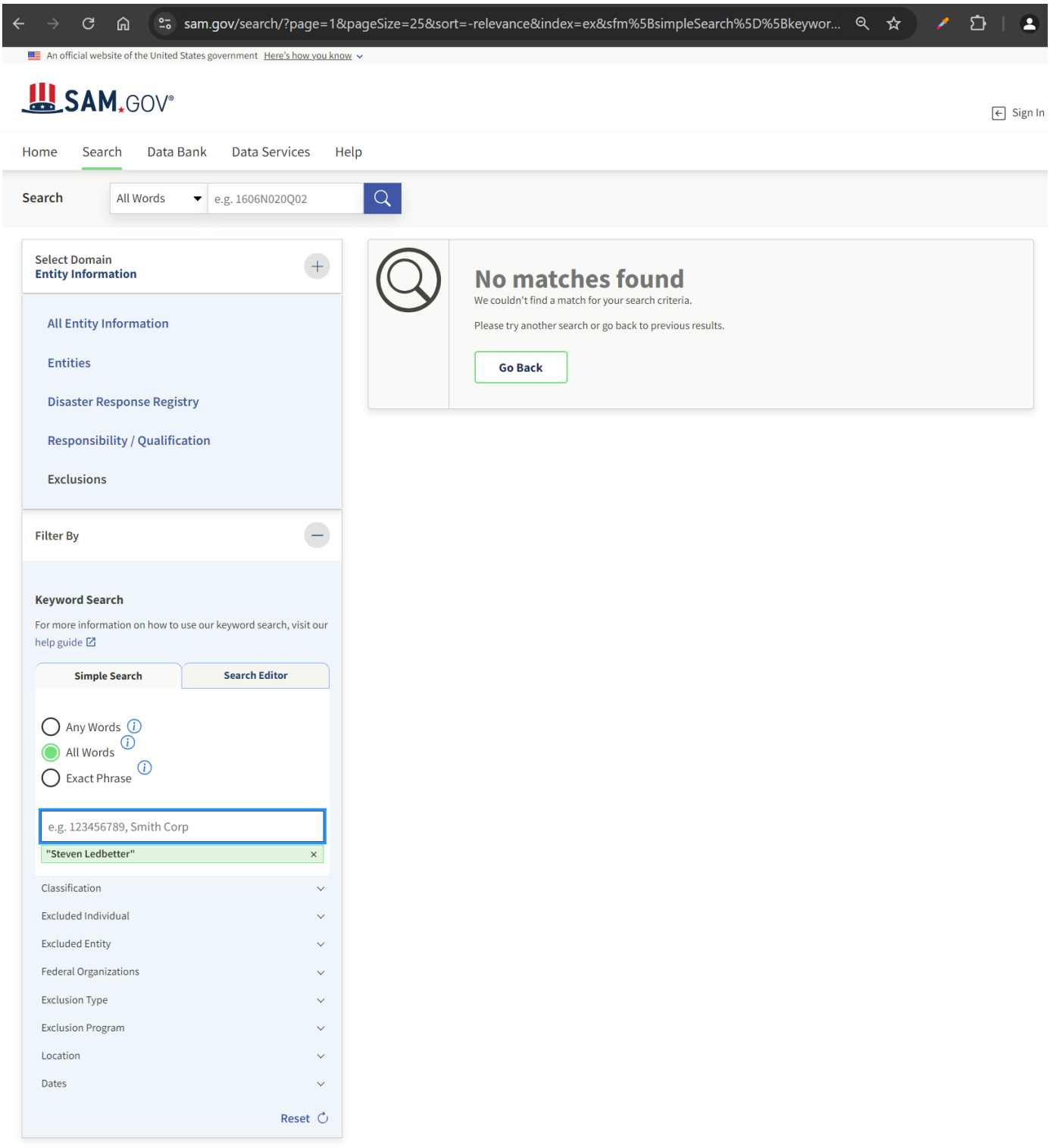
Date: _____

ATTACHMENT C | SAM.GOV – DEBARMENT & SUSPENSION VERIFICATION




sam.gov/search/?page=1&pageSize=25&sort=-relevance&index=ex&sfm%5BsimpleSearch%5D%5Bkeywor...
An official website of the United States government Here's how you know
SAM.GOV
Sign In
Home
Search
Data Bank
Data Services
Help
Search
All Words
e.g. 1606N020Q02
Select Domain
Entity Information
All Entity Information
Entities
Disaster Response Registry
Responsibility / Qualification
Exclusions
Filter By
Keyword Search
For more information on how to use our keyword search, visit our help guide
Simple Search
Search Editor
Any Words
All Words
Exact Phrase
e.g. 123456789, Smith Corp
"Michael Thornton"
Classification
Excluded Individual
Excluded Entity
Federal Organizations
Exclusion Type
Exclusion Program
Location
Dates
Reset
Showing 1 - 6 of 6 results
Sort by
Relevance
Michael Kent Thornton Active
Unique Entity ID (blank)
CAGE Code (blank)
Physical Address St. Peters, MO 63376 USA
Exclusion
Classification Individual
Activation Date Oct 31, 2003
Termination Date Indefinite
MICHAEL TODD ACKERMAN Active
Unique Entity ID (blank)
CAGE Code (blank)
Physical Address THORNTON, CO 80241 USA
Exclusion
Classification Individual
Activation Date Aug 28, 2012
Termination Date Indefinite
Neal Michael Wolfe Active
Unique Entity ID (blank)
CAGE Code (blank)
Physical Address Thornton, CO 80241 USA
Exclusion
Classification Individual
Activation Date Jun 23, 2004
Termination Date Indefinite
Michael Kent Thornton Active
Unique Entity ID (blank)
CAGE Code (blank)
Physical Address St. Peters, MO 63376 USA
Exclusion
Classification Individual
Activation Date Aug 20, 2003
Termination Date Indefinite
MICHAEL TODD ACKERMAN Active
Unique Entity ID (blank)
CAGE Code (blank)
Physical Address THORNTON, CO 80241 USA
Exclusion
Classification Individual
Activation Date Jul 19, 2012
Termination Date Indefinite
Neal Michael Wolfe Active
Unique Entity ID (blank)
CAGE Code (blank)
Physical Address Thornton, CO 80241 USA
Exclusion
Classification Individual
Activation Date Apr 20, 2004
Termination Date Indefinite
1 of 1
Results per page
25


sam.gov/search/?page=1&pageSize=25&sort=-relevance&index=ex&sfm%5BsimpleSearch%5D%5Bkeywor...
An official website of the United States government Here's how you know
SAM.GOV
Sign In
Home
Search
Data Bank
Data Services
Help
Search
All Words
e.g. 1606N020Q02
Select Domain
Entity Information
All Entity Information
Entities
Disaster Response Registry
Responsibility / Qualification
Exclusions
Filter By
Keyword Search
For more information on how to use our keyword search, visit our help guide
Simple Search
Search Editor
Any Words
All Words
Exact Phrase
e.g. 123456789, Smith Corp
"Terry Renner"
Classification
Excluded Individual
Excluded Entity
Federal Organizations
Exclusion Type
Exclusion Program
Location
Dates
Reset
No matches found
We couldn't find a match for your search criteria.
Please try another search or go back to previous results.
Go Back


sam.gov/search/?page=1&pageSize=25&sort=-relevance&index=ex&sfm%5BsimpleSearch%5D%5Bkeywor...
An official website of the United States government Here's how you know
SAM.GOV
Sign In
Home
Search
Data Bank
Data Services
Help
Search
All Words
e.g. 1606N020Q02
Select Domain
Entity Information
All Entity Information
Entities
Disaster Response Registry
Responsibility / Qualification
Exclusions
Filter By
Keyword Search
For more information on how to use our keyword search, visit our help guide
Simple Search
Search Editor
Any Words
All Words
Exact Phrase
e.g. 123456789, Smith Corp
"Steven Ledbetter"
Classification
Excluded Individual
Excluded Entity
Federal Organizations
Exclusion Type
Exclusion Program
Location
Dates
Reset
No matches found
We couldn't find a match for your search criteria.
Please try another search or go back to previous results.
Go Back

ATTACHMENT D | FEE SCHEDULE

TKE ENGINEERING, INC.

RATE SCHEDULE 2024–2025

	HOURLY RATE
Principal in Charge	$185.00
Project Manager/Construction Manager/Licensed Surveyor	$175.00
Traffic Engineer (TE)	$165.00
Senior Engineer/Project Engineer (PE)/Senior Plan Checker	$165.00
Assistant Project Manager/Associate Engineer	$155.00
Assistant Engineer/Plan Checker/Designer	$145.00
AutoCAD Technician	$135.00
Engineering Technician	$105.00
Clerical	$ 90.00
Forensic Engineering	$300.00
Expert Witness Testimony	$400.00

SURVEYING SERVICES

2-Man Survey Crew (Prevailing Wage)	$260.00

DEVELOPMENT SERVICES

Managing Director	$185.00
Senior Project Manager	$135.00
Project Manager	$105.00

CONSTRUCTION SERVICES

Senior Construction Inspector (Prevailing Wage)	$135.00
Construction Inspector (Prevailing Wage)	$125.00

REIMBURSABLE COSTS

In-house Reproduction	Cost
Printing and Materials	Cost + 10%
Express Mail/Courier/Next Day Service	Cost + 10%
Special Subconsultant Services	Cost + 10%

Revised June 2024

ATTACHMENT F | CERTIFICATE OF INSURANCE

Page 1 of 1

ACORD®

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
10/18/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Willis Towers Watson Midwest, Inc. c/o 26 Century Blvd P.O. Box 305191 Nashville, TN 372305191 USA	CONTACT NAME: Willis Towers Watson Certificate Center PHONE (A/C, No, Ext): 1-877-945-7378 FAX (A/C, No): 1-888-467-2378 E-MAIL ADDRESS: certificates@willis.com
INSURED TKE Engineering, Inc. 2305 Chicago Avenue Riverside, CA 92507	INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A : Liberty Insurance Underwriters Inc — 19917 INSURER B : INSURER C : INSURER D : INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** W30651695 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$
	CLAIMS-MADE OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$
							MED EXP (Any one person)	$
							PERSONAL & ADV INJURY	$
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$
	POLICY PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$
	OTHER:							$
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$
	ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	HIRED AUTOS ONLY / NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
	UMBRELLA LIAB OCCUR						EACH OCCURRENCE	$
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$
	DED RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N						PER STATUTE OTH-ER	
	ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)		N / A				E.L. EACH ACCIDENT	$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$
A	Professional Liability			AEXNYABCETE006	10/15/2023	10/15/2024	Per Claim	$2,000,000
							Aggregate	$4,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER	CANCELLATION
FOR PROPOSAL PURPOSES ONLY	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE

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SR ID: 24831083 BATCH: 3174668

ACORD®

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 9/9/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME:	
WTW MIDWEST INC 233 S WACKER DR,SUITE 2000 CHICAGO IL 60606	PHONE (A/C, No, Ext): (888) 780-5381	FAX (A/C, No): (866) 828-2424
	E-MAIL ADDRESS: Certificate@Hanover.com	

INSURED	INSURER(S) AFFORDING COVERAGE	NAIC #
TKE ENGINEERING INC 2305 CHICAGO AVE STE 100 RIVERSIDE CA 92507	INSURER A : Massachusetts Bay Ins Co	22306
	INSURER B : Allmerica Financial Benefit	41840
	INSURER C : Hanover American Ins Co	36064
	INSURER D :	
	INSURER E :	
	INSURER F :	

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	✓ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☑ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☑ PRO-JECT ☐ LOC ☐ OTHER:	N	N	OD3 H471223 05	10/15/2024	10/15/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG ☐	$ 2,000,000 $ 1,000,000 $ 5,000 $ 2,000,000 $ 4,000,000 $ 4,000,000 $
B	AUTOMOBILE LIABILITY ☑ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☑ HIRED AUTOS ONLY ☑ NON-OWNED AUTOS ONLY	N	N	AW3 J154489 05	10/15/2024	10/15/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) ☐	$ 1,000,000 $ $ $ $
A	☑ UMBRELLA LIAB ☑ OCCUR ☐ EXCESS LIAB ☐ CLAIMS-MADE ☐ DED ☑ RETENTION $	N	N	OD3 H471223 05	10/15/2024	10/15/2025	EACH OCCURRENCE AGGREGATE ☐	$ 1,000,000 $ 1,000,000 $
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y/N: Y If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	N	WZ3 H883053 04	10/15/2024	10/15/2025	✓ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 1,000,000 $ 1,000,000 $ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Excluded Officer(s): MICHAEL THORNTON; TERRY RENNER; STEVEN W. LEDBETTER.

CERTIFICATE HOLDER

FOR INFORMATIONAL PURPOSES ONLY

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Simone Butler

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ATTACHMENT G | W-9

Form **W-9**
(Rev. March 2024)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

Go to *www.irs.gov/FormW9* for instructions and the latest information.

Give form to the requester. Do not send to the IRS.

Before you begin. For guidance related to the purpose of Form W-9, see *Purpose of Form*, below.

Print or type. See ***Specific Instructions*** on page 3.

1 Name of entity/individual. An entry is required. (For a sole proprietor or disregarded entity, enter the owner's name on line 1, and enter the business/disregarded entity's name on line 2.)

TKE Engineering, Inc.

2 Business name/disregarded entity name, if different from above.

3a Check the appropriate box for federal tax classification of the entity/individual whose name is entered on line 1. Check only **one** of the following seven boxes.

☐ Individual/sole proprietor ☐ C corporation ☐ S corporation ☐ Partnership ☐ Trust/estate

☐ LLC. Enter the tax classification (C = C corporation, S = S corporation, P = Partnership) . . . . .

Note: Check the "LLC" box above and, in the entry space, enter the appropriate code (C, S, or P) for the tax classification of the LLC, unless it is a disregarded entity. A disregarded entity should instead check the appropriate box for the tax classification of its owner.

☐ Other (see instructions)

3b If on line 3a you checked "Partnership" or "Trust/estate," or checked "LLC" and entered "P" as its tax classification, and you are providing this form to a partnership, trust, or estate in which you have an ownership interest, check this box if you have any foreign partners, owners, or beneficiaries. See instructions . . . . . ☐

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any)

Exemption from Foreign Account Tax Compliance Act (FATCA) reporting code (if any)

(Applies to accounts maintained outside the United States.)

5 Address (number, street, and apt. or suite no.). See instructions.

2305 Chicago Avenue

Requester's name and address (optional)

6 City, state, and ZIP code

Riverside, CA 92507

7 List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. See also *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number

			–			–				

or

Employer identification number

3	3	–	0	9	1	8	8	9	4

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and, generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here | **Signature of U.S. person** | **Date**

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9*.

What's New

Line 3a has been modified to clarify how a disregarded entity completes this line. An LLC that is a disregarded entity should check the appropriate box for the tax classification of its owner. Otherwise, it should check the "LLC" box and enter its appropriate tax classification.

New line 3b has been added to this form. A flow-through entity is required to complete this line to indicate that it has direct or indirect foreign partners, owners, or beneficiaries when it provides the Form W-9 to another flow-through entity in which it has an ownership interest. This change is intended to provide a flow-through entity with information regarding the status of its indirect foreign partners, owners, or beneficiaries, so that it can satisfy any applicable reporting requirements. For example, a partnership that has any indirect foreign partners may be required to complete Schedules K-2 and K-3. See the Partnership Instructions for Schedules K-2 and K-3 (Form 1065).

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS is giving you this form because they

Cat. No. 10231X Form **W-9** (Rev. 3-2024)



Prepared By:

TKE Engineering, Inc.
2305 Chicago Ave.
Riverside, CA, 92507

AGENDA STAFF REPORT

City of West Covina | Office of the City Manager

DATE: April 15, 2025

TO: Mayor and City Council

FROM: Paulina Morales, City Manager

SUBJECT: **CONSIDERATION OF INTRODUCTION OF AN ORDINANCE AMENDING TRUCK ROUTES**

RECOMMENDATION:

It is recommended that the City Council introduce the following Ordinance:

ORDINANCE NO. 2530 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, AMENDING SECTION 22-141 OF DIVISION 5 OF ARTICLE IV OF CHAPTER 22 OF THE MUNICIPAL CODE TO MAKE CHANGES TO THE EXISTING TRUCK ROUTES

BACKGROUND:

On December 10, 2024, the Traffic Committee reviewed a resident request regarding concerns about large commercial trucks using East Garvey Avenue South as a cut-through between North Lark Ellen Avenue and South Azusa Avenue. Based on the review and in accordance with guidelines from the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC), the Committee recommended replacing the existing delineators on Cherrywood/Garvey Avenue South and installing additional truck route signage prohibiting trucks from using Garvey Avenue South.

During the meeting, the Committee also requested a review of the existing truck routes in the City to determine whether specific segments should remain designated as truck routes. These segments include:

- South Glendora Avenue between Lakes Drive and West Covina Parkway/Valinda Avenue
- Lakes Drive between Plaza Drive and South Glendora Avenue
- Plaza Drive between Vincent Avenue and Lakes Drive
- Walnut Creek Parkway between Vincent Avenue and South Glendora Avenue

Before the redevelopment of Downtown West Covina, the area had more commercial businesses, which may have justified the truck route designation. However, with the shift towards residential use, there are concerns that the designation should be reconsidered.

Current Truck Routes

Current truck routes are codified in Section 22-141 (Established) of Division 5 (Truck Routes) or Article IV (Operation of Vehicles) of Chapter 22 (Vehicle Regulations) of the West Covina Municipal Code (WCMC). The current truck routes per the WCMC are listed below and are included within Attachment No. 1 (Truck Routes Map).

- Amar Road, from Azusa Avenue to the west city limits.

- Azusa Avenue, from the northerly city limits to the southerly city limits.
- Azusa Canyon Road, from San Bernardino Road to the northerly city limits.
- Barranca Avenue, from South Garvey Avenue to the north city limits.
- California Avenue, northerly of Plaza Drive.
- Citrus Street, from South Garvey Avenue to Workman Avenue.
- Francisquito Avenue, from Glendora Avenue to the westerly city limits.
- Garvey Avenue: (1) North portions between Pacific Avenue and Sunset Avenue and between Barranca Street and the Barranca Street westbound freeway off-ramp. (2) South portions between West Covina Parkway and Glendora Avenue, between Citrus Street and the Citrus Street eastbound freeway on-ramp, and between Barranca Street and the Barranca Street eastbound freeway on-ramp.
- Glendora Avenue, from Lakes Drive to the southerly city limits.
- Grand Avenue from the San Bernardino Freeway to the northerly city limits.
- Holt Avenue, from the Holt Avenue eastbound freeway off-ramp to the easterly city limits.
- Lakes Drive.
- Plaza Drive.
- San Bernardino Freeway.
- San Bernardino Freeway interchanges.
- San Bernardino Road.
- State Street.
- Sunset Avenue, from Francisquito Avenue to the southerly city limits.
- Sunset Avenue, from North Garvey Avenue to West Covina Parkway.
- Valley Boulevard.
- Vincent Avenue, from Glendora Avenue to North Garvey Avenue.
- Walnut Creek Parkway, from Vincent Avenue to Glendora Avenue.
- West Covina Parkway, from Glendora Avenue to South Garvey Avenue.

DISCUSSION:

Truck routes are designated to mitigate the adverse effects of truck traffic in residential neighborhoods while maintaining efficient commercial transportation and connectivity to freeways and adjacent jurisdictions. These routes are established by the City Council, codified in the WCMC, and signage is posted throughout the City to prevent large commercial trucks from using residential streets for transporting goods and materials. However, trucks may deviate from posted routes when necessary to make deliveries, using the shortest route to and from their destination.

The streets under review were originally designated as truck routes when the area was primarily commercial. However, with multiple developments in Downtown West Covina replacing commercial properties with residential units, the reliance on large freight deliveries has significantly decreased. As a result, the existing truck routes in the WCMC may need to be updated to adjust certain streets within Downtown West Covina.

Revising these designated truck routes would address concerns raised by residents and stakeholders by enhancing public safety, reducing noise pollution, and preserving infrastructure. Increased truck traffic through the neighborhoods near the Lakes area has led to excessive noise, safety hazards for pedestrians and cyclists, and accelerated roadway deterioration. Updating the truck route system to reflect the respective areas' current land uses would improve residents' quality of life, mitigate risks associated with heavy vehicle movement, and reduce unnecessary roadway wear and increased maintenance costs.

Changing the current designated truck routes would require the adoption of an ordinance by the City Council. Staff has prepared a draft ordinance (Attachment No. 2) that removes the following streets from the truck routes:

- California Avenue, northerly of Plaza Drive
- South Glendora Avenue between Lakes Drive and West Covina Parkway/Valinda Avenue
- Garvey Avenue North between Pacific Avenue and Sunset Avenue
- Lakes Drive
- Plaza Drive
- State Street
- Sunset Avenue, from North Garvey Avenue to West Covina Parkway
- Walnut Creek Parkway from Vincent Avenue and South Glendora Avenue

In addition, the following street segments have been changed in order to re-route trucks away from residential neighborhoods:

- Garvey Avenue South between West Covina Parkway and Glendora Avenue - replaced Glendora Avenue with Sunset Avenue
- Glendora Avenue from Lakes Drive to the southerly city limits - replaced Lakes Drive to Vincent Avenue to lead trucks to/from the freeway on and off ramps
- Vincent Avenue, from Glendora Avenue to North Garvey Avenue - replaced Garvey Avenue to the San Bernardino Freeway on and off ramps
- West Covina Parkway, from Glendora Avenue to South Garvey Avenue - replaced South Garvey Avenue to Garvey Avenue North

Attachment No. 3 shows the revisions to Section 22-141 in redline format.

LEGAL REVIEW:

The City Attorney's Office has reviewed the proposed ordinance and approved it as to form.

OPTIONS:

The City Council has the following options:

1. Approve Ordinance No. 2530 as presented; or
2. Approve Ordinance No. 2530 with changes; or
3. Provide alternative direction.

ENVIRONMENTAL REVIEW:

There is no possibility the adoption and implementation of this Ordinance will have a significant effect on the environment. The Ordinance is therefore exempt from the environmental review requirements of the California Environmental Quality Act pursuant to Section 15061(b)(3) (General Rule) of Title 14 of the California Code of Regulations.

Prepared by: Jo-Anne Burns- Deputy Community Development Director

Additional Approval: Roxanne E. Lerma, Assistant City Manager

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Fiscal Impact

FISCAL IMPACT:

This is strictly an administrative item; therefore, there is no fiscal impact associated with this action

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Attachments

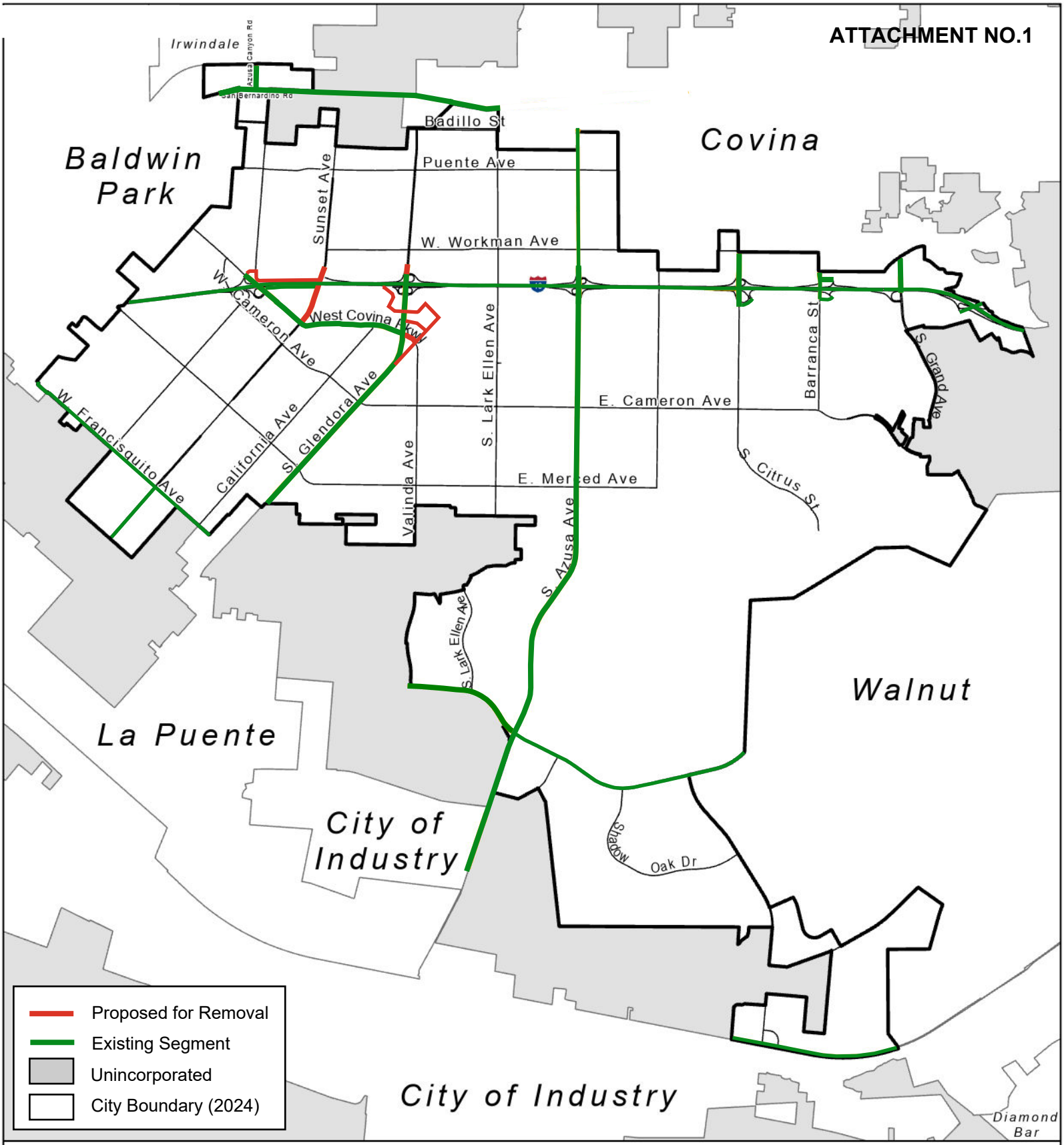
Attachment No. 1- WC Truck Route Map

Attachment No. 2 - Ordinance No. 2530

Attachment No. 3 - Redline of Changes to Section 22-141

CITY COUNCIL GOALS & OBJECTIVES: Protect Public Safety
A Well-Planned Community

ATTACHMENT NO.1



City of West Covina Truck Routs

Reference: Section 22-141
Of The West Covina Municipal Code

Last Revision Effective: May 19,2000

July 2024
City of West Covina GIS

ATTACHMENT NO. 2

ORDINANCE NO. 2530

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, AMENDING SECTION 22-141 OF DIVISION 5 OF ARTICLE IV OF CHAPTER 22 OF THE WEST COVINA MUNICIPAL CODE TO MAKE CHANGES TO THE EXISTING TRUCK ROUTES

The City Council of the City of West Covina hereby finds and declares as follows:

WHEREAS, on December 10, 2024, the Traffic Committee reviewed and subsequently voted on a request to recommend that the City Council review the City's current truck routes and consider removing certain streets that can potentially lead large trucks through residential neighborhoods; and

WHEREAS, on February 18, 2025, the City Council approved the list of recommendations made by the Traffic Committee from its November 2024 to January 2025 meetings, which included the recommendation to consider revisions to the City's truck routes; and

WHEREAS, the City Council desires to amend Section 22-141 of Division 5 of Article IV of Chapter 22 of the West Covina Municipal Code to make changes to the existing truck routes; and

WHEREAS, all legal requirements prior to the adoption of this Ordinance have occurred.

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

SECTION 1. Recitals. The above recitals are true and correct and are incorporated herein.

SECTION 2. Amendment to Section 22-141. Section 22-141 of Division 5 of Article IV of Chapter 22 of the West Covina Municipal Code shall be amended to read as follows:

Sec. 22-141. Established.

The following streets and portions of streets are hereby designated and established as truck routes, to wit:

Amar Road, from Azusa Avenue to the westerly city limits.

Azusa Avenue, from the northerly city limits to the southerly city limits.

Azusa Canyon Road, from San Bernardino Road to the northerly city limits.

Barranca Avenue, from Garvey Avenue South to the northerly city limits.

Citrus Street, from Garvey Avenue South to Workman Avenue.

Francisquito Avenue, from Glendora Avenue to the westerly city limits.

Garvey Avenue: (1) North portions between Barranca Street and the Barranca Street westbound freeway off-ramp. (2) South portions between West Covina Parkway and Sunset Avenue, between Citrus Street and the Citrus Street eastbound freeway on-ramp, and between Barranca Street and the Barranca Street eastbound freeway on-ramp.

Glendora Avenue, from Vincent Avenue to the southerly city limits.

Grand Avenue, from the San Bernardino Freeway to the northerly city limits.

Holt Avenue, from the Holt Avenue eastbound freeway off-ramp to the easterly city limits.

San Bernardino Road.

Sunset Avenue, from Francisquito Avenue to the southerly city limits.

Valley Boulevard.

Vincent Avenue, from Glendora Avenue to the San Bernardino Freeway on- and off-ramps.

West Covina Parkway, from Glendora Avenue to Garvey Avenue North.

SECTION 3. Environmental Compliance. The City Council hereby finds that it can be seen with certainty that there is no possibility the adoption and implementation of this Ordinance will have a significant effect on the environment. The Ordinance is therefore exempt from the environmental review requirements of the California Environmental Quality Act pursuant to Section 15061(b)(3) (General Rule) of Title 14 of the California Code of Regulations.

SECTION 4. Inconsistencies. Any provision of the West Covina Municipal Code or appendices thereto inconsistent with the provisions of this Ordinance, to the extent of such inconsistencies and no further, is hereby repealed or modified to that extent necessary to affect the provisions of this Ordinance.

SECTION 5. Severability. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the

decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council of the City of West Covina hereby declares that it would have adopted this Ordinance and each section, subsection, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions be declared invalid or unconstitutional.

SECTION 6. Certification. The City Clerk shall certify to the passage and adoption of this Ordinance and shall cause the same to be published or posted as required by law.

SECTION 7. Effective Date. This Ordinance shall take effect thirty (30) days after its final passage.

PASSED, APPROVED AND ADOPTED this _____ day of _____, 2025.

_____
Tony Wu
Mayor

APPROVED AS TO FORM

_____
Thomas P. Duarte
City Attorney

ATTEST

_____
Lisa Sherrick
Assistant City Clerk

I, LISA SHERRICK, Assistant City Clerk of the City of West Covina, California, do hereby certify that the foregoing Ordinance No. 2530 was introduced at a regular meeting of the City Council held on the 15th day of April, 2025, and adopted at a regular meeting of the City Council held on the ____ day of _____, 2025, by the following vote of the City Council:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Lisa Sherrick
Assistant City Clerk

ATTACHMENT NO. 3

REDLINE OF REVISIONS TO SECTION 22-141
(Changes Denoted in Underline and Strikethrough)

Sec. 22-141. Established.

The following streets and portions of streets are hereby designated and established as truck routes, to wit:

Amar Road, from Azusa Avenue to the westerly city limits.

Azusa Avenue, from the northerly city limits to the southerly city limits.

Azusa Canyon Road, from San Bernardino Road to the northerly city limits.

Barranca Avenue, from ~~the South~~ Garvey Avenue South to the northerly city limits.

~~*California Avenue, northerly of Plaza Drive.*~~

Citrus Street, from ~~the South~~ Garvey Avenue South to Workman Avenue.

Francisquito Avenue, from Glendora Avenue to the westerly city limits.

Garvey Avenue: (1) North portions ~~between Pacific Avenue and Sunset Avenue and~~ between Barranca Street and the Barranca Street westbound freeway off-ramp. (2) South portions between West Covina Parkway and Sunset Avenue, ~~Glendora Avenue,~~ between Citrus Street and the Citrus Street eastbound freeway on-ramp, and between Barranca Street and the Barranca Street eastbound freeway on-ramp.

Glendora Avenue, from ~~Lakes Drive~~ Vincent Avenue to the southerly city limits.

Grand Avenue, from the San Bernardino Freeway to the northerly city limits.

Holt Avenue, from the Holt Avenue eastbound freeway off-ramp to the easterly city limits.

~~*Lakes Drive.*~~

~~*Plaza Drive.*~~

~~*San Bernardino Freeway.*~~

~~*San Bernardino Freeway interchanges.*~~

San Bernardino Road.

~~*State Street.*~~

Sunset Avenue, from Francisquito Avenue to the southerly city limits.

~~*Sunset Avenue,* from North Garvey Avenue to West Covina Parkway.~~

Valley Boulevard.

Vincent Avenue, from Glendora Avenue to ~~North Garvey Avenue.~~ the San Bernardino Freeway on- and off-ramps.

~~*Walnut Creek Parkway,* from Vincent Avenue to Glendora Avenue.~~

West Covina Parkway, from Glendora Avenue ~~to South~~ Garvey Avenue North.

AGENDA STAFF REPORT

City of West Covina | Office of the City Manager

DATE: April 15, 2025

TO: Mayor and City Council

FROM: Paulina Morales, City Manager

SUBJECT: **Consideration of City Hall CCTV**

RECOMMENDATION:

It is recommended that the City Council take the following actions:

1. Find that the City's bidding requirements and procedures are inefficient and impractical for the procurement of the installation of CCTV cameras at City Hall and in Council Chambers in accordance with Section 2-335(10) of the West Covina Municipal Code.

2. Authorize the City Manager to negotiate and execute an agreement with AM-TEC Total Security, Inc. (AM-TEC Security) in an amount not to exceed $129,221.59.

3. Adopt the following resolution:

RESOLUTION NO. 2025-29 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, ADOPTING A BUDGET AMENDMENT FOR THE FISCAL YEAR COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025 (CITY HALL CCTV IMPLEMENTATION).

BACKGROUND:

At the December 17, 2024 City Council meeting, Councilmember Gutierrez requested that the City Manager work with the West Covina Police Department (WCPD) to look into options for the installation of CCTV cameras throughout City Hall and Council Chambers to protect the public, City staff, and City Council Members from any potential threats. The City Council confirmed Councilmember Gutierrez's request.

DISCUSSION:

The WCPD, aiming for practical, cost-effective, and efficient solutions, focused on utilizing AM-TEC Security, a company that has provided security integration services to the WCPD, City Hall, and Public Works since 2018. AM-TEC Security is responsible for designing, installing, and maintaining access control systems and surveillance cameras across these locations without any issues, making them a trusted partner in this security effort. AM-TEC is a leader in the security industry with over 40 years of experience and possesses in-depth knowledge of the City of West Covina's infrastructure, building construction, and network systems, making the expansion of current security measures seamless and efficient. Further, given the proprietary nature of the existing systems and the active warranties on the installed equipment, selecting an alternate provider would compromise the integrity, compatibility,

warranties, and security of the existing infrastructure.

Section 2-335(10) of Division 2 of Article VII of Chapter 2 of the West Covina Municipal Code provides the following exemption from the City's competitive bidding requirements: "When the City Council determines, by minute action or resolution, that the compliance with the bidding requirements and procedures is inefficient, impractical, or not in the best interest of the city, based on specifically identified conditions set forth on the record."

For the reasons outlined above, staff is requesting that the City Council find that compliance with the City's bidding requirements and procedures is inefficient and impractical in connection with the procurement for the installation of CCTV cameras at City Hall and authorize the City Manager to negotiate and enter into an agreement with AM-TEC Security in an amount not to exceed $129,221.59. Staff is also requesting that the City Council approve the proposed resolution, approving the necessary budget amendment for this procurement.

LEGAL REVIEW:

The City Attorney's Office has reviewed the resolution and approved it as to form and will review and approve the agreement as to form prior to execution.

OPTIONS:

The City Council has the following options:

1. Adopt staff's recommendation; or
2. Provide alternative direction.

Prepared by: Maria- Luisa Olea, Acting Finance Director & Human Resources/Risk Management

Additional Approval: Roxanne E. Lerma, Assistant City Manager

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Fiscal Impact

FISCAL IMPACT:

The total cost for the installation of the City Hall CCTV project is $129,222. Funds available for this project are in Fund 160.

Project No.	Project Name	Fund	Account No.	FY 2024-25 Budget Request	Project Cost
C250XX	City Hall CCTV	160	160.503.80.81.00.00.75.75000.	129,222	$129,221.59

Attachments

Attachment No. 1 - CCTV & Metal Detector Presentation

Attachment No. 2 - CCTV Quote

Attachment No. 3 - AmTec Letter

Attachment No. 4 - Resolution No. 2025-29

CITY COUNCIL GOALS & OBJECTIVES: Protect Public Safety
Enhance City Image and Effectiveness

ATTACHMENT NO. 1

CITY HALL CCTV & Metal Detector Implementation

Presented by WCPD Chief Cortina

Tuesday, February 18, 2025

Estimate for Project Cost

- CCTV coverage of City Hall Exterior
- City Hall Parking Lot
- Interior of Council Chambers
- Council Chambers Access Control
- Replacing 2 outdated PD cameras
- Maintenance to PD exterior cameras

Labor:	$65,000
Materials:	$65,000
Total:	**$130,000**

Camera Types



PNM-C34404RQPZ

- 4K 4Ch PTRZ + 2MP 40x PTZ AI Camera
- Multi-sensor with 4 separate camera views, 1 controllable PTZ for a total of 5 cameras in one unit

Camera Types



PNM-C32083RVQ

- 4K x 4ch AI Camera
- Multi-sensor with 4 separate camera views

Camera Types



PNM-C12083RVD

- 6MP x 2CH AI Multi-directional Camera
- Multi-sensor camera with 2 views

Camera Types



QNV-C9083R

- 8MP IR Vandal Dome Camera
- 9 of these cameras will be installed

Camera Features



XNF-9010RV

- 12MP IR Fisheye Camera
- Camera that looks in a 360-degree pattern

Metal Detector Considerations

- Required Equipment:
  - Walk-thru Detector (approximately $6,000)
  - Hand-Held Detector (approximately $300)

Metal Detector Considerations

- Required Staffing:
  - 2 security personnel for entire meeting

    (estimated hourly rate: $80 dollars per hour per person)

  - 2 Council Meetings a month plus Planning Commission Meetings averaging at 4 hours per meeting = **$31,000/year minimum**

ATTACHMENT NO. 2

AMTEC SECURITY
ACO 4498 CSLB 974571

4075 Schaefer Ave, Chino, CA, 91710
800-609-2527
Website: www.amtecsecurity.com
Email: billing@amtecsecurity.com

CUSTOMER ESTIMATE NO. 5820

West Covina Police
1444 W Garvey Ave S
West Covina CA 91790

Created Date: 2/4/2025
Date: 2/4/2025
Valid For: 30 Day(s)
Site: West Covina Police *
Salesperson: Jeffrey Torok

Avigilon Access Control for Council Chambers:

Access Control Equipment:

Avigilon access control can, power supply, door controllers for 2 doors, and battery backup.

Part #	Item	Quantity	Unit Price	Total
AC-LSP-2DR-MER-LCK	Two Door Mercury Dual Voltage Integrated Power System supporting two AC-MER-CONT-1DR or one AC-MER-CONT-2DR (Mercury hardware sold separately). The advantage of a dual voltage power supply is the ability to power both Mercury boards and door locks from the same supply. Includes a painted steel enclosure; removable pre drilled back plate; controller standoffs and mounting screws and a 75 watt 12V/2A and 24V/2A power supply-battery charger. The power supply is pre-wired to four Class 2; Power Limited (CL2PL) outputs (C4P Board) delivering a regulated independent power connection to each Mercury board and lock power and control. The power supply features dual outputs (12 & 24volts DC); form 'C' fault relay contacts; a fire alarm input and network interface (interface module sold separately) to enable monitoring; reporting and control of the power system from Access Control Manager (ACM) link. Battery space for two 12V; 8Ah batteries is available in cabinet (unless using two AC-MER-CONT-1DR). Cabinet size: 12" x 14" x 4.5" with door lock and two (2) keys. Weight 14 lb.(LifeSafety Power Part Number: FPO75-B100C4PE1M)	1.00	$539.33	$539.33
AC-MER-CONT-LP1501	Intelligent Controller; Linux Based with 1 door; 2 inputs and 2 outputs; PoE+ Support; expandable up to 17 doors. (Mercury Part #: LP1501)	1.00	$761.66	$761.66
AC-MER-CON-MR50	Series 3 Single Reader Interface Module: mag or wiegand; 2 inputs; 2 relays (Mercury Part Number: MR50-S3)	1.00	$405.47	$405.47
NP7-12	YUASA NP 7-12 12 VOLT 7AH BATTERY	2.00	$33.00	$66.00
			Total	$1,772.46
			Incl. Tax of	$0.00

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800-609-2527
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CUSTOMER ESTIMATE NO. 5820

Door Hardware:

Door hardware has 2-readers, 2-electrified panic hardware kits with REX, 2-door loops, and door contacts.

Part #	Item	Quantity	Unit Price	Total
20NKS-00-000000	Signo20, Mullion, 13.56mHz &125kHz, OSDP/Wiegand, Pigtail, Mobile Ready	2.00	$285.59	$571.18
COMMAND AC MLRK1-VD	MLRK1-VD EL LATCH-PULLBACK KIT L/BASEPLMOTOR DRIVEN	2.00	$395.63	$791.26
COMMAND AC VDREXKIT-ED	VDREXKIT-ED REQ2EXIT,VON DUPRIN EXIT DEVIC33/35 AND 98/99 SERI	2.00	$58.05	$116.10
KEEDEX INC K-DLB	K-DLB ARMOR DOOR LOOP 1/4"ID,FLEX,18	2.00	$41.18	$82.36
180RS-12-B	GRI 180RS-12-B RECESSED STUBBY DOOR SWITCH 3/4" DIAMETER, BROWN	2.00	$10.50	$21.00
			Total	$1,581.90
			Incl. Tax of	$0.00

Access Control Cable & Wire Molding:

Cable, and wire molding, for two door controllers, power supply, electrified panic hardware, and readers, in council chambers.

Part #	Item	Quantity	Unit Price	Total
21965002	Genesis Access Control Riser Rl Yellow Bundle Cable	1.00	$866.52	$866.52
Wavenet 09W-350EA4-4	Wavenet 09W-350EA4-4 Cat5E Yellow Riser Cable 350MHz 1000' Box	0.50	$144.38	$72.19
MC Electrical 14/2	MC Electrical 14/2 x 50 ft. Solid MC Lite Cable	1.00	$85.33	$85.33
C210	Wiremold Cordmate II Cord Cover 12 ft. Kit, Cord Hider for Home or Office, Holds 3 Cables, White	2.00	$47.33	$94.66
			Total	$1,118.70
			Incl. Tax of	$0.00

Labor:

Labor needed to install access control can, power supply, door controllers, run cable, electrical, wire molding for 2 doors, program, and provide training.

Part #	Item	Quantity	Unit Price	Total
	PW LA Labor			$8,250.00
			Total	$8,250.00
			Incl. Tax of	$0.00

Additional Hanwha Cameras for City Hall:

Camera Equipment:

This section is for the list of equipment below:
3-multi sensor cameras with PTZ mounted underneath the 3rd floor deck on the S/W, S/E, & N/E Corner.
1-multi sensor camera on the first floor by the elevators.
2-multi sensor cameras on 3rd floor on S/E & N/W corner.
1-multi sensor on east side of council chambers.
1-dome camera on 2nd floor looking at bridge to top parking level.

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CUSTOMER ESTIMATE NO. 5820

4-dome cameras on inside hallways on 2nd and 3rd floor.
2-dome cameras in council chambers.
2-dome cameras to replace 2 cameras on 1st floor on south side.
1-360 fish eye camera in training room on 1st floor adjacent council chambers.

Part #	Item	Quantity	Unit Price	Total
PNM-C34404RQPZ	Wisenet P series network vandal outdoor Multi-Directional camera with PTZ, [AI ON] 4CH x 8MP @ 15FPS / [AI OFF] 4CH x 8MP @ 20FPS + PTZ 40x 2MP @ 60FPS, 4CH Remote PTRZ Lens 3.3~5.7mm (FoV H: 109?~56?, V: 55?~31?), triple codec H.265/H.264/MJPEG, 120dB WDR; IR viewable [4CH] length 20m (65ft) / [PTZ] WiseIR 200m (656ft), Analytics events based on AI engine: Object detection [Person/Vehicle (Car/Bus/Truck/Motorcycle/Bicycle)], IVA (Virtual line/Area, Enter/Exit, Loitering, direction, intrusion), Appear/Disappear, WiseNR ?(using AI engine), WiseStream?(Based on AI engine), I/O Box compatibility; TPM with FIPS 140-2 level2, micro SD card 512GB x2, IP66, IK10, NEMA4X, Operating Temperature: -40?C~+50?C(-40?F~+122?F), HPoE (injector included), Hard-coated dome bubble	3.00	$4,661.46	$13,984.38
PNM-C32083RVQ	Wisenet P series network vandal outdoor Multi-Directional camera [AI ON] 4CH x 8MP @ 15FPS / [AI OFF] 4CH x 8MP @ 20FPS, Motorized Varifocal Lens 3.3~5.7mm (FoV H: 109?~56?, V: 55?~31?), triple codec H.265/H.264/MJPEG, 120dB WDR; IR viewable length [PoE+] 15m (49ft) / [HPoE] 20m (65ft), USB port for easy installation, Analytics events based on AI engine: Object detection [Person/Vehicle (Car/Bus/Truck/Motorcycle/Bicycle)], IVA (Virtual line/Area, Enter/Exit, Loitering, direction, intrusion), Appear/Disappear, WiseNR ?(using AI engine), WiseStream?(Based on AI engine), I/O Box compatibility; TPM with FIPS 140-2 level2, micro SD card 512GB x2, IP66, IK10, NEMA4X, Operating Temperature: -40?C~+55?C(-40?F~+131?F), PoE+ /HPoE, Hard-coated dome bubble	1.00	$1,962.72	$1,962.72
PNM-C12083RVD	Network vandal outdoor 2CH AI IR dome camera, (6MP X 2 sensors) 12MP @ 15fps, 3.4~6.8mm(2x) (95.08?~47.64?) motorized varifocal lens, Triple codec (H.265/H.264/MJPEG), IR viewable length 25m (82ft), USB port for easy installation, Day & Night (ICR), extremeWDR (120dB), DIS, Handover, Analytics events based on AI engine: Object detection(Person/Face/Vehicle/License plate), IVA (Virtual line/Area, Enter/Exit, Loitering, direction, intrusion), Analytics events : Defocus detection,	3.00	$1,257.37	$3,772.11

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CUSTOMER ESTIMATE NO. 5820

Camera Equipment:

Part #	Item	Quantity	Unit Price	Total
	Motion detection, Tampering, Audio detection, Sound classification, Appear/Disappear, FIPS 140-2, micro SD card 512GB, IP66, NEMA4X, IK10, Operating temperature: -40?C~+55?C(-40?F ~ +131?F), Power: PoE+, Metal shielded RJ-45, Hard-coated dome bubble			
QNV-C9083R	Wisenet Q network outdoor vandal dome camera, 4K @ 30fps, motorized vari-focal lens 3.2~10.2mm (H: 104?~31? / V: 55?~17?), triple codec H.265/H.264/MJPEG with Wisestream III (Based on AI engine), WiseNR?(Based on AI engine), WDR 120dB, IR viewable length 30m (98ft), WiseMD based on AI engine, Classified object type: Person/Vehicle (vehicle type: car/bus/truck/motorcycle/bicycle); IVA events based on AI engine: Virtual line (Crossing/Direction), Virtual area (Loitering/Intrusion/Enter/Exit/(Dis)Appear), *Audio: Selectable(mic in/line in), defocus detection, hallway View, SD card, video analytics, USB for easy installation, open platform, IP66, IK10, PoE, Operating temperature -30?C~+55?C(-22?F ~ +131?F) white color. * Alarm I/O and audio is supported through an optional cable (SPP-C7400)	9.00	$570.42	$5,133.78
XNF-9010RV	Powered by WN7, 1/2.3" 12MP CMOS, Max resolution 3008x3008 @ 30FPS, 1.08mm fixed focal lends, Stereo graphic type lens, enhanced resolution for the peripheral regions, H.265, H.264, MJPEG codec supported, Fisheye, Single panorama, Double panorama, Quad view, On board dewarping, Digital PTZ, extreme WDR (120dB), WiseStream? support, Wise IR, IR viewable length 32.8' (10m),? Virtual channel support, Plugin support, selectable I/O port, Video Analytics, Heatmap, People counting, Queue management, Hard coated dome cover, Handover, IP66/IK10/NEMA4X, PoE, 12VDC	1.00	$736.02	$736.02
SBP-156HMW	Hanging mount, Material : Aluminum, Color : White, Dimensions : ?95.5x77.0 mm(?3.76x3.03"), Compatible with: XNP-9300RW/8300RW/6400RW, QNP-6320R/6250R/6320H/6250H	3.00	$45.37	$136.11
SBP-300CMW	Pendant Mount Accessory, white	3.00	$55.14	$165.42
SBP-300KMW1	Corner Mount Adapter Accessory, use with SBP-300WMW1, White color, made of aluminum	2.00	$55.14	$110.28
SBP-300WMW1	Wall Mount Accessory (white), Compatible with white hanging caps	2.00	$55.14	$110.28
SBP-215HMW	Hanging mount for PNM-C7083RVD/7082RVD and	2.00	$27.92	$55.84

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CUSTOMER ESTIMATE NO. 5820

Camera Equipment:

Part #	Item	Quantity	Unit Price	Total
	PNM-C12083RVD/12082RVD			
SBV-215WCW	Weather cap for PNM-C7083RVD/7082RVD and PNM-C12083RVD/12082RVD	1.00	$27.92	$27.92
SBV-140BW	Back box for dome cameras. Compatible with: QNV-C8083R/C9083R, QNV-C8011R/C8012/C9011R, QND-6011/6021, QND-8011/8021, QND-6012R/6022R/6082R, QND-7012R/7022R/7082R, QNE-8011R/8021R	1.00	$34.20	$34.20
			Total	$26,229.06
			Incl. Tax of	$0.00

Camera License:

17-WAVE camera licenses.

Part #	Item	Quantity	Unit Price	Total
WAVE-PRO-01	WAVE Professional License. Enables one (1) IP stream recording, includes life-time SW upgrade. No annual & maintenance cost required.	1.00	$115.16	$115.16
WAVE-PRO-16	WAVE Professional License. Enables sixteen (16) IP stream recording, includes life-time SW upgrade. No annual & maintenance cost required.	1.00	$1,619.24	$1,619.24
			Total	$1,734.40
			Incl. Tax of	$0.00

Camera Network:

POE injector for multi sensor and termination connectors for cameras and switch.

City to provide POE switch and connection to server at police department.

Part #	Item	Quantity	Unit Price	Total
TPE-215GI	Trendnet 2.5g Poe+ Injector	1.00	$65.79	$65.79
PLATINUM 202010J	PLATINUM 202010J CAT6+ CONN 100/JAR *PM=MOD PLUG RJ45 8C C6	40.00	$1.70	$68.00
			Total	$133.79
			Incl. Tax of	$0.00

Cable and Conduit:

Necessary cable and conduit for the 17 cameras installed at City Hall.

Part #	Item	Quantity	Unit Price	Total
Wavenet 09W-6EA4-9	Wavenet 09W-6EA4-6 Cat6 cable white 1000' box	5.00	$195.25	$976.25
4105012025K	1/2 in. Dia x 25 ft. Non Metallic UL Liquid Tight Electrical Conduit Kit with 2 Straight and 2 Angle Fittings Included	5.00	$36.75	$183.75
WSB350G	COMMERCIAL ELECTRIC 1/2 in. 1-Gang 3-Holes Weatherproof Box, Gray	8.00	$8.15	$65.20
5173-0	BELL 1-Gang Weatherproof Cover, Vertical/Horizontal, Blank, Gray	8.00	$2.53	$20.24

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ACO 4498 CSLB 974571

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Email: billing@amtecsecurity.com

CUSTOMER ESTIMATE NO. 5820

Cable and Conduit:

Part #	Item	Quantity	Unit Price	Total
26152	3/4 in. Electrical Metallic Tube (EMT) 1-Hole Straps 20 pack	2.00	$9.04	$18.08
853428	EMT 1/2 in. x 10 ft. Electric Metallic Tube (EMT) Conduit	10.00	$10.23	$102.30
26230	1/2 in. Electrical Metallic Tube (EMT) Compression Connectors (5-Pack)	2.00	$6.87	$13.74
051411262419	1/2 in. Electrical Metallic Tube (EMT) Compression Coupling (5-Pack)	2.00	$4.19	$8.38
Halex 58305	1/2 in. Type LL Threaded Conduit Body	4.00	$8.68	$34.72
58905	1/2 in. Rigid Type LR Threaded Conduit Body with Cover and Gasket	2.00	$9.37	$18.74
26151	1/2 in. Standard Fitting Electrical Metallic Tube (EMT) 1-Hole Straps (25-Pack)	2.00	$9.40	$18.80
C210	Wiremold Cordmate II Cord Cover 12 ft. Kit, Cord Hider for Home or Office, Holds 3 Cables, White	2.00	$47.33	$94.66
			Total	$1,554.86
			Incl. Tax of	$0.00

Installation:

AM-TEC will install 17-cameras according to provided map, install all cable, conduit, configure system, program, and provide training.

Part #	Item	Quantity	Unit Price	Total
	Scissor Lift (1 Day Use)	3.00	$150.00	$450.00
	Bucket Lift (1-Day Use)	1.00	$150.00	$150.00
	PW LA Labor			$33,660.00
			Total	$34,260.00
			Incl. Tax of	$0.00

Additional Hanwha Cameras for Police Department:

Camera Equipment:

This section is for 3 multi sensor PTZ cameras.
1-multi sensor PTZ on N/E corner.
1-multi sensor PTZ on S/E corner.
1-multi sensor PTZ on S/W corner.

Part #	Item	Quantity	Unit Price	Total
PNM-C34404RQPZ	Wisenet P series network vandal outdoor Multi-Directional camera with PTZ, [AI ON] 4CH x 8MP @ 15FPS / [AI OFF] 4CH x 8MP @ 20FPS + PTZ 40x 2MP @ 60FPS, 4CH Remote PTRZ Lens 3.3~5.7mm (FoV H: 109?~56?, V: 55?~31?), triple codec H.265/H.264/MJPEG, 120dB WDR; IR viewable [4CH] length 20m (65ft) / [PTZ] WiseIR 200m (656ft), Analytics events based on AI engine: Object detection [Person/Vehicle (Car/Bus/Truck/Motorcycle/Bicycle)], IVA (Virtual	3.00	$4,661.46	$13,984.38

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CUSTOMER ESTIMATE NO. 5820

Additional Hanwha Cameras for Police Department:

	line/Area, Enter/Exit, Loitering, direction, intrusion), Appear/Disappear, WiseNR ?(using AI engine), WiseStream?(Based on AI engine), I/O Box compatibility; TPM with FIPS 140-2 level2, micro SD card 512GB x2, IP66, IK10, NEMA4X, Operating Temperature: -40?C~+50?C(-40?F~+122?F), HPoE (injector included), Hard-coated dome bubble			
SBP-300KMW1	Corner Mount Adapter Accessory, use with SBP-300WMW1, White color, made of aluminum	3.00	$55.14	$165.42
SBP-156WMW	Wall/Pole mount, Material : Aluminum, Color : White, Dimensions :135(W)x183(H)x302(D)mm (5.31x7.20x11.89"), Compatible with: XNP-9300RW/8300RW/6400RW, QNP-6320R/6250R/6320H/6250H. Stainless Steel Pole straps are not included.	3.00	$103.99	$311.97
			Total	$14,461.77
			Incl. Tax of	$0.00

Camera Licenses:

AM-TEC will reuse existing camera licenses.

Part #	Item	Quantity	Unit Price	Total
			Total	$0.00
			Incl. Tax of	$0.00

Camera Network:

8-network connections for cameras and switch.

City to provide POE switches.

Part #	Item	Quantity	Unit Price	Total
PLATINUM 202010J	PLATINUM 202010J CAT6+ CONN 100/JAR *PM=MOD PLUG RJ45 8C C6	8.00	$1.70	$13.60
			Total	$13.60
			Incl. Tax of	$0.00

Cable and Conduit:

AM-TEC will reuse existing cable and add additional conduit.

Part #	Item	Quantity	Unit Price	Total
4105012025K	1/2 in. Dia x 25 ft. Non Metallic UL Liquid Tight Electrical Conduit Kit with 2 Straight and 2 Angle Fittings Included	3.00	$36.75	$110.25
			Total	$110.25
			Incl. Tax of	$0.00

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CUSTOMER ESTIMATE NO. 5820

Installation:

AM-TEC will install 3-multi sensor PTZ cameras, configure cameras, program, and provide training.

Part #	Item	Quantity	Unit Price	Total
	PW LA Labor			$5,610.00
			Total	$5,610.00
			Incl. Tax of	$0.00

Hanwha Cameras for Parking Structure and Parking Lot:

Camera Equipment:

This section is for 2 multi sensor PTZ cameras.
1-multi sensor PTZ on west side of parking lot.
1-multi sensor PTZ on west side of top level parking structure.

Part #	Item	Quantity	Unit Price	Total
PNM-C34404RQPZ	Wisenet P series network vandal outdoor Multi-Directional camera with PTZ, [AI ON] 4CH x 8MP @ 15FPS / [AI OFF] 4CH x 8MP @ 20FPS + PTZ 40x 2MP @ 60FPS, 4CH Remote PTRZ Lens 3.3~5.7mm (FoV H: 109?~56?, V: 55?~31?), triple codec H.265/H.264/MJPEG, 120dB WDR; IR viewable [4CH] length 20m (65ft) / [PTZ] WiseIR 200m (656ft), Analytics events based on AI engine: Object detection [Person/Vehicle (Car/Bus/Truck/Motorcycle/Bicycle)], IVA (Virtual line/Area, Enter/Exit, Loitering, direction, intrusion), Appear/Disappear, WiseNR ?(using AI engine), WiseStream?(Based on AI engine), I/O Box compatibility; TPM with FIPS 140-2 level2, micro SD card 512GB x2, IP66, IK10, NEMA4X, Operating Temperature: -40?C~+50?C(-40?F~+122?F), HPoE (injector included), Hard-coated dome bubble	2.00	$4,661.46	$9,322.92
SBP-156WMW	Wall/Pole mount, Material : Aluminum, Color : White, Dimensions :135(W)x183(H)x302(D)mm (5.31x7.20x11.89"), Compatible with: XNP-9300RW/8300RW/6400RW, QNP-6320R/6250R/6320H/6250H. Stainless Steel Pole straps are not included.	3.00	$103.99	$311.97
			Total	$9,634.89
			Incl. Tax of	$0.00

Camera Licenses:

2-Additional WAVE camera licenses for the 2 multi sensor cameras with PTZs.

Part #	Item	Quantity	Unit Price	Total
WAVE-PRO-01	WAVE Professional License. Enables one (1) IP stream recording, includes life-time SW upgrade. No annual & maintenance cost required.	2.00	$115.16	$230.32
			Total	$230.32

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Camera Licenses:

Part #	Item	Quantity	Unit Price	Total
			Incl. Tax of	$0.00

Camera Network, Radios, and UPS Power:

2-point-to-point radios, 1-UPS power, 1-48volt to POE++ high power switch, POE injectors, and data ends.

City to provide POE switches.

Part #	Item	Quantity	Unit Price	Total
PLATINUM 202010J	PLATINUM 202010J CAT6+ CONN 100/JAR *PM=MOD PLUG RJ45 8C C6	14.00	$1.70	$23.80
202051J	PLATINUM TOOLS ezEX44 RJ45 Shielded External Ground Connector	6.00	$6.97	$41.82
MPL-260-CNN	MultiHaul™ TG point-to-point bundle, 1000Mbps, plug & play setup, includes 2 x radios, PoE injectors, MK	1.00	$1,314.47	$1,314.47
UPL12/24-200-600	UPSPro 12/24V 200Ah 2400Wh Outdoor Backup Power System, 12/24V Out, 60A MPPT TempComp Chrg Ctrl w/Status Disp/30A Ld Ctrl, 120/240VAC In 48V 600W Batt Chrg, 2-4"Pole/Wall Mt AL Lock Encl	1.00	$2,544.68	$2,544.68
TP-SW5G-VERSABT	5Prt Unmng GigE Versa PoE L2 Net Switch, 44-58V WireTerm In, 1x 90W 802.3bt PoE + 3x 802.3at 30W PoE + 1x 24V 12W Pasv PoE Port, Pinout 4pr:1,2,4,5V+;3,6,7,8V-, 2pr:4,5V+;7,8V-, Shield/Surge, DIN Mt	1.00	$430.58	$430.58
	Shipping: 1 Box 20 x 17 x 24 38 lbs 4 Boxes 14 x 10 x 13 42 lbs each 1 Box 12 x 9 x 4 2 lbs	1.00	$189.31	$189.31
			Total	$4,544.66
			Incl. Tax of	$0.00

Cable, Conduit, and Camera Pole:

Camera pole, electrical cable, shielded Ct6E cable, Cat6, conduit, boxes, and fittings.

Part #	Item	Quantity	Unit Price	Total
4105012025K	1/2 in. Dia x 25 ft. Non Metallic UL Liquid Tight Electrical Conduit Kit with 2 Straight and 2 Angle Fittings Included	2.00	$36.75	$73.50
6ESOSPBK2	WAVENET CAT6E OUTDOOR SHIELDED CABLE	1.00	$330.00	$330.00
Wavenet 09W-6EA4-9	Wavenet 09W-6EA4-6 Cat6 cable white 1000' box	0.50	$195.25	$97.63
112-1472CR	100 ft. 14 Gauge White Solid Copper THHN Wire	1.00	$56.13	$56.13
112-1471CR	100 ft. 14 Gauge Black Solid Copper THHN Wire	1.00	$56.13	$56.13
112-1475CR	100 ft. 14 Gauge Green Solid Copper THHN Wire	1.00	$56.13	$56.13
853428	EMT 1/2 in. x 10 ft. Electric Metallic Tube (EMT) Conduit	28.00	$9.23	$258.44
26230	1/2 in. Electrical Metallic Tube (EMT) Compression Connectors (5-Pack)	4.00	$8.87	$35.48
051411262419	1/2 in. Electrical Metallic Tube (EMT) Compression Coupling (5-Pack)	5.00	$6.19	$30.95

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800-609-2527
Website: www.amtecsecurity.com
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CUSTOMER ESTIMATE NO. 5820

Cable, Conduit, and Camera Pole:

Part #	Item	Quantity	Unit Price	Total
26151	1/2 in. Standard Fitting Electrical Metallic Tube (EMT) 1-Hole Straps (25-Pack)	4.00	$9.40	$37.60
58605	1/2 in. Rigid Standard Fitting Type-LB Threaded Aluminum Conduit Body	6.00	$9.37	$56.22
Halex 58305	1/2 in. Type LL Threaded Conduit Body	3.00	$9.37	$28.11
58905	1/2 in. Rigid Type LR Threaded Conduit Body with Cover and Gasket	3.00	$9.37	$28.11
WB2550	1/2 in. Weatherproof 5-Hole Double Gang Box	1.00	$14.62	$14.62
2-Gange Cover Plate	Gray 2-Gang Weatherproof Blank Cover	1.00	$5.80	$5.80
10A4SS188S	10 Foot Square Straight Aluminum Security Camera Pole, 4 Inch Wide, 0.188 Inch Wall Thickness	1.00	$1,233.23	$1,233.23
White Powder Coat	White Powder Coat	1.00	$89.10	$89.10
Shipping	1 Light Pole	1.00	$343.75	$343.75
			Total	$2,830.93
			Incl. Tax of	$0.00

Installation:

AM-TEC will install 2-multi sensor PTZ cameras, 2-point-to-point radios, install UPS power system with electrical, install conduit on parking structure to police department, configure cameras, program, and provide training.

Part #	Item	Quantity	Unit Price	Total
	Bucket Lift (1-Day Use)	2.00	$150.00	$300.00
	PW LA Labor			$11,880.00
			Total	$12,180.00
			Incl. Tax of	$0.00

Camera Cleaning for City Hall & Police Department:

One Time Cleaning:

AM-TEC will clean all inside, outside, and parking structure cameras at City Hall and Police Department. AM-TEC will clean cameras according to manufactures recommendation.

Cameras with calcium build up or camera dome fading will be polished with a compound and sealed with ceramic coating.

Cleaning supplies, polishing material, and ceramic coating are included in this quote.

Part #	Item	Quantity	Unit Price	Total
	PW LA Labor			$2,970.00
			Total	$2,970.00
			Incl. Tax of	$0.00

AM/TEC
SECURITY
ACO 4498 CSLB 974571

4075 Schaefer Ave, Chino, CA, 91710
800-609-2527
Website: www.amtecsecurity.com
Email: billing@amtecsecurity.com

CUSTOMER ESTIMATE NO. 5820

- Please respond to SALES@AMTECSECURITY.COM with a confirmation of acceptance if you would like to proceed.
- Please verify with your local authority if you will require a permit.
- Note that any unexpected condition or exception beyond the standard scope of installation will/may require a change order.

Labor	$63,270.00
Materials	$65,951.59
Total	$129,221.59
Incl. Tax of	$0.00

ATTACHMENT NO. 3

AM-TEC
SECURITY & NETWORK SOLUTIONS
4075 SCHAEFER AVENUE CHINO, CA 91710 (909) 573-4678

To: Enrique Macias
West Covina Police Department
Sergeant Enrique Macias

Re: Quote # 5748, 5786, 5788
West Covina Police Department: 1444 W Garvey Ave S, West Covina, CA 91790

To whom it may concern, AM-TEC Security has been in business for over 40 years and has been doing security installations for the West Covina Police Department, City Hall, and Public Works for the last 7 years, starting in 2018. AM-TEC Security has installed and maintained all the access control and cameras at the West Covina Police Department, City Hall, and Public Works. AM-TEC Security continues to maintain and manage all access control systems and has knowledge of all City of West Covina infrastructures, building construction, and networks. Due to these reasons and the fact that there are existing warranties with the current equipment installed, AM-TEC is the best integrator to install the additional access control and cameras at the West Covina Police Department and City Hall.

Sincerely,

Jeff Torok

Vice President

ATTACHMENT NO. 4

RESOLUTION NO. 2025-29

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, ADOPTING A BUDGET AMENDMENT FOR THE FISCAL YEAR COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025 (CITY HALL CCTV IMPLEMENTATION)

The City Council of the City of West Covina hereby finds and declares as follows:

WHEREAS, on May 7, 2024, the City Manager presented to the City Council a proposed budget for Fiscal Year 2024-25 in compliance with Section 2-151(m) of the West Covina Municipal Code; and

WHEREAS, the City held meetings and community workshops and conducted an online budget survey in order to solicit input from the public regarding the proposed budget; and

WHEREAS, on June 4, 2024, the City Council adopted a budget for the 2024-2025 Fiscal Year; and

WHEREAS, amendments must periodically be made to the budget to conform to changed circumstances following adoption of the budget.

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

SECTION 1. The City Council hereby approves Budget Amendment No. 2025-14, attached hereto as Exhibit A, for Fiscal Year 2024-25.

SECTION 2. The City Clerk shall certify to the adoption of this resolution and shall enter the same in the book of original resolutions and it shall become effective immediately.

APPROVED AND ADOPTED this 15th day of April, 2025.

_____

Tony Wu
Mayor

APPROVED AS TO FORM

Thomas P. Duarte
City Attorney

ATTEST

Lisa Sherrick
Assistant City Clerk

I, LISA SHERRICK, Assistant City Clerk of the City of West Covina, California, do hereby certify that the foregoing Resolution No. 2025-29 was duly adopted by the City Council of the City of West Covina, California, at a regular meeting thereof held on the 15th day of April, 2025, by the following vote of the City Council:

AYES:
NOES:
ABSENT:
ABSTAIN:

Lisa Sherrick
Assistant City Clerk

Exhibit A

City of West Covina
Fiscal Year 2024-25
Budget Amendment No. 2025-14
City Hall CCTV Implementation

Fund Name (Fund No.)	Current Budget	Proposed Amendment	Amended Budget
Capital Projects (160)			
Revenue	468,192		468,192
Expenditures	7,079,877	129,222	7,209,099
Fund (160) Total	**-6,611,685**	**-129,222**	**-6,740,907**

AGENDA STAFF REPORT

City of West Covina | Office of the City Manager

DATE: April 15, 2025

TO: Mayor and City Council

FROM: Paulina Morales, City Manager

SUBJECT: **CONSIDERATION OF PROFESSIONAL SERVICE AGREEMENTS FOR FIRE PREVENTION PLAN CHECK SERVICES**

RECOMMENDATION:

It is recommended that the City Council take the following actions:

1. Authorize the City Manager to execute a Professional Services Agreement with KJ Consultants Inc. for Fire Prevention plan check and inspection services, for a term of five (5) years, in an annual amount not to exceed $40,000, in such final form as approved by the City Attorney.
2. Authorize the City Manager to execute a Professional Services Agreement with MAK Fire Protection Engineering & Consulting, Inc. for Fire Prevention plan check and inspection services, for a term of five (5) years, in an annual amount not to exceed $20,000, in such final form as approved by the City Attorney.

BACKGROUND:

The Fire Prevention Bureau of the Fire Department is responsible for conducting plan check services for all construction projects within the City. These reviews ensure compliance with the California Fire Code, California Building Code, and California Health & Safety Code, and are critical to maintaining life safety standards in new and renovated developments.

Currently, the Bureau is staffed by one full-time Fire Prevention Specialist and several part-time Fire Prevention Specialists, whose primary responsibilities are focused on conducting field inspections. While these team members play a critical role in maintaining on-site compliance and safety, the Bureau does not have dedicated staff assigned to conduct plan reviews in-house.

To meet the demands of ongoing development activity and ensure timely plan review services, the City engages plan check consultants to supplement internal resources. This approach provides several key benefits:

- Operational Continuity: Ensures timely review of construction plans without causing delays to the development process.
- Cost Efficiency: Consultant services are funded through permit fees, minimizing the financial burden on the General Fund and avoiding the need for full-time plan check personnel.
- Scalable Support: Allows the City to respond flexibly to fluctuations in project volume without permanently expanding staff.
- Specialized Expertise: Consultants bring up-to-date knowledge of fire codes and regulations,

ensuring thorough and compliant reviews.

Consultant Agreements
On October 20, 2020, the City Council authorized Professional Services Agreements with three consulting firms:

- KJ Consultants (Susan Privitera-Johnson) – Not to exceed $30,000
- MAK Fire Protection Engineering & Consulting, Inc. – Not to exceed $15,000
- PE Consulting Group – Not to exceed $15,000

The City has successfully utilized the services of KJ Consultants and MAK Fire Protection, both of which have consistently delivered high-quality and dependable plan check services. PE Consulting Group was unable to meet the City's insurance requirements and did not provide services.

On July 19, 2022, the City Council approved the ratification of expenditures for KJ Consultants and MAK Fire Protection and authorized:

- A Second Amendment to the agreement with KJ Consultants
- A Third Amendment to the agreement with MAK Fire Protection

Subsequent amendments were executed to extend the terms of both contracts:

- MAK Fire Protection agreement currently expires on June 30, 2025
- KJ Consultants agreement currently expires on September 30, 2025

DISCUSSION:

The use of plan check consultants continues to be an effective and financially responsible strategy to support the Fire Prevention Bureau's operations. As noted, current staffing is focused primarily on inspections, and the City lacks dedicated in-house personnel to consistently manage fire plan review services. The demand for plan checks fluctuates with the pace of development activity, and utilizing consultants allows the City to scale services up or down as needed without committing to permanent staffing increases.

The annual cost for plan check services provided by KJ Consultants and MAK Fire Protection varies based on the volume of construction activity submitted each fiscal year. Both consultants are compensated in accordance with the fee schedules outlined in their respective professional services agreements. Importantly, these costs are fully recovered through permit and plan check fees paid by applicants, making them pass-through expenses.
The table below summarizes the total consultant expenditures over the past five fiscal years:

Vendor	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24
KJ Consultants	$0.00	$23,790	$38,215	$59,779	$8,260
MAK Fire Protection	$23,360	$7,161	$26,606	$50,797	$8,110

As illustrated above, annual expenditures fluctuate depending on demand. The temporary reduction in consultant costs during FY 2023–24 reflects a part-time staff member assuming some plan check responsibilities on an interim basis. However, with development activity expected to remain steady, and internal staffing remaining limited, maintaining consultant support is necessary to ensure continuity and responsiveness in plan review services.

Procurement and Contract Authority

Section 2-327 of the West Covina Municipal Code defines "professional services" as "services that involve the exercise of professional discretion and independent judgment based on an advanced or specialized knowledge, expertise or training gained by formal studies or experience. Such services include, but are not limited to, those provided by accountants, appraisers, architects, attorneys, auditors, economic and financial advisors, election consultants, engineers, environmental consultants, information services consultants, instructors, insurance advisors, land use consultants, plan checkers, physicians, public relations consultants, surveyors, and other specialized

consultants."

In order to ensure continued access to qualified and responsive plan check support for fire-related construction review, staff recommends the City Council authorize the City Manager to execute new Professional Services Agreements with the following terms:

- **KJ Consultants, Inc. –** Term of five (5) years, with an annual not-to-exceed amount of $40,000
- **MAK Fire Protection Engineering & Consulting, Inc. –** Term of five (5) years, with an annual not-to-exceed amount of $20,000

Both agreements would be effective July 1, 2025.

LEGAL REVIEW:

The City Attorney's Office has reviewed the agreements and approved them as to form and will review them as to final form prior to execution.

OPTIONS:

The City Council has the following options:

1. Approve staff's recommendations; or
2. Provide alternative direction.

Prepared by: Mike Browne, Acting Fire Chief
Additional Approval: Roxanne E. Lerma, Assistant City Manager

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Fiscal Impact

FISCAL IMPACT:

Expenditures for Fire Prevention plan check services are passed through to the applicant through plan check fees. There is no fiscal impact on the general fund. Cost for services are allocated out of the Fire Department Fire Prevention Bureau, Professional Services Account No. 110.502.32.41.00.00.61.61100. Expenditures are directly offset by revenues obtained. Revenues are reflected in the Fire Department Fire Prevention Revenue Account No. 110.408.32.00.00.00.46.46300.

Attachments

Attachment No. 1 - Professional Services Agreement with KJ Consultants Inc.

Attachment No. 2 - Professional Services Agreement with MAK Fire Protection Engineering & Consulting, Inc.

CITY COUNCIL GOALS & OBJECTIVES: Protect Public Safety
A Well-Planned Community
Expand Economic Development Opportunities

ATTACHMENT NO. 1

CITY OF WEST COVINA
PROFESSIONAL SERVICES AGREEMENT
WITH
KJ CONSULTANTS INC.
FOR
PLAN CHECK AND INSPECTION SERVICES FOR THE FIRE DEPARTMENT

THIS PROFESSIONAL SERVICES AGREEMENT is made and entered into as of July 1, 2025 ("Effective Date"), by and between the CITY OF WEST COVINA, a municipal corporation ("City"), and KJ CONSULTANTS INC., a California corporation ("Consultant").

RECITALS

A. City proposes to utilize the services of Consultant as an independent contractor to City to provide plan check and inspection services as requested by the Fire Department, as more fully described herein; and

B. Consultant represents that it has that degree of specialized expertise necessary and holds all necessary licenses to practice and perform the services herein contemplated; and

C. City and Consultant desire to contract for the specific services described herein and desire to set forth their rights, duties and liabilities in connection with the services to be performed; and

D. No official or employee of City has a financial interest, within the provisions of Sections 1090-1092 of the California Government Code, in the subject matter of this Agreement.

NOW, THEREFORE, for and in consideration of the mutual covenants and conditions contained herein, the parties hereby agree as follows:

1.0. SERVICES PROVIDED BY CONSULTANT

1.1. Scope of Services. Consultant shall provide the following professional services:

(a) Plan check review for new construction and remodeled plans, as requested by the City. Consultant shall ensure that all plans submitted to the City's Fire Prevention Bureau meet all applicable fire and life safety requirements as outlined in Federal, State, and local laws, codes, and regulations.

(b) Ensure that all plan reviews are completed and returned to the Fire Prevention Bureau within seven (7) days of Consultant's receipt or forty-eight (48) hours of receipt for expedited services.

(c) In a professional manner, furnish all labor, technical, administrative, professional and other personnel, supplies and materials, equipment, printing, vehicles, transportation, office space and facilities, tests, testing and analysis, and calculations necessary or proper to perform and complete the services required by this Agreement, except as herein expressly specified to be furnished by the City.

1.2. Professional Practices. All professional services to be provided by Consultant pursuant to this Agreement shall be provided by personnel experienced in their respective fields and in a manner consistent with the standards of care, diligence and skill ordinarily exercised by

professional consultants in similar fields and circumstances in accordance with sound professional practices. Consultant also warrants that it is familiar with all laws that may affect its performance of this Agreement and shall advise City of any changes in any laws that may affect Consultant's performance of this Agreement. Consultant shall keep itself informed of State and Federal laws and regulations which in any manner affect those employed by it or in any way affect the performance of its service pursuant to this Agreement. The Consultant shall at all times observe and comply with all such laws and regulations. City officers and employees shall not be liable at law or in equity for any claims or damages occurring as a result of failure of the Consultant to comply with this section.

1.3. Performance to Satisfaction of City. Consultant agrees to perform all the work to the reasonable satisfaction of the City. Evaluations of the work will be conducted by the City Manager or his or her designee. If the quality of work is not satisfactory, City in its discretion has the right to:

(a) Meet with Consultant to review the quality of the work and resolve the matters of concern;

(b) Require Consultant to repeat the work at no additional fee until it is satisfactory; and/or

(c) Terminate the Agreement as hereinafter set forth.

1.4. Warranty. Consultant warrants that it shall perform the services required by this Agreement in compliance with all applicable Federal and California employment laws, including, but not limited to, those laws related to minimum hours and wages; occupational health and safety; fair employment and employment practices; workers' compensation; and all other Federal, State and local laws and ordinances applicable to the services required under this Agreement.

1.5. Non-Discrimination. In performing this Agreement, Consultant shall not engage in, nor permit its agents to engage in, discrimination in employment of persons because of their race, religious creed, color, national origin, ancestry, physical disability, mental disability, reproductive health decisionmaking, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or veteran or military status, except as permitted pursuant to Section 12940 of the California Government Code.

1.6. Non-Exclusive Agreement. Consultant acknowledges that City may enter into agreements with other consultants for services similar to the services that are subject to this Agreement or may have its own employees perform services similar to those services contemplated by this Agreement.

1.7. Confidentiality. Employees of Consultant in the course of their duties may have access to financial, accounting, statistical, and personnel data of private individuals and employees of City. Consultant covenants that all data, documents, discussion, or other information developed or received by Consultant or provided for performance of this Agreement are deemed confidential and shall not be disclosed by Consultant without written authorization by City. City shall grant such authorization if disclosure is required by law. All City data shall be returned to City upon the termination of this Agreement. Consultant's covenant under this Section shall survive the termination of this Agreement.

1.8. Public Records Act Disclosure. Consultant has been advised and is aware that

this Agreement and all reports, documents, information and data, including, but not limited to, computer tapes, discs or files furnished or prepared by Consultant, or any of its subcontractors, pursuant to this Agreement and provided to City may be subject to public disclosure as required by the California Public Records Act (California Government Code Section 7920.000 *et seq*.). Exceptions to public disclosure may be those documents or information that qualify as trade secrets, as that term is defined in California Government Code Section 7924.510, and of which Consultant informs City of such trade secret. The City will endeavor to maintain as confidential all information obtained by it that is designated as a trade secret. The City shall not, in any way, be liable or responsible for the disclosure of any trade secret including, without limitation, those records so marked if disclosure is deemed to be required by law or by order of the court.

2.0. COMPENSATION AND BILLING

2.1. Compensation. City agrees to pay Consultant in accordance with the fee schedule set forth in Exhibit "A," attached hereto and incorporated herein (the "Fee Schedule"). Consultant's annual compensation shall not exceed Forty Thousand Dollars ($40,000.00).

2.2. Additional Services. Consultant shall not receive compensation for any services provided outside the Scope of Services specified herein unless the City, prior to Consultant performing the additional services, approves such additional services in writing. It is specifically understood that oral requests and/or approvals of such additional services or additional compensation shall be barred and are unenforceable. Should the City request in writing additional services that increase the Scope of Services, an additional fee based upon the Consultant's standard hourly rates shall be paid to the Consultant for such additional services.

2.3. Method of Billing. Consultant may submit invoices to the City for approval on a progress basis, but no more often than once a month. Said invoice shall be based on the total of all Consultant's services which have been completed to City's sole satisfaction. City shall pay Consultant's invoice within forty-five (45) days from the date City receives said invoice. Each invoice shall describe in detail the services performed, the date of performance, and the associated time for completion. Any additional services approved and performed pursuant to this Agreement shall be designated as "Additional Services" and shall identify the number of the authorized change order, where applicable, on all invoices.

2.4. Records and Audits. Records of Consultant's services relating to this Agreement shall be maintained in accordance with generally recognized accounting principles and shall be made available to City for inspection and/or audit at mutually convenient times from the Effective Date until three (3) years after the termination or expiration of this Agreement.

3.0. TIME OF PERFORMANCE

3.1. Commencement and Completion of Work. Unless otherwise agreed to by the parties, the professional services to be performed pursuant to this Agreement shall commence within five (5) days from the Effective Date of this Agreement. Failure to commence work in a timely manner and/or diligently pursue work to completion may be grounds for termination of this Agreement.

3.2. Excusable Delays. Neither party shall be responsible for delays or lack of performance resulting from acts beyond the reasonable control of the party or parties. Such acts shall include, but not be limited to, acts of God, fire, strikes, material shortages, compliance with laws or regulations, riots, acts of war, or any other conditions beyond the reasonable control of a

party. If a delay beyond the control of the Consultant is encountered, a time extension may be mutually agreed upon in writing by the City and the Consultant. The Consultant shall present documentation satisfactory to the City to substantiate any request for a time extension.

4.0. TERM AND TERMINATION

4.1. Term. This Agreement shall commence on the Effective Date and continue for a period of five (5) years, ending on June 30, 2030, unless previously terminated as provided herein or as otherwise agreed to in writing by the parties.

4.2. Notice of Termination. The City reserves and has the right and privilege of canceling, suspending or abandoning the execution of all or any part of the work contemplated by this Agreement, with or without cause, at any time, by providing at least fifteen (15) days prior written notice to Consultant. In the event of such termination, Consultant shall immediately stop rendering services under this Agreement unless directed otherwise by the City. If the City suspends, terminates or abandons a portion of this Agreement such suspension, termination or abandonment shall not make void or invalidate the remainder of this Agreement.

If the Consultant defaults in the performance of any of the terms or conditions of this Agreement, it shall have ten (10) days after service upon it of written notice of such default in which to cure the default by rendering a satisfactory performance. In the event that the Consultant fails to cure its default within such period of time, the City shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled to at law, in equity, or under this Agreement.

The City also shall have the right, notwithstanding any other provisions of this Agreement, to terminate this Agreement, at its option and without prejudice to any other remedy to which it may be entitled to at law, in equity, or under this Agreement, immediately upon service of written notice of termination on the Consultant, if the latter should:

(a) Be adjudged bankrupt;

(b) Become insolvent or have a receiver of its assets or property appointed because of insolvency;

(c) Make a general assignment for the benefit of creditors;

(d) Default in the performance of any obligation or payment of any indebtedness under this Agreement;

(e) Suffer any judgment against it to remain unsatisfied or unbonded of record for thirty (30) days or longer; or

(f) Institute or suffer to be instituted any procedures for reorganization or rearrangement of its affairs.

4.3. Compensation. In the event of termination, City shall pay Consultant for reasonable costs incurred and professional services satisfactorily performed up to and including the effective date of the City's written notice of termination, within forty-five (45) days after the effective date of the notice of termination or the final invoice of the Consultant, whichever occurs

last. Compensation for work in progress shall be prorated based on the percentage of work completed as of the effective date of termination in accordance with the fees set forth herein.

4.4. Documents. In the event of termination of this Agreement, all documents prepared by Consultant in its performance of this Agreement including, but not limited to, finished or unfinished design, development and construction documents, data studies, drawings, maps and reports, shall be delivered to the City within ten (10) days of the effective date of the notice of termination, at no cost to City.

5.0. INSURANCE

5.1. Minimum Scope and Limits of Insurance. Consultant shall obtain, maintain, and keep in full force and effect during the life of this Agreement all of the following minimum scope of insurance coverages with an insurance company authorized to do business in California, with a current A.M. Best's rating of no less than A:VII, and approved by City:

(a) Commercial general liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01, in an amount not less than Two Million Dollars ($2,000,000.00) per occurrence, Four Million Dollars ($4,000,000.00) general aggregate, for bodily injury, personal injury, and property damage. The policy must include contractual liability that has not been amended. Any endorsement restricting standard ISO "insured contract" language will not be accepted.

(b) Automobile insurance at least as broad as Insurance Services Office form CA 00 01 covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with work to be performed under this Agreement, including coverage for any owned, hired, non-owned, or rented vehicles, in an amount not less than One Million Dollars ($1,000,000.00) combined single limit for each accident.

(c) Workers' compensation insurance as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with a limit of no less than One Million Dollars ($1,000,000.00) per accident for bodily injury or disease. Consultant agrees to waive, and to obtain endorsements from its workers' compensation insurer waiving subrogation rights under its workers' compensation insurance policy against the City, its officers, agents, employees, and volunteers for losses arising from work performed by Consultant for the City and to require each of its subcontractors, if any, to do likewise under their workers' compensation insurance policies.

By execution of this Agreement, the Consultant certifies as follows:

> I am aware of, and will comply with, Section 3700 of the California Labor Code, requiring every employer to be insured against liability of Workers' Compensation or to undertake self-insurance before commencing any of the work.

The Consultant shall also comply with Section 3800 of the California Labor Code by securing, paying for and maintaining in full force and effect for the duration of this Agreement, complete Workers' Compensation Insurance,

and shall furnish a Certificate of Insurance to the City before execution of this Agreement by the City. The City, its officers and employees shall not be responsible for any claims in law or equity occasioned by failure of the consultant to comply with this section.

(d) Professional liability (errors & omissions) insurance that covers the services to be performed in connection with this Agreement, in the minimum amount of One Million Dollars ($1,000,000.00) per claim and in the aggregate. Any policy inception date, continuity date, or retroactive date must be before the Effective Date of this Agreement and Consultant agrees to maintain continuous coverage through a period no less than three (3) years after completion of the services required by this Agreement.

If the Consultant maintains higher limits or has broader coverage than the minimums shown above, the City requires and shall be entitled to all coverage, and to the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

5.2. Endorsements. The insurance policies are to contain, or be endorsed to contain, the following provisions:

(a) Additional Insureds: The City of West Covina and its elected and appointed boards, officers, officials, agents, employees, and volunteers are additional insureds with respect to: liability arising out of activities performed by or on behalf of the Consultant pursuant to its contract with the City; products and completed operations of the Consultant; premises owned, occupied or used by the Consultant; automobiles owned, leased, hired, or borrowed by the Consultant.

(b) Notice of Cancelation: Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City.

(c) Primary Coverage: The Consultant's insurance coverage shall be primary insurance as respects the City of West Covina, its officers, officials, agents, employees, and volunteers. Any other insurance maintained by the City of West Covina shall be excess and not contributing with the insurance provided by this policy.

(d) Waiver of Subrogation: Consultant hereby grants to City a waiver of any right to subrogation which any insurer of said Consultant may acquire against the City by virtue of the payment of any loss under such insurance. Consultant agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

(e) Coverage Not Affected: Any failure to comply with the reporting provisions of the policies shall not affect coverage provided to the City of West Covina, its officers, officials, agents, employees, and volunteers.

(f) Coverage Applies Separately: The Consultant's insurance shall apply

separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

5.3. Deductible or Self Insured Retention. If any of such policies provide for a deductible or self-insured retention to provide such coverage, the amount of such deductible or self-insured retention shall be approved in advance by City. The City may require the Consultant to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City.

5.4. Certificates of Insurance. Consultant shall provide to City certificates of insurance showing the insurance coverages and required endorsements described above, in a form and content approved by City, prior to performing any services under this Agreement. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

5.5. Non-limiting. Nothing in this Section shall be construed as limiting in any way the indemnification provision contained in this Agreement.

6.0. GENERAL PROVISIONS

6.1. Entire Agreement. This Agreement constitutes the entire agreement between the parties with respect to any matter referenced herein and supersedes any and all other prior writings and oral negotiations. This Agreement may be modified only in writing, and signed by the parties in interest at the time of such modification.

6.2. Representatives. The City Manager or his or her designee shall be the representative of City for purposes of this Agreement and may issue all consents, approvals, directives and agreements on behalf of the City, called for by this Agreement, except as otherwise expressly provided in this Agreement.

Consultant shall designate a representative for purposes of this Agreement who shall be authorized to issue all consents, approvals, directives and agreements on behalf of Consultant called for by this Agreement, except as otherwise expressly provided in this Agreement.

6.3. Key Personnel. It is the intent of both parties to this Agreement that Consultant shall make available the professional services of Kurt Johnson, who shall coordinate directly with City. Any substitution of key personnel must be approved in advance in writing by City's Representative.

6.4. Notices. Any notices, documents, correspondence or other communications concerning this Agreement or the work hereunder may be provided by personal delivery, Email or by U.S. mail. If by U.S. mail, it shall be addressed as set forth below and placed in a sealed envelope, postage prepaid, and deposited in the United States Postal Service. Such communication shall be deemed served or delivered: (a) at the time of delivery if such communication is sent by personal delivery; (b) one (1) business day after the Email is sent if such communication is sent by Email, provided that no delivery failure notification has been received; and (c) 72 hours after deposit in the U.S. Mail as reflected by the official U.S. postmark if such communication is sent through regular United States mail.

IF TO CONSULTANT:

KJ Consultants Inc.
12340 Seal Beach Blvd. Ste. B131
Seal Beach, CA 90740
Email: kurt@kjconsultants.net
Attn: Kurt Johnson

IF TO CITY:

City of West Covina
1444 West Garvey Ave. South
West Covina, CA 91790
Email: mbrowne@westcovina.org
Attn: Mike Browne

With a copy to:

City of West Covina
1444 West Garvey Ave. South
West Covina, CA 91790
Email: syuasa@westcovina.org
Attn: Sherri Yuasa

6.5. Attorneys' Fees. If litigation is brought by any party in connection with this Agreement against another party, the prevailing party shall be entitled to recover from the opposing party all costs and expenses, including reasonable attorneys' fees, incurred by the prevailing party in the exercise of any of its rights or remedies hereunder or the enforcement of any of the terms, conditions, or provisions hereof.

6.6. Governing Law. This Agreement shall be governed by and construed under the laws of the State of California without giving effect to that body of laws pertaining to conflict of laws. In the event of any legal action to enforce or interpret this Agreement, the parties hereto agree that the sole and exclusive venue shall be a court of competent jurisdiction located in Los Angeles County, California.

6.7. Assignment. Consultant shall not voluntarily or by operation of law assign, transfer, sublet or encumber all or any part of Consultant's interest in this Agreement without City's prior written consent. Any attempted assignment, transfer, subletting or encumbrance shall be void and shall constitute a breach of this Agreement and cause for termination of this Agreement. Regardless of City's consent, no subletting or assignment shall release Consultant of Consultant's obligation to perform all other obligations to be performed by Consultant hereunder for the term of this Agreement.

6.8. Indemnification and Hold Harmless. Consultant agrees to defend, with counsel of City's choosing, indemnify, hold free and harmless the City, its elected and appointed officials, officers, agents and employees, at Consultant's sole expense, from and against any and all claims, demands, actions, suits or other legal proceedings brought against the City, its elected and appointed officials, officers, agents and employees arising out of the performance of the Consultant, its employees, and/or authorized subcontractors, of the work undertaken pursuant to this Agreement. The defense obligation provided for hereunder shall apply without any advance showing of negligence or wrongdoing by the Consultant, its employees, and/or authorized subcontractors, but shall be required whenever any claim, action, complaint, or suit asserts as its basis the negligence, errors, omissions or misconduct of the Consultant, its employees, and/or authorized subcontractors, and/or whenever any claim, action, complaint or suit asserts liability against the City, its elected and appointed officials, officers, agents and employees based upon the work performed by the Consultant, its employees, and/or authorized subcontractors under this Agreement, whether or not the Consultant, its employees, and/or authorized subcontractors are

specifically named or otherwise asserted to be liable. Notwithstanding the foregoing, the Consultant shall not be liable for the defense or indemnification of the City for claims, actions, complaints or suits arising out of the sole active negligence or willful misconduct of the City. This provision shall supersede and replace all other indemnity provisions contained in the City's specifications, which shall be of no force and effect.

6.9. Independent Contractor. Consultant is and shall be acting at all times as an independent contractor and not as an employee of City. Consultant shall have no power to incur any debt, obligation, or liability on behalf of City or otherwise act on behalf of City as an agent. Neither City nor any of its agents shall have control over the conduct of Consultant or any of Consultant's employees, except as set forth in this Agreement. Consultant shall not, at any time, or in any manner, represent that it or any of its agents or employees are in any manner agents or employees of City. Consultant shall secure, at its sole expense, and be responsible for any and all payment of Income Tax, Social Security, State Disability Insurance Compensation, Unemployment Compensation, and other payroll deductions for Consultant and its officers, agents, and employees, and all business licenses, if any are required, in connection with the services to be performed hereunder. Consultant shall indemnify and hold City harmless from any and all taxes, assessments, penalties, and interest asserted against City by reason of the independent contractor relationship created by this Agreement. Consultant further agrees to indemnify and hold City harmless from any failure of Consultant to comply with the applicable worker's compensation laws. City shall have the right to offset against the amount of any fees due to Consultant under this Agreement any amount due to City from Consultant as a result of Consultant's failure to promptly pay to City any reimbursement or indemnification arising under this paragraph.

6.10. PERS Eligibility Indemnification. In the event that Consultant or any employee, agent, or subcontractor of Consultant providing services under this Agreement claims or is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of the City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Consultant or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

Notwithstanding any other agency, state or federal policy, rule, regulation, law or ordinance to the contrary, Consultant and any of its employees, agents, and subcontractors providing service under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any claims to, any compensation, benefit, or any incident of employment by City, including but not limited to eligibility to enroll in PERS as an employee of City and entitlement to any contribution to be paid by City for employer contribution and/or employee contributions for PERS benefits.

6.11. Cooperation. In the event any claim or action is brought against City relating to Consultant's performance or services rendered under this Agreement, Consultant shall render any reasonable assistance and cooperation which City might require.

6.12. Ownership of Documents. All findings, reports, documents, information and data including, but not limited to, computer tapes or discs, files and tapes furnished or prepared by Consultant or any of its subcontractors in the course of performance of this Agreement, shall be and remain the sole property of City. Consultant agrees that any such documents or information shall not be made available to any individual or organization without the prior consent of City. Any

use of such documents for other projects not contemplated by this Agreement, and any use of incomplete documents, shall be at the sole risk of City and without liability or legal exposure to Consultant. City shall indemnify and hold harmless Consultant from all claims, damages, losses, and expenses, including attorneys' fees, arising out of or resulting from City's use of such documents for other projects not contemplated by this Agreement or use of incomplete documents furnished by Consultant. Consultant shall deliver to City any findings, reports, documents, information, data, in any form, including but not limited to, computer tapes, discs, files audio tapes or any other related items as requested by City or its authorized representative, at no additional cost to the City. Consultant or Consultant's agents shall execute such documents as may be necessary from time to time to confirm City's ownership of the copyright in such documents.

6.13. Electronic Safeguards. Consultant shall identify reasonably foreseeable internal and external risks to the privacy and security of personal information that could result in the unauthorized disclosure, misuse, alteration, destruction or other compromise of the information. Consultant shall regularly assess the sufficiency of any safeguards and information security awareness training in place to control reasonably foreseeable internal and external risks, and evaluate and adjust those safeguards in light of the assessment.

6.14. Economic Interest Statement. Consultant hereby acknowledges that pursuant to California Government Code Section 87300 and the Conflict of Interest Code adopted by City, Consultant is designated in said Conflict of Interest Code and is therefore required to file an Economic Interest Statement (Form 700) with the City Clerk, for each employee providing advice under this Agreement, prior to the commencement of work, unless waived by the City Manager.

6.15. Conflict of Interest. Consultant and its officers, employees, associates and subconsultants, if any, will comply with all conflict of interest statutes of the State of California applicable to Consultant's services under this agreement, including, but not limited to, the Political Reform Act of 1974 (California Government Code Section 81000, *et seq*.) and California Government Code Sections 1090-1092. Consultant covenants that none of Consultant's officers or principals have any interest in, or shall acquire any interest, directly or indirectly, which will conflict in any manner or degree with the performance of the services hereunder, including in any manner in violation of the Political Reform Act. Consultant further covenants that in the performance of this Agreement, no person having such interest shall be used by Consultant as an officer, employee, agent, or subconsultant. Consultant further covenants that Consultant has not contracted with nor is performing any services, directly or indirectly, with any developer(s) and/or property owner(s) and/or firm(s) and/or partnership(s) owning property in the City and further covenants and agrees that Consultant and/or its subconsultants shall provide no service or enter into any agreement or agreements with a/any developer(s) and/or property owner(s) and/or firm(s) and/or partnership(s) owning property in the City prior to the completion of the work under this Agreement.

6.16. Prohibited Employment. Consultant will not employ any regular employee of City while this Agreement is in effect.

6.17. Order of Precedence. In the event of an inconsistency in this Agreement and any of the attached Exhibits, the terms set forth in this Agreement shall prevail. If, and to the extent this Agreement incorporates by reference any provision of any document, such provision shall be deemed a part of this Agreement. Nevertheless, if there is any conflict among the terms and conditions of this Agreement and those of any such provision or provisions so incorporated by reference, this Agreement shall govern over the document referenced.

6.18. Costs. Each party shall bear its own costs and fees incurred in the preparation and negotiation of this Agreement and in the performance of its obligations hereunder except as expressly provided herein.

6.19. No Third Party Beneficiary Rights. This Agreement is entered into for the sole benefit of City and Consultant and no other parties are intended to be direct or incidental beneficiaries of this Agreement and no third party shall have any right in, under or to this Agreement.

6.20. Headings. Paragraphs and subparagraph headings contained in this Agreement are included solely for convenience and are not intended to modify, explain or to be a full or accurate description of the content thereof and shall not in any way affect the meaning or interpretation of this Agreement.

6.21. Construction. The parties have participated jointly in the negotiation and drafting of this Agreement and have had an adequate opportunity to review each and every provision of the Agreement and submit the same to counsel or other consultants for review and comment. In the event an ambiguity or question of intent or interpretation arises with respect to this Agreement, this Agreement shall be construed as if drafted jointly by the parties and in accordance with its fair meaning. There shall be no presumption or burden of proof favoring or disfavoring any party by virtue of the authorship of any of the provisions of this Agreement.

6.22. Amendments. Only a writing executed by the parties hereto or their respective successors and assigns may amend this Agreement.

6.23. Waiver. The delay or failure of either party at any time to require performance or compliance by the other of any of its obligations or agreements shall in no way be deemed a waiver of those rights to require such performance or compliance. No waiver of any provision of this Agreement shall be effective unless in writing and signed by a duly authorized representative of the party against whom enforcement of a waiver is sought. The waiver of any right or remedy in respect to any occurrence or event shall not be deemed a waiver of any right or remedy in respect to any other occurrence or event, nor shall any waiver constitute a continuing waiver.

6.24. Severability. If any provision of this Agreement is determined by a court of competent jurisdiction to be unenforceable in any circumstance, such determination shall not affect the validity or enforceability of the remaining terms and provisions hereof or of the offending provision in any other circumstance. Notwithstanding the foregoing, if the value of this Agreement, based upon the substantial benefit of the bargain for any party, is materially impaired, which determination made by the presiding court or arbitrator of competent jurisdiction shall be binding, then both parties agree to substitute such provision(s) through good faith negotiations.

6.25. Counterparts and Electronic Signatures. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, and may be executed by electronic signatures. All counterparts shall be construed together and shall constitute one agreement. Delivery of an executed counterpart of this Agreement by a .pdf data file or other scanned executed counterpart by email shall be equally as effective as delivery of a manually executed counterpart of this Agreement. Each duplicate and counterpart shall be equally admissible in evidence, and each shall fully bind each party who has executed it. The parties waive all right to challenge the admissibility or authenticity of this Agreement in a court of law based solely on the absence of an original signature.

6.26. Corporate Authority. The persons executing this Agreement on behalf of the parties hereto warrant that they are duly authorized to execute this Agreement on behalf of said parties and that by doing so the parties hereto are formally bound to the provisions of this Agreement.

6.27. Taxpayer Identification Number. Consultant shall provide City with a complete Request for Taxpayer Identification Number and Certification, Form W9, as issued by the Internal Revenue Service.

[SIGNATURE PAGE FOLLOWS.]

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by and through their respective authorized officers, as of the date first above written.

CITY OF WEST COVINA,
A municipal corporation

_____ Date: _____
Paulina Morales
City Manager

CONSULTANT

_____ Date: _____
Susan Privitera-Johnson
President

ATTEST:

_____
Lisa Sherrick, CMC
Assistant City Clerk

APPROVED AS TO FORM:

_____
Thomas P. Duarte
City Attorney

APPROVED AS TO INSURANCE:

_____
Maria-Luisa Olea
Risk Management

EXHIBIT A

FEE SCHEDULE

A. PLAN CHECK FEES

1. Standard review: $70.00 per hour (or portion thereof)
2. Expedited review: $70.00 per hour +$150.00 fee for expediting
3. Travel time: $35.00 per hour (minimum 1 hour billed per trip)
4. Shipping rate: Actual cost
5. Notes:
    a. Consultant will bill in 1-hour increments
    b. Consultant will bill a minimum of 2 hours per review
    c. Rates set forth above include inspections for architectural/tenant improvements, fire sprinklers, fire alarms, fire extinguishing systems, and underground sprinklers
    d. Initial submittal includes one free re-check
        i. Excludes travel time
        ii. Excludes expedited fee
        iii. Excludes shipping rate
    e. Additional rechecks/resubmittals billed at rates set forth above

B. FIELD INSPECTION FEES

1. $100.00 per hour (or portion thereof)
2. Travel time: $35.00 per hour (minimum 1 hour billed per trip)
3. Notes:
    a. Consultant will bill in 1-hour increments
    b. Consultant will bill a minimum of 2 hours per inspection

ATTACHMENT NO. 2

CITY OF WEST COVINA
PROFESSIONAL SERVICES AGREEMENT
WITH
MAK FIRE PROTECTION ENGINEERING & CONSULTING, INC.
FOR
PLAN CHECK AND INSPECTION SERVICES FOR THE FIRE DEPARTMENT

THIS PROFESSIONAL SERVICES AGREEMENT is made and entered into as of July 1, 2025 ("Effective Date"), by and between the CITY OF WEST COVINA, a municipal corporation ("City"), and MAK FIRE PROTECTION ENGINEERING & CONSULTING, INC., a California corporation ("Consultant").

RECITALS

A. City proposes to utilize the services of Consultant as an independent contractor to City to provide plan check and inspection services as requested by the Fire Department, as more fully described herein; and

B. Consultant represents that it has that degree of specialized expertise necessary and holds all necessary licenses to practice and perform the services herein contemplated; and

C. City and Consultant desire to contract for the specific services described herein and desire to set forth their rights, duties and liabilities in connection with the services to be performed; and

D. No official or employee of City has a financial interest, within the provisions of Sections 1090-1092 of the California Government Code, in the subject matter of this Agreement.

NOW, THEREFORE, for and in consideration of the mutual covenants and conditions contained herein, the parties hereby agree as follows:

1.0. SERVICES PROVIDED BY CONSULTANT

1.1. Scope of Services. Consultant shall provide the following professional services:

(a) Plan check review for new construction and remodeled plans, as requested by the City. Consultant shall ensure that all plans submitted to the City's Fire Prevention Bureau meet all applicable fire and life safety requirements as outlined in Federal, State, and local laws, codes, and regulations.

(b) Ensure that all plan reviews are completed and returned to the Fire Prevention Bureau within seven (7) days of Consultant's receipt or forty-eight (48) hours of receipt for expedited services.

(c) In a professional manner, furnish all labor, technical, administrative, professional and other personnel, supplies and materials, equipment, printing, vehicles, transportation, office space and facilities, tests, testing and analysis, and calculations necessary or proper to perform and complete the services required by this Agreement, except as herein expressly specified to be furnished by the City.

1.2. Professional Practices. All professional services to be provided by Consultant pursuant to this Agreement shall be provided by personnel experienced in their respective fields

and in a manner consistent with the standards of care, diligence and skill ordinarily exercised by professional consultants in similar fields and circumstances in accordance with sound professional practices. Consultant also warrants that it is familiar with all laws that may affect its performance of this Agreement and shall advise City of any changes in any laws that may affect Consultant's performance of this Agreement. Consultant shall keep itself informed of State and Federal laws and regulations which in any manner affect those employed by it or in any way affect the performance of its service pursuant to this Agreement. The Consultant shall at all times observe and comply with all such laws and regulations. City officers and employees shall not be liable at law or in equity for any claims or damages occurring as a result of failure of the Consultant to comply with this section.

1.3. Performance to Satisfaction of City. Consultant agrees to perform all the work to the reasonable satisfaction of the City. Evaluations of the work will be conducted by the City Manager or his or her designee. If the quality of work is not satisfactory, City in its discretion has the right to:

(a) Meet with Consultant to review the quality of the work and resolve the matters of concern;

(b) Require Consultant to repeat the work at no additional fee until it is satisfactory; and/or

(c) Terminate the Agreement as hereinafter set forth.

1.4. Warranty. Consultant warrants that it shall perform the services required by this Agreement in compliance with all applicable Federal and California employment laws, including, but not limited to, those laws related to minimum hours and wages; occupational health and safety; fair employment and employment practices; workers' compensation; and all other Federal, State and local laws and ordinances applicable to the services required under this Agreement.

1.5. Non-Discrimination. In performing this Agreement, Consultant shall not engage in, nor permit its agents to engage in, discrimination in employment of persons because of their race, religious creed, color, national origin, ancestry, physical disability, mental disability, reproductive health decisionmaking, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or veteran or military status, except as permitted pursuant to Section 12940 of the California Government Code.

1.6. Non-Exclusive Agreement. Consultant acknowledges that City may enter into agreements with other consultants for services similar to the services that are subject to this Agreement or may have its own employees perform services similar to those services contemplated by this Agreement.

1.7. Confidentiality. Employees of Consultant in the course of their duties may have access to financial, accounting, statistical, and personnel data of private individuals and employees of City. Consultant covenants that all data, documents, discussion, or other information developed or received by Consultant or provided for performance of this Agreement are deemed confidential and shall not be disclosed by Consultant without written authorization by City. City shall grant such authorization if disclosure is required by law. All City data shall be returned to City upon the termination of this Agreement. Consultant's covenant under this Section shall survive the termination of this Agreement.

1.8. Public Records Act Disclosure. Consultant has been advised and is aware that this Agreement and all reports, documents, information and data, including, but not limited to, computer tapes, discs or files furnished or prepared by Consultant, or any of its subcontractors, pursuant to this Agreement and provided to City may be subject to public disclosure as required by the California Public Records Act (California Government Code Section 7920.000 *et seq*.). Exceptions to public disclosure may be those documents or information that qualify as trade secrets, as that term is defined in California Government Code Section 7924.510, and of which Consultant informs City of such trade secret. The City will endeavor to maintain as confidential all information obtained by it that is designated as a trade secret. The City shall not, in any way, be liable or responsible for the disclosure of any trade secret including, without limitation, those records so marked if disclosure is deemed to be required by law or by order of the court.

2.0. COMPENSATION AND BILLING

2.1. Compensation. City agrees to pay Consultant in accordance with the fee schedule set forth in Exhibit "A," attached hereto and incorporated herein (the "Fee Schedule"). Consultant's annual compensation shall not exceed Twenty Thousand Dollars ($20,000.00).

2.2. Additional Services. Consultant shall not receive compensation for any services provided outside the Scope of Services specified herein unless the City, prior to Consultant performing the additional services, approves such additional services in writing. It is specifically understood that oral requests and/or approvals of such additional services or additional compensation shall be barred and are unenforceable. Should the City request in writing additional services that increase the Scope of Services, an additional fee based upon the Consultant's standard hourly rates shall be paid to the Consultant for such additional services.

2.3. Method of Billing. Consultant may submit invoices to the City for approval on a progress basis, but no more often than once a month. Said invoice shall be based on the total of all Consultant's services which have been completed to City's sole satisfaction. City shall pay Consultant's invoice within forty-five (45) days from the date City receives said invoice. Each invoice shall describe in detail the services performed, the date of performance, and the associated time for completion. Any additional services approved and performed pursuant to this Agreement shall be designated as "Additional Services" and shall identify the number of the authorized change order, where applicable, on all invoices.

2.4. Records and Audits. Records of Consultant's services relating to this Agreement shall be maintained in accordance with generally recognized accounting principles and shall be made available to City for inspection and/or audit at mutually convenient times from the Effective Date until three (3) years after the termination or expiration of this Agreement.

3.0. TIME OF PERFORMANCE

3.1. Commencement and Completion of Work. Unless otherwise agreed to by the parties, the professional services to be performed pursuant to this Agreement shall commence within five (5) days from the Effective Date of this Agreement. Failure to commence work in a timely manner and/or diligently pursue work to completion may be grounds for termination of this Agreement.

3.2. Excusable Delays. Neither party shall be responsible for delays or lack of performance resulting from acts beyond the reasonable control of the party or parties. Such acts shall include, but not be limited to, acts of God, fire, strikes, material shortages, compliance with

laws or regulations, riots, acts of war, or any other conditions beyond the reasonable control of a party. If a delay beyond the control of the Consultant is encountered, a time extension may be mutually agreed upon in writing by the City and the Consultant. The Consultant shall present documentation satisfactory to the City to substantiate any request for a time extension.

4.0. TERM AND TERMINATION

4.1. Term. This Agreement shall commence on the Effective Date and continue for a period of five (5) years, ending on June 30, 2030, unless previously terminated as provided herein or as otherwise agreed to in writing by the parties.

4.2. Notice of Termination. The City reserves and has the right and privilege of canceling, suspending or abandoning the execution of all or any part of the work contemplated by this Agreement, with or without cause, at any time, by providing at least fifteen (15) days prior written notice to Consultant. In the event of such termination, Consultant shall immediately stop rendering services under this Agreement unless directed otherwise by the City. If the City suspends, terminates or abandons a portion of this Agreement such suspension, termination or abandonment shall not make void or invalidate the remainder of this Agreement.

If the Consultant defaults in the performance of any of the terms or conditions of this Agreement, it shall have ten (10) days after service upon it of written notice of such default in which to cure the default by rendering a satisfactory performance. In the event that the Consultant fails to cure its default within such period of time, the City shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled to at law, in equity, or under this Agreement.

The City also shall have the right, notwithstanding any other provisions of this Agreement, to terminate this Agreement, at its option and without prejudice to any other remedy to which it may be entitled to at law, in equity, or under this Agreement, immediately upon service of written notice of termination on the Consultant, if the latter should:

(a) Be adjudged bankrupt;

(b) Become insolvent or have a receiver of its assets or property appointed because of insolvency;

(c) Make a general assignment for the benefit of creditors;

(d) Default in the performance of any obligation or payment of any indebtedness under this Agreement;

(e) Suffer any judgment against it to remain unsatisfied or unbonded of record for thirty (30) days or longer; or

(f) Institute or suffer to be instituted any procedures for reorganization or rearrangement of its affairs.

4.3. Compensation. In the event of termination, City shall pay Consultant for reasonable costs incurred and professional services satisfactorily performed up to and including the effective date of the City's written notice of termination, within forty-five (45) days after the

effective date of the notice of termination or the final invoice of the Consultant, whichever occurs last. Compensation for work in progress shall be prorated based on the percentage of work completed as of the effective date of termination in accordance with the fees set forth herein.

4.4. Documents. In the event of termination of this Agreement, all documents prepared by Consultant in its performance of this Agreement including, but not limited to, finished or unfinished design, development and construction documents, data studies, drawings, maps and reports, shall be delivered to the City within ten (10) days of the effective date of the notice of termination, at no cost to City.

5.0. INSURANCE

5.1. Minimum Scope and Limits of Insurance. Consultant shall obtain, maintain, and keep in full force and effect during the life of this Agreement all of the following minimum scope of insurance coverages with an insurance company authorized to do business in California, with a current A.M. Best's rating of no less than A:VII, and approved by City:

(a) Commercial general liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01, in an amount not less than Two Million Dollars ($2,000,000.00) per occurrence, Four Million Dollars ($4,000,000.00) general aggregate, for bodily injury, personal injury, and property damage. The policy must include contractual liability that has not been amended. Any endorsement restricting standard ISO "insured contract" language will not be accepted.

(b) Automobile insurance at least as broad as Insurance Services Office form CA 00 01 covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with work to be performed under this Agreement, including coverage for any owned, hired, non-owned, or rented vehicles, in an amount not less than One Million Dollars ($1,000,000.00) combined single limit for each accident.

(c) Workers' compensation insurance as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with a limit of no less than One Million Dollars ($1,000,000.00) per accident for bodily injury or disease. Consultant agrees to waive, and to obtain endorsements from its workers' compensation insurer waiving subrogation rights under its workers' compensation insurance policy against the City, its officers, agents, employees, and volunteers for losses arising from work performed by Consultant for the City and to require each of its subcontractors, if any, to do likewise under their workers' compensation insurance policies.

By execution of this Agreement, the Consultant certifies as follows:

> I am aware of, and will comply with, Section 3700 of the California Labor Code, requiring every employer to be insured against liability of Workers' Compensation or to undertake self-insurance before commencing any of the work.

The Consultant shall also comply with Section 3800 of the California Labor Code by securing, paying for and maintaining in full force and effect for the

duration of this Agreement, complete Workers' Compensation Insurance, and shall furnish a Certificate of Insurance to the City before execution of this Agreement by the City. The City, its officers and employees shall not be responsible for any claims in law or equity occasioned by failure of the consultant to comply with this section.

(d) Professional liability (errors & omissions) insurance that covers the services to be performed in connection with this Agreement, in the minimum amount of One Million Dollars ($1,000,000.00) per claim and in the aggregate. Any policy inception date, continuity date, or retroactive date must be before the Effective Date of this Agreement and Consultant agrees to maintain continuous coverage through a period no less than three (3) years after completion of the services required by this Agreement.

If the Consultant maintains higher limits or has broader coverage than the minimums shown above, the City requires and shall be entitled to all coverage, and to the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

5.2. Endorsements. The insurance policies are to contain, or be endorsed to contain, the following provisions:

(a) Additional Insureds: The City of West Covina and its elected and appointed boards, officers, officials, agents, employees, and volunteers are additional insureds with respect to: liability arising out of activities performed by or on behalf of the Consultant pursuant to its contract with the City; products and completed operations of the Consultant; premises owned, occupied or used by the Consultant; automobiles owned, leased, hired, or borrowed by the Consultant.

(b) Notice of Cancelation: Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City.

(c) Primary Coverage: The Consultant's insurance coverage shall be primary insurance as respects the City of West Covina, its officers, officials, agents, employees, and volunteers. Any other insurance maintained by the City of West Covina shall be excess and not contributing with the insurance provided by this policy.

(d) Waiver of Subrogation: Consultant hereby grants to City a waiver of any right to subrogation which any insurer of said Consultant may acquire against the City by virtue of the payment of any loss under such insurance. Consultant agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

(e) Coverage Not Affected: Any failure to comply with the reporting provisions of the policies shall not affect coverage provided to the City of West Covina, its officers, officials, agents, employees, and volunteers.

(f) Coverage Applies Separately: The Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

5.3. Deductible or Self Insured Retention. If any of such policies provide for a deductible or self-insured retention to provide such coverage, the amount of such deductible or self-insured retention shall be approved in advance by City. The City may require the Consultant to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City.

5.4. Certificates of Insurance. Consultant shall provide to City certificates of insurance showing the insurance coverages and required endorsements described above, in a form and content approved by City, prior to performing any services under this Agreement. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

5.5. Non-limiting. Nothing in this Section shall be construed as limiting in any way the indemnification provision contained in this Agreement.

6.0. GENERAL PROVISIONS

6.1. Entire Agreement. This Agreement constitutes the entire agreement between the parties with respect to any matter referenced herein and supersedes any and all other prior writings and oral negotiations. This Agreement may be modified only in writing, and signed by the parties in interest at the time of such modification.

6.2. Representatives. The City Manager or his or her designee shall be the representative of City for purposes of this Agreement and may issue all consents, approvals, directives and agreements on behalf of the City, called for by this Agreement, except as otherwise expressly provided in this Agreement.

Consultant shall designate a representative for purposes of this Agreement who shall be authorized to issue all consents, approvals, directives and agreements on behalf of Consultant called for by this Agreement, except as otherwise expressly provided in this Agreement.

6.3. Key Personnel. It is the intent of both parties to this Agreement that Consultant shall make available the professional services of Mark Krikorian, who shall coordinate directly with City. Any substitution of key personnel must be approved in advance in writing by City's Representative.

6.4. Notices. Any notices, documents, correspondence or other communications concerning this Agreement or the work hereunder may be provided by personal delivery, Email or by U.S. mail. If by U.S. mail, it shall be addressed as set forth below and placed in a sealed envelope, postage prepaid, and deposited in the United States Postal Service. Such communication shall be deemed served or delivered: (a) at the time of delivery if such communication is sent by personal delivery; (b) one (1) business day after the Email is sent if such communication is sent by Email, provided that no delivery failure notification has been received; and (c) 72 hours after deposit in the U.S. Mail as reflected by the official U.S. postmark if such

communication is sent through regular United States mail.

IF TO CONSULTANT:

MAK Fire Protection Engineering &
Consulting, Inc.
12130 Rahn Ave.
Granada Hills, CA 91344
Email: mak369@aol.com
Attn: Mark Krikorian

IF TO CITY:

City of West Covina
1444 West Garvey Ave. South
West Covina, CA 91790
Email: mbrowne@westcovina.org
Attn: Mike Browne

With a copy to:

City of West Covina
1444 West Garvey Ave. South
West Covina, CA 91790
Email: syuasa@westcovina.org
Attn: Sherri Yuasa

6.5. Attorneys' Fees. If litigation is brought by any party in connection with this Agreement against another party, the prevailing party shall be entitled to recover from the opposing party all costs and expenses, including reasonable attorneys' fees, incurred by the prevailing party in the exercise of any of its rights or remedies hereunder or the enforcement of any of the terms, conditions, or provisions hereof.

6.6. Governing Law. This Agreement shall be governed by and construed under the laws of the State of California without giving effect to that body of laws pertaining to conflict of laws. In the event of any legal action to enforce or interpret this Agreement, the parties hereto agree that the sole and exclusive venue shall be a court of competent jurisdiction located in Los Angeles County, California.

6.7. Assignment. Consultant shall not voluntarily or by operation of law assign, transfer, sublet or encumber all or any part of Consultant's interest in this Agreement without City's prior written consent. Any attempted assignment, transfer, subletting or encumbrance shall be void and shall constitute a breach of this Agreement and cause for termination of this Agreement. Regardless of City's consent, no subletting or assignment shall release Consultant of Consultant's obligation to perform all other obligations to be performed by Consultant hereunder for the term of this Agreement.

6.8. Indemnification and Hold Harmless. Consultant agrees to defend, with counsel of City's choosing, indemnify, hold free and harmless the City, its elected and appointed officials, officers, agents and employees, at Consultant's sole expense, from and against any and all claims, demands, actions, suits or other legal proceedings brought against the City, its elected and appointed officials, officers, agents and employees arising out of the performance of the Consultant, its employees, and/or authorized subcontractors, of the work undertaken pursuant to this Agreement. The defense obligation provided for hereunder shall apply without any advance showing of negligence or wrongdoing by the Consultant, its employees, and/or authorized subcontractors, but shall be required whenever any claim, action, complaint, or suit asserts as its basis the negligence, errors, omissions or misconduct of the Consultant, its employees, and/or authorized subcontractors, and/or whenever any claim, action, complaint or suit asserts liability against the City, its elected and appointed officials, officers, agents and employees based upon the work performed by the Consultant, its employees, and/or authorized subcontractors under this

Agreement, whether or not the Consultant, its employees, and/or authorized subcontractors are specifically named or otherwise asserted to be liable. Notwithstanding the foregoing, the Consultant shall not be liable for the defense or indemnification of the City for claims, actions, complaints or suits arising out of the sole active negligence or willful misconduct of the City. This provision shall supersede and replace all other indemnity provisions contained in the City's specifications, which shall be of no force and effect.

6.9. Independent Contractor. Consultant is and shall be acting at all times as an independent contractor and not as an employee of City. Consultant shall have no power to incur any debt, obligation, or liability on behalf of City or otherwise act on behalf of City as an agent. Neither City nor any of its agents shall have control over the conduct of Consultant or any of Consultant's employees, except as set forth in this Agreement. Consultant shall not, at any time, or in any manner, represent that it or any of its agents or employees are in any manner agents or employees of City. Consultant shall secure, at its sole expense, and be responsible for any and all payment of Income Tax, Social Security, State Disability Insurance Compensation, Unemployment Compensation, and other payroll deductions for Consultant and its officers, agents, and employees, and all business licenses, if any are required, in connection with the services to be performed hereunder. Consultant shall indemnify and hold City harmless from any and all taxes, assessments, penalties, and interest asserted against City by reason of the independent contractor relationship created by this Agreement. Consultant further agrees to indemnify and hold City harmless from any failure of Consultant to comply with the applicable worker's compensation laws. City shall have the right to offset against the amount of any fees due to Consultant under this Agreement any amount due to City from Consultant as a result of Consultant's failure to promptly pay to City any reimbursement or indemnification arising under this paragraph.

6.10. PERS Eligibility Indemnification. In the event that Consultant or any employee, agent, or subcontractor of Consultant providing services under this Agreement claims or is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of the City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Consultant or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

Notwithstanding any other agency, state or federal policy, rule, regulation, law or ordinance to the contrary, Consultant and any of its employees, agents, and subcontractors providing service under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any claims to, any compensation, benefit, or any incident of employment by City, including but not limited to eligibility to enroll in PERS as an employee of City and entitlement to any contribution to be paid by City for employer contribution and/or employee contributions for PERS benefits.

6.11. Cooperation. In the event any claim or action is brought against City relating to Consultant's performance or services rendered under this Agreement, Consultant shall render any reasonable assistance and cooperation which City might require.

6.12. Ownership of Documents. All findings, reports, documents, information and data including, but not limited to, computer tapes or discs, files and tapes furnished or prepared by Consultant or any of its subcontractors in the course of performance of this Agreement, shall be and remain the sole property of City. Consultant agrees that any such documents or information

shall not be made available to any individual or organization without the prior consent of City. Any use of such documents for other projects not contemplated by this Agreement, and any use of incomplete documents, shall be at the sole risk of City and without liability or legal exposure to Consultant. City shall indemnify and hold harmless Consultant from all claims, damages, losses, and expenses, including attorneys' fees, arising out of or resulting from City's use of such documents for other projects not contemplated by this Agreement or use of incomplete documents furnished by Consultant. Consultant shall deliver to City any findings, reports, documents, information, data, in any form, including but not limited to, computer tapes, discs, files audio tapes or any other related items as requested by City or its authorized representative, at no additional cost to the City. Consultant or Consultant's agents shall execute such documents as may be necessary from time to time to confirm City's ownership of the copyright in such documents.

6.13. Electronic Safeguards. Consultant shall identify reasonably foreseeable internal and external risks to the privacy and security of personal information that could result in the unauthorized disclosure, misuse, alteration, destruction or other compromise of the information. Consultant shall regularly assess the sufficiency of any safeguards and information security awareness training in place to control reasonably foreseeable internal and external risks, and evaluate and adjust those safeguards in light of the assessment.

6.14. Economic Interest Statement. Consultant hereby acknowledges that pursuant to California Government Code Section 87300 and the Conflict of Interest Code adopted by City, Consultant is designated in said Conflict of Interest Code and is therefore required to file an Economic Interest Statement (Form 700) with the City Clerk, for each employee providing advice under this Agreement, prior to the commencement of work, unless waived by the City Manager.

6.15. Conflict of Interest. Consultant and its officers, employees, associates and subconsultants, if any, will comply with all conflict of interest statutes of the State of California applicable to Consultant's services under this agreement, including, but not limited to, the Political Reform Act of 1974 (California Government Code Section 81000, *et seq*.) and California Government Code Sections 1090-1092. Consultant covenants that none of Consultant's officers or principals have any interest in, or shall acquire any interest, directly or indirectly, which will conflict in any manner or degree with the performance of the services hereunder, including in any manner in violation of the Political Reform Act. Consultant further covenants that in the performance of this Agreement, no person having such interest shall be used by Consultant as an officer, employee, agent, or subconsultant. Consultant further covenants that Consultant has not contracted with nor is performing any services, directly or indirectly, with any developer(s) and/or property owner(s) and/or firm(s) and/or partnership(s) owning property in the City and further covenants and agrees that Consultant and/or its subconsultants shall provide no service or enter into any agreement or agreements with a/any developer(s) and/or property owner(s) and/or firm(s) and/or partnership(s) owning property in the City prior to the completion of the work under this Agreement.

6.16. Prohibited Employment. Consultant will not employ any regular employee of City while this Agreement is in effect.

6.17. Order of Precedence. In the event of an inconsistency in this Agreement and any of the attached Exhibits, the terms set forth in this Agreement shall prevail. If, and to the extent this Agreement incorporates by reference any provision of any document, such provision shall be deemed a part of this Agreement. Nevertheless, if there is any conflict among the terms and conditions of this Agreement and those of any such provision or provisions so incorporated by reference, this Agreement shall govern over the document referenced.

6.18. Costs. Each party shall bear its own costs and fees incurred in the preparation and negotiation of this Agreement and in the performance of its obligations hereunder except as expressly provided herein.

6.19. No Third Party Beneficiary Rights. This Agreement is entered into for the sole benefit of City and Consultant and no other parties are intended to be direct or incidental beneficiaries of this Agreement and no third party shall have any right in, under or to this Agreement.

6.20. Headings. Paragraphs and subparagraph headings contained in this Agreement are included solely for convenience and are not intended to modify, explain or to be a full or accurate description of the content thereof and shall not in any way affect the meaning or interpretation of this Agreement.

6.21. Construction. The parties have participated jointly in the negotiation and drafting of this Agreement and have had an adequate opportunity to review each and every provision of the Agreement and submit the same to counsel or other consultants for review and comment. In the event an ambiguity or question of intent or interpretation arises with respect to this Agreement, this Agreement shall be construed as if drafted jointly by the parties and in accordance with its fair meaning. There shall be no presumption or burden of proof favoring or disfavoring any party by virtue of the authorship of any of the provisions of this Agreement.

6.22. Amendments. Only a writing executed by the parties hereto or their respective successors and assigns may amend this Agreement.

6.23. Waiver. The delay or failure of either party at any time to require performance or compliance by the other of any of its obligations or agreements shall in no way be deemed a waiver of those rights to require such performance or compliance. No waiver of any provision of this Agreement shall be effective unless in writing and signed by a duly authorized representative of the party against whom enforcement of a waiver is sought. The waiver of any right or remedy in respect to any occurrence or event shall not be deemed a waiver of any right or remedy in respect to any other occurrence or event, nor shall any waiver constitute a continuing waiver.

6.24. Severability. If any provision of this Agreement is determined by a court of competent jurisdiction to be unenforceable in any circumstance, such determination shall not affect the validity or enforceability of the remaining terms and provisions hereof or of the offending provision in any other circumstance. Notwithstanding the foregoing, if the value of this Agreement, based upon the substantial benefit of the bargain for any party, is materially impaired, which determination made by the presiding court or arbitrator of competent jurisdiction shall be binding, then both parties agree to substitute such provision(s) through good faith negotiations.

6.25. Counterparts and Electronic Signatures. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, and may be executed by electronic signatures. All counterparts shall be construed together and shall constitute one agreement. Delivery of an executed counterpart of this Agreement by a .pdf data file or other scanned executed counterpart by email shall be equally as effective as delivery of a manually executed counterpart of this Agreement. Each duplicate and counterpart shall be equally admissible in evidence, and each shall fully bind each party who has executed it. The parties waive all right to challenge the admissibility or authenticity of this Agreement in a court of law based solely on the absence of an original signature.

6.26. Corporate Authority. The persons executing this Agreement on behalf of the parties hereto warrant that they are duly authorized to execute this Agreement on behalf of said parties and that by doing so the parties hereto are formally bound to the provisions of this Agreement.

6.27. Taxpayer Identification Number. Consultant shall provide City with a complete Request for Taxpayer Identification Number and Certification, Form W9, as issued by the Internal Revenue Service.

[SIGNATURE PAGE FOLLOWS.]

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by and through their respective authorized officers, as of the date first above written.

CITY OF WEST COVINA,
A municipal corporation

_____ Date: _____
Paulina Morales
City Manager

CONSULTANT

_____ Date: _____
Mark Krikorian
Principal

ATTEST:

_____
Lisa Sherrick
Assistant City Clerk

APPROVED AS TO FORM:

_____
Thomas P. Duarte
City Attorney

APPROVED AS TO INSURANCE:

_____
Maria-Luisa Olea
Risk Management

EXHIBIT A

FEE SCHEDULE

A. PLAN CHECK FEES

1. Standard review: $70.00 per hour (or portion thereof)
2. Expedited review: $70.00 per hour +$150.00 fee for expediting
3. Travel time: $35.00 per hour (minimum 1 hour billed per trip)
4. Shipping rate: Actual cost
5. Notes:
    a. Consultant will bill in 1-hour increments
    b. Consultant will bill a minimum of 2 hours per review
    c. Rates set forth above include inspections for architectural/tenant improvements, fire sprinklers, fire alarms, fire extinguishing systems, and underground sprinklers
    d. Initial submittal includes one free re-check
        i. Excludes travel time
        ii. Excludes expedited fee
        iii. Excludes shipping rate
    e. Additional rechecks/resubmittals billed at rates set forth above

B. FIELD INSPECTION FEES

1. $100.00 per hour (or portion thereof)
2. Travel time: $35.00 per hour (minimum 1 hour billed per trip)
3. Notes:
    a. Consultant will bill in 1-hour increments
    b. Consultant will bill a minimum of 2 hours per inspection

AGENDA STAFF REPORT

City of West Covina | Office of the City Manager

DATE: April 15, 2025

TO: Mayor and City Council

FROM: Paulina Morales, City Manager

SUBJECT: **CONSIDERATION OF INCREASING ANNUAL COMPENSATION FOR AGREEMENT WITH WEST COAST ARBORISTS, INC. FOR CITYWIDE TREE MAINTENANCE SERVICES FOR FISCAL YEAR 2024-2025**

RECOMMENDATION:

It is recommended that the City Council take the following actions:

1. Authorize increasing the annual compensation to $869,819 for the Maintenance Services Agreement with West Coast Arborists, Inc. for Fiscal Year 2024-2025.
2. Adopt the following resolution:

   RESOLUTION NO. 2025-30 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, ADOPTING A BUDGET AMENDMENT FOR THE FISCAL YEAR COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025 (TREE MAINTENANCE SERVICES)

BACKGROUND:

The Public Works Department is responsible for the maintenance of City-owned facilities and public infrastructure. One component of these maintenance responsibilities is establishing and managing an efficient and cost-effective tree maintenance program. Implementing an annual tree maintenance program is critical to ensuring the proper upkeep and maintenance of the City's urban forest. These regular maintenance services vary in scope and frequency depending on the size, species and condition of trees.

The City is currently on a five-year tree trim cycle within the Citywide Maintenance District (Fund 188). Prior to July 2024, the Landscape & Maintenance Districts (LMDs) 1, 2, 4,6 and 7 tree maintenance was done on an emergency or as-needed basis. As of July 2, 2024, the City Council approved placing the LMDs (Funds 181-187) on a five-year tree trimming cycle.

West Coast Arborists, Inc. (WCA) has been providing tree maintenance services to the City of West Covina since 1997. In 2020, the City issued a Request for Proposals for tree trimming services. On July 7, 2020, the City Council approved the agreement with WCA for a three (3) year term with two (2) one (1) year extension options, in an amount not exceeding $485,000 annually. In January 2021, the City and WCA amended the agreement to revise the scope of services and increase WCA's compensation for the 2020-2021 Fiscal Year. In August 2022, the City and WCA amended Section 2.1 of the agreement to remove the maximum compensation amount and provide that WCA would be paid in accordance with the approved fee schedule. On December 20, 2022, City Council approved the Third Amendment to the

Maintenance Services Agreement, allowing a four percent (4%) cost adjustment. The City Council also approved increasing the annual maximum compensation from $485,000 to $985,000 for Fiscal Year 2022-2023 only.

For fiscal year 2024-2025, the annual compensation for tree maintenance services under the agreement with WCA is $504,400. Since the beginning of the fiscal year, change orders totaling $81,200 have been processed, bringing the revised maximum compensation amount to $585,600. These changes were approved by the City Manager pursuant to the City Manager's authority pursuant to Section 2.2 of the agreement to approve changes of up to 25% of the contract amount.

DISCUSSION:

Staff is currently requesting an increase of $284,219 in addition to WCA's current maximum compensation of $585,600. This will increase WCA's total compensation amount to $869,818 for Fiscal Year 2024–2025. This additional funding is necessary to cover expenditures already spent in addressing the following:

- **Eucalptus Trees -**

  The City is actively removing declining eucalyptus trees that have been severely impacted by bark beetle infestations—a statewide issue in California. Immediate removal is necessary to prevent the spread of the infestation to healthy trees. To date, 110 of the 1,666 identified eucalyptus trees have been removed as part of this ongoing mitigation effort.

- **High-Risk Trees -**

  A significant increase in the removal of high-risk trees, branches and debris was required this fiscal year due to widespread tree decline and aging throughout the City. These high-risk trees were identified through emergency after-hours reports by residents, grid inspections conducted by WCA, observations by City staff, and service requests submitted by residents that were confirmed to need removal. A total of 229 of the 1,556 high-risk trees identified have been removed this year.

- **Windstorm Emergency (January 2025) -**

  Severe weather conditions in January 2025 required an immediate response to tree-related hazards, including fallen trees/branches and compromised branches. Emergency response to fallen trees, tree branches and tree debris removal were handled by WCA.

  It is important to note that the City is currently working with FEMA to submit reimbursements related to the Windstorm Emergency. The process takes approximately 18 months with reimbursements to follow. Staff is meeting with FEMA on a weekly basis to process the reimbursements, including

In order to prevent further risks and hazards posed by high-risk trees, wind emergencies, and bark beetle infestation of eucalyptus trees, the issues were addressed immediately. The total amount for this is $206,685.80. The annual tree trimming cycle has been completed for this fiscal year. At this time, staff is asking for an additional $77,533.20 in the event of unforeseen emergency responses between now and the end of the fiscal year on June 30, 2025. The table below illustrates the expenditures related to this request:

Eucalyptus Trees	$98,727.20
Citywide	$49,429.02
Parks	$39,873.25
LMD 2	$11,028.48
LMD 4	$7,627.85
Total Due to WCA	$206,685.80

** Unforeseen Emergency Responses*	*$77,533.20*
Grand Total	**$284.219.00**

Available funding for unforeseen emergency responses will be distributed throughout each of the line items based on past trends. The table below illustrates the allocations:

110.503.61.52.63.00.61.61300	$14, 271.75
188.503.61.52.62.00.61.61300	$11,974.98
182.503.61.52.64.00.61.61300	$5,000.52
184.503.61.52.64.00.61.61300	$46,285.95
** Unforeseen Emergency Responses*	*$77,533.20*

This information is included in the totals that are outlined in the Fiscal Impact section of this report. Further, if no unforeseen emergencies occur between now and the end of the fiscal year on June 30, 2025, those funds will remain in fund balance.

WCA charges vary and are based on location, type of response (grid or emergency), size of the tree, type of tree, equipment used, and additional work that may coincide with the specific species of tree. Provided in Attachment No. 2 is the WCA Compensation Schedule that is currency in place. While the attachment references 2022-2023, there have been no increases to the schedule of compensation.

In order to provide transparency and track expenditures, WCA charges are invoiced and recorded under the following categories: Parks, Medians, Sewer Related tree removals, and the six (6) Landscape Maintenance Districts: Citywide, LMD 1, LMD 2, LMD 4, LMD 6 and LMD 7. Landscape Maintenance Districts 2 and 4 have a slight overlap. Expenditures in the overlap are charged as appropriate.



Approving the requested funding increase will provide the City with the ability to:

- Enhance the overall appearance of neighborhoods and public spaces.
- Reduce liability exposure related to tree damage and falling limbs.
- Mitigate fire and property risks by removing hazardous trees.
- Allow for response to unforeseen emergency situations that may arise through the end of the fiscal year.

LEGAL REVIEW:

The City Attorney's Office has reviewed the resolution and approved it as to form.

OPTIONS:

The City Council has the following options:

1. Adopt staff's recommendation; or
2. Provide alternative direction.

Additional Approval: Roxanne E. Lerma, Assistant City Manager

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Fiscal Impact

FISCAL IMPACT:

The annual compensation for the agreement was initially $504,400 for FY 2024-25. There were change orders processed in the amount of $81,200 that were under the 25% additional work provision for the agreement, increasing the total to $585,600. Pursuant to staff's recommendation, WCA's compensation is requested to be increased to a total of $869,819 for FY 2024-25 only. The requested increased amount will pay for the expenditures associated with the high-risk tree removals, windstorm emergency and the bark beetle infestation addressed this year.

A budget amendment is needed. The fiscal impact of this budget amendment request is $284,219. There is sufficient funding available in the General Fund for Park Maintenance and in the Maintenance District Funds. The amounts are allocated as appropriate.

Account Number	Account Description	Current Budget	Proposed Amendment	Amended Budget
110.503.61.52.63.00.61.61300.	General Fund - (for Park Maintenance)	759,074	54,145	813,219
188.503.61.52.62.00.61.61300.	Citywide Maintenance District	499,100	61,404	560,504
182.503.61.52.64.00.61.61300.	Landscape Maintenance District 2	274,420	16,029	290,449
184.503.61.52.64.00.61.61300.	Landscape Maintenance District 4	638,400	152,641	791,041
	TOTAL	**$2,170,994**	**$284,219**	**$2,455,213**

Attachments

Attachment No. 1 - Resolution No. 2025-30

Attachment No. 2 - Schedule of Compensation

CITY COUNCIL GOALS & OBJECTIVES: Protect Public Safety
Enhance City Image and Effectiveness

ATTACHMENT NO. 1

RESOLUTION NO. 2025-30

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, ADOPTING A BUDGET AMENDMENT FOR THE FISCAL YEAR COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025 (TREE MAINTENANCE SERVICES)

The City Council of the City of West Covina hereby finds and declares as follows:

WHEREAS, on May 7, 2024, the City Manager presented to the City Council a proposed budget for Fiscal Year 2024-25 in compliance with Section 2-151(m) of the West Covina Municipal Code; and

WHEREAS, the City held meetings and community workshops and conducted an online budget survey in order to solicit input from the public regarding the proposed budget; and

WHEREAS, on June 4, 2024, the City Council adopted a budget for the 2024-2025 Fiscal Year; and

WHEREAS, amendments must periodically be made to the budget to conform to changed circumstances following adoption of the budget.

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

SECTION 1. The City Council hereby approves Budget Amendment No. 2025-13, attached hereto as Exhibit A, for Fiscal Year 2024-25.

SECTION 2. The City Clerk shall certify to the adoption of this resolution and shall enter the same in the book of original resolutions and it shall become effective immediately.

APPROVED AND ADOPTED this 15th day of April, 2025.

_____

Tony Wu
Mayor

APPROVED AS TO FORM

Thomas P. Duarte
City Attorney

ATTEST

Lisa Sherrick, CMC
Assistant City Clerk

I, LISA SHERRICK, ASSISTANT CITY CLERK of the City of West Covina, California, do hereby certify that the foregoing Resolution No. 2025-30 was duly adopted by the City Council of the City of West Covina, California, at a regular meeting thereof held on the 15th day of April, 2025, by the following vote of the City Council:

AYES:
NOES:
ABSENT:
ABSTAIN:

Lisa Sherrick, CMC
Assistant City Clerk

Exhibit A

City of West Covina
Fiscal Year 2024-25
Budget Amendment No. 2025-13
West Coast Arborist Budget Increase

Fund Name (Fund No.)	Current Budget	Proposed Amendment	Amended Budget
General Fund (110)			
Revenue	94,459,637		94,459,637
Expenditures	95,142,883	54,145	95,197,028
General Fund (110) Total	**-683,246**	**-54,145**	**-737,391**
Maintenance District #2 (182)			
Revenue	276,700		276,700
Expenditures	514,678	16,029	530,707
Maintenance District #2 (182) Total	**-237,978**	**-16,029**	**-254,007**
Maintenance District #4 (184)			
Revenue	1,064,720		1,064,720
Expenditures	1,479,669	152,641	1,632,310
Maintenance District #4 (184) Total	**-414,949**	**-152,641**	**-567,590**
Citywide Maintenance District (188)			
Revenue	1,918,310		1,918,310
Expenditures	2,306,293	61,404	2,367,697
Citywide Maintenance District (188) Total	**-387,983**	**-61,404**	**-449,387**

EXPENDITURE TOTAL INCREASE	**284,219**

CITY OF WEST COVINA

Schedule of Compensation for Year 2022 - 2023

Tree Maintenance Services performed by WCA, Inc.

Item	Description	Unit	Proposed Prices
1	Grid Prune	Each	$68.65
2	LMD Grid Prune	Each	$149.75
3	Full Prune 0-18 DSH	Each	$83.20
4	Full Prune 19-30 DSH	Each	$124.80
5	Full Prune 31+ DSH	Each	$149.75
6	Crown Raise	Each	$61.35
7	Crown Clean 0-18 DSH	Each	$83.20
8	Crown Clean 19-30 DSH	Each	$124.80
9	Crown Clean 31+ DSH	Each	$149.75
10	Crown Reduction 0-18 DSH	Each	$93.60
11	Crown Reduction 19-30 DSH	Each	$149.75
12	Crown Reduction 31-36 DSH	Each	$191.35
13	Crown Reduction 36+ DSH	Each	$295.35
14	Date Palm Prune	Each	$208.00
15	Date Palm Trunk Clean	Each	$208.00
16	Fan Palm Prune	Each	$87.35
17	Fan Palm Trunk Clean	Each	$108.15
18	Palm Prune	Each	$68.65
19	Tree & Stump Removal 0-12 DSH	Each	$291.20
20	Tree & Stump Removal 13-18 DSH	Each	$707.20
21	Tree & Stump Removal 19-24 DSH	Each	$977.60
22	Tree & Stump Removal 25-30 DSH	Each	$1,268.80
23	Tree & Stump Removal 31-36 DSH	Each	$1,508.00
24	Tree & Stump Removal 36+ DSH	Each	$1,965.60
25	Tree Only Removal 0-12 DSH	Each	$249.60
26	Tree Only Removal 13-18 DSH	Each	$644.80
27	Tree Only Removal 19-24 DSH	Each	$904.80
28	Tree Only Removal 25-30 DSH	Each	$1,144.00
29	Tree Only Removal 31-36 DSH	Each	$1,424.80
30	Tree Only Removal 36+ DSH	Each	$1,788.80
31	Stump Removal	Inch	$20.80
32	Plant 15 Gallon Tree	Each	$187.20
33	Plant 24" Box Tree	Each	$374.40
34	Plant 36" Box Tree	Each	$1,040.00

Schedule of Compensation for Year 2022 - 2023

Tree Maintenance Services performed by WCA, Inc.

Item	Description	Unit	Proposed Prices
35	Plant 48" Box Tree	Each	$2,028.00
36	Plant 60" Box Tree	Each	$6,188.00
37	Arborist Reports	Man Hour	$156.00
38	Risk Assessment	Man Hour	$156.00
39	Canopy Spray - ground	Inch	$6.25
40	Canopy Spray - aerial	Inch	$8.30
41	Trunk Banding	Inch	$6.25
42	PGR Trunk Banding	Inch	$6.25
43	Soil Application	Inch	$6.25
44	Soil Injection	Inch	$6.25
45	Soil Drenching	Inch	$6.25
46	Trunk Injection - insecticide/miticide	Inch	$8.30
47	Trunk Injection - fungicide	Inch	$6.25
48	Trunk Injection - combo	Inch	$8.30
49	Trunk Injection - avermectin	Inch	$6.25
50	GPS Tree Inventory Adds	Each	$5.20
51	Specialty Equipment Rental	Day	$520.00
52	Crew Rental - per man	Man Hour	$92.55
53	Emergency Response - 7am to 4pm	Man Hour	$113.35
54	Emergency Response - after hours	Man Hour	$134.15

The proposed rates reflect a cost increase of 4.0% to help offset the increase in operating costs. WCA agrees to limit the cost adjustment to 4.0% for FY22-23 despite the current Consumer Price Index for the Los Angeles-Long Beach-Anaheim region published by the US Bureau of Labor Statistics stands at 8.5%. Upon approval, the rates will be effective beginning 7/1/22 and be valid for 12 months.

AGENDA STAFF REPORT

City of West Covina | Office of the City Manager

DATE: April 15, 2025

TO: Mayor and City Council

FROM: Paulina Morales, City Manager

SUBJECT: **CONSIDERATION OF A MITIGATED NEGATIVE DECLARATION, PRECISE PLAN NO. 23-05, CONDITIONAL USE PERMIT NO. 23-04, AND VARIANCE NO. 24-02 AT 725/741 S. ORANGE AVENUE FOR A 42,000 SQUARE-FOOT PSYCHIATRIC/BEHAVIORAL HEALTH FACILITY ADDITION, INCLUDING REMOVAL OF 25 SIGNIFICANT TREES AND A 79 PARKING SPACE DEFICIENCY**

RECOMMENDATION:

It is recommended that the City Council:

1. Open the public hearing; **and either**

    a. Uphold the Planning Commission's approval without changes and:

        i. Adopt the following resolution to adopt the Mitigated Negative Declaration:

            RESOLUTION NO. 2025-25 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND APPROVING AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR PRECISE PLAN NO. 23-05, CONDITIONAL USE PERMIT NO. 23-04, AND VARIANCE NO. 24-02 AT 725/741 S. ORANGE AVENUE PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

        ii. Adopt the following resolutions to approve the Precise Plan, Conditional Use Permit, and Variance:

            RESOLUTION NO. 2025-26 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING PRECISE PLAN NO. 23-05 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE ALLOWING THE CONSTRUCTION OF A FOUR-STORY 42,000 SQUARE-FOOT PSYCHIATRIC/BEHAVIORAL HEALTH FACILITY ADDITION AND ASSOCIATED TREE REMOVAL

            RESOLUTION NO. 2025-27 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 23-04 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE TO ALLOW A PSYCHIATRIC/BEHAVIORAL HEALTH FACILITY USE

RESOLUTION NO. 2025-28 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING VARIANCE NO. 24-02 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE TO ALLOW A 79-SPACE PARKING DEFICIENCY

or

b. Uphold the Planning Commission's approval with revisions to the conditions of approval;

or

c. Overturn the Planning Commission's approval and deny the project by adopting the following resolutions:

RESOLUTION NO. 2025-31 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, DENYING PRECISE PLAN NO. 23-05 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE FOR THE CONSTRUCTION OF A FOUR-STORY 42,000 SQUARE-FOOT PSYCHIATRIC/BEHAVIORAL HEALTH FACILITY ADDITION AND ASSOCIATED TREE REMOVAL

RESOLUTION NO. 2025-32 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, DENYING CONDITIONAL USE PERMIT NO. 23-04 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE FOR A PSYCHIATRIC/BEHAVIORAL HEALTH FACILITY USE

RESOLUTION NO. 2025-33 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, DENYING VARIANCE NO. 24-02 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE FOR A 79-SPACE PARKING DEFICIENCY

BACKGROUND:

Request/Project Details

The proposed construction consists of a four-story, 42,000-square-foot, 71-bed psychiatric/behavioral health facility in addition to the existing West Covina Medical Center building. The existing 38 trees to the east side of the property (25 of which are significant trees) will be removed as a part of the project. A variance is required because the site, with the proposed construction, does not comply with the required number of off-street parking spaces with a 79-parking space deficiency (229 spaces are required, 150 parking spaces are provided).

The project site is located northeast of the South Orange Avenue and the West Cameron Avenue intersection, south of the Interstate 10 Freeway. The overall project site is composed of three (3) separate parcels totaling 154,286 square feet in area. The site is currently occupied by the West Covina Medical Center hospital and medical office building. The site is designated for commercial land use by the General Plan and is in the Urban Center Zone of the Downtown Plan and Code area.

ITEM	DESCRIPTION
ZONING AND GENERAL PLAN LAND USE DESIGNATION	Urban Center Zone of the Downtown Plan and Code; Commercial

SURROUNDING ZONING AND LAND USES	North: Interstate 10 Freeway East: Interstate 10 Freeway on/off-ramp South: Urban Center Zone of the Downtown Plan and Code; Commercial (Floor and Decor) West: General Urban Zone of the Downtown Plan and Code; Commercial (Parking Lot and Office Building)
CURRENT DEVELOPMENT	Hospital and Medical Office Building
LEGAL NOTICE	Notice of the Public Hearing was mailed to all owners of properties within one thousand (1,000) feet of the subject site, as well as published in the San Gabriel Valley Tribune. Additionally, a notice of the Public Hearing was posted on the site.

Planning Commission Review

On February 11, 2025, the Planning Commission approved the construction of a 42,000-square-foot, four-story hospital addition for the psychiatric/behavioral health facility use and a parking variance for a 79-space parking deficit (with added/modified conditions of approval requiring additional parking lot landscaping and for the Variance/CUP to be brought back to the Planning Commission in two years for compliance review) at 725/741 S. Orange Avenue.

City Council Call Up

During the February 18, 2025 City Council meeting, the City Council called up the Planning Commission's approval of the West Covina Medical Center project at 725/741 S. Orange Avenue (Mitigated Negative Declaration, Precise Plan No. 23-05, Conditional Use Permit No. 23-04 And Variance No. 24-02) for review with direction to increase the notification radius to 1,000 feet from the parking lot across Cameron on Orange Avenue (APN/AIN 8468-007-040) since this is the primary parking lot for the site/project. The City Council expressed concerns about parking, traffic/pedestrian safety, and the need for more public notification/participation. In addition, the City Council also desires to obtain further information on the operations plan.

DISCUSSION:

Precise Plan

Approval of a Precise Plan is required for the site plan and architectural review of the project. The project would add a psychiatric/behavioral health facility to the eastern portion of the existing West Covina Medical Center building. The proposed addition would be approximately 42,000 square feet in size and four stories high. It would adjoin and connect to an existing one-story medical hospital building on the project site.

The proposed building addition would have a total of 71 licensed beds and would be up to 70 feet in height. The patient drop-off area would be located to the southeast of the proposed building. The first floor of the proposed facility would consist of an ambulance drop-off area, a loading and receiving area, a kitchen services area, a lobby/reception area, staff areas, and utility rooms (e.g., electrical and information technology rooms). The kitchen services area would be developed to serve the 46 patient beds in the existing medical facility and the 71 patient beds in the proposed building. The second (2nd) through fourth (4th) floors would each have 12 patient rooms, exam/consultation rooms, a nursing station and offices, a dining area, and utility rooms. Indoor activity space is proposed on the western end of the second and third floors, and outdoor activity space is proposed at the eastern end of the second floor and at the western end of the fourth floor. Mechanical service units would be provided on the rooftop of the proposed building and would be screened by a parapet wall.

Vehicular and pedestrian access to the project site would be located on Orange Avenue, with an existing driveway on the east side of the existing three-story medical office building. Sidewalks are located adjacent to the project site along Orange Avenue and Cameron Avenue.

Architectural Design
The proposed addition is designed to complement and be compatible with the existing medical office and hospital buildings. The exterior finish is proposed to be a smooth white/cream-colored stucco with gray and light yellow stucco/plaster finishes, and metal trim details.

Landscaping and Tree Removal
Existing vegetation on the eastern portion of the project site, including 38 existing trees, would be removed to accommodate the proposed project. Of the 38 existing trees that would be removed, 25 trees are classified as significant trees per Section 26-258 of the WCMC. Landscaping is proposed along the southeastern perimeter of the project site; on the southeast side of the patient drop-off area; and to the north, east, and south sides of the proposed building. The new landscaping would be drought-tolerant shrubs and cobblestones. A condition of approval has been added to the draft precise plan resolution requiring at least one 24-inch box sized (minimum) tree to be installed on the planter island in front of the proposed hospital addition and pay an in lieu amount equivalent to five (5) 24-inch box sized trees and five (5) 36-inch box size trees to the City's tree fund to be used to plant replacement trees on the City public right-of-way or publicly owned properties (i.e., Civic Center, parks), if additional replacement trees cannot be accommodated on the site.

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

	PROPOSED	**STANDARDS**
LOT AREA	Existing 2.83 acres (123,823 square feet)	----------
BUILDING AREA 1st Floor 2nd-4th Floors	Total: 103,000 square feet Existing - 61,000 square feet New - 42,000 square feet 1st - 8,600 square feet 2nd - 11,300 square feet 3rd - 11,050 square feet 4th - 11,050 square feet	----------
HEIGHT	70 feet / 4 stories	70 feet / 5 stories
BUILDING COVERAGE	0.55 (68,350 Square Feet)	----------
SETBACKS Front (East) Side (South) Side (North) Rear (West)	Front (South) - N/A (Existing) Side (West) - N/A (Existing) Side (East) - 32'-10" Rear (North) - 32-8"	Front (South) - N/A (building is existing) Side (West) - 0 Side (East) - 0 Rear (North) - 5 Feet (Minimum)

Conditional Use Permit
The Downtown Plan and Code requires a Conditional Use Permit for mental institutions and hospitals. The proposed use is for a 71-bed psychiatric/behavioral health facility. According to the business operation plan (Attachment No. 2), the facility provides patients with behavior health assessment/evaluations and intensive psychiatric treatment and rehabilitation (i.e., medication changes and attending group therapies). All patients are expected to be transported to the proposed psychiatric/behavioral health facility via ambulance or non-medical emergency transport van from another facility (such as a skilled nursing or residential care facility). A comprehensive and safe discharge plan is developed, so the patient can return to the originating facility or be referred to a lower level of care or a continuum of care facility, as needed. To ensure that patients are not discharged onto the street or without proper housing as expressed in the submitted operations plan, a condition of approval was included in the Planning Commission-approved resolution requiring a discharge plan to have all patients transferred to another facility or to a family member's

care.

Community Benefit
The applicant offered to allow the City to drop-off unhoused individuals in need of mental health care to either receive care onsite or at another nearby facility operated by the West Covina Medical Center ownership group at a rate not to exceed 10 patients per day. This community benefit was included as a condition of approval to the Planning Commission-approved resolution.

Summary of Departmental Reviews

The proposed expansion of psychiatric care services at the West Covina Medical Center has undergone review by the City's public safety departments and health officials. West Covina Police Department (WCPD) met with West Covina Medical Center staff to discuss the project. In addition, a follow-up meeting was conducted with West Covina Medical Center staff, Emanate Health-Queen of the Valley Hospital staff, the Acting Fire Chief, and a Department of Mental Health Director, discussing the impact the project will have on community services and resources. Based on the meetings, the following information was obtained by WCPD:The following provides a factual summary of the assessments conducted by the West Covina Police Department (WCPD), West Covina Fire Department (WCFD), and the West Covina Health Department:

Police Department Review *(Attachment No. 3)*

- **Intake and Patient Admission:**
  - No walk-in or direct drop-off admissions will be allowed.
  - Patients must be medically cleared by a physician and referred from another medical facility.
  - 80–90% of patients are anticipated to come from skilled nursing or residential care facilities.
  - Average patient stay is expected to be 8–10 days.
  - Transportation will occur via medical ambulance, not public emergency services.
  - The facility may receive up to 10 West Covina patients per day, with flexibility to accept more if needed.
- **Patient Discharge:**
  - Most patients will be transitioned to other care or housing facilities through County programs.
  - An estimated 10–20% may be discharged voluntarily if deemed mentally stable, potentially remaining within the City and utilizing housing or transportation vouchers.

Fire Department Review *(Attachment No. 4)*

- EMS Impact:
  - If the facility follows the Rosemead campus model of only admitting medically cleared patients, 911 call volume could remain low.
  - However, unforeseen medical complications could still occur and require emergency response.
  - Unlike the Rosemead model (which uses external ambulance services), the City operates its own EMS system, meaning increased calls would directly impact City resources.
  - Staffing levels, availability of on-site doctors, and internal medical protocols will be critical in determining reliance on 911.
- Potential Strain on Resources:
  - Even modest increases in calls could affect response times and availability of EMS units for the broader community.
  - Behavioral health emergencies (e.g., patient outbursts or unauthorized departures) may require both EMS and law enforcement intervention.
- Training and Coordination:
  - Psychiatric-related calls often involve longer scene times and specialized

de-escalation.
- Collaborative training between facility staff and public safety personnel is recommended to improve outcomes and reduce unnecessary emergency responses.
- Establishing clear emergency protocols with the facility will be essential to minimize disruptions to City services.

Health Department Review *(Attachment No. 5)*
Dr. P. Basil Vassantachart, who oversees West Covina Health, reviewed the information provided by the application and the Police Department and Fire Department reports, and concluded that further review of the discharge protocol is needed. Although, the West Covina Medical Center's psychiatric unit addition will help meet regional mental health care needs, the project may increase the number of unhoused individuals with mental illness in the City.

- Mental Health Services Gap:

  The facility addresses a significant need for regional mental health treatment services.

- Discharge Protocol Concerns:

  Further review of discharge procedures is warranted, particularly regarding patients released without structured follow-up.

- Impact on Homelessness:

  There is a potential increase in unhoused individuals with mental illness in West Covina, especially among patients voluntarily discharged with limited support.

Other Public Safety Impacts to Consider
The following are other potential public safety impacts that the project may have that should be addressed during the public hearing:

- **Behavioral Health Emergencies & Non-Medical 911 Calls**
  - Psychiatric facilities may generate calls not just for medical emergencies but also for behavioral incidents such as violent outbursts, suicide attempts, or patients leaving the facility without authorization.
  - Calls from the facility often require both EMS and law enforcement response, potentially drawing significant City resources depending on the situation.
- **Call Duration and Unit Commit Time**
  - Calls to psychiatric facilities may involve longer on-scene times, especially in situations requiring patient de-escalation, coordination with on-site staff, or use of restraints.
- **Training Needs for Fire/EMS Personnel**
  - Increased interactions with psychiatric patients may require specialized training for first-responders in mental health crisis intervention and de-escalation techniques.
  - Proactively coordinating with the facility to provide joint training opportunities could improve outcomes and reduce unnecessary escalations.

Parking Variance
A variance is required because the site, with the proposed construction, does not comply with the required number of off-street parking spaces.

The West Covina Medical Center owns and utilizes the existing parking lot located on the west side of Orange Avenue, across the street from the project site. This parking lot has 132 off-street parking spaces, and would remain unchanged. The parking lot in the eastern portion of the project site currently has 55 parking spaces. With implementation of the proposed project, this parking lot would have six (6) parking spaces remaining. The existing ten (10) parking spaces located on the north side of the existing

building will be retained, while the carport and the majority of parking spaces located on the west of the existing building will be removed/demolished with only two (2) parking spaces remaining. A total of 150 off-site surface parking spaces will be provided. Based on a parking ratio of one parking space per 250 square feet for the existing medical office building, and 1.5 parking spaces per 0.75 beds for the hospital (existing and proposed addition - 117 total beds), the site requires 351 off-street parking spaces based on the West Covina Development Code alone. Since the site is located in the Urban Center Zone of the Downtown Plan and Code area, the required parking ratio is 0.65 of the Development Code requirement. The site with the proposed use and construction would require a total of 229 parking spaces, which results in a 79 parking space deficit.

	REQUIRED	PROVIDED
Medical Office Building	116.8 x 0.65 = 76	--
Hospital	234 x 0.65 = 153	--
TOTAL	229 Parking Spaces	150 Parking Spaces

A parking analysis was prepared for the project. According to the parking analysis, the project would require 31 parking spaces based on a peak demand of 25 employees per shift, 5 ambulances, and 1 visitor. The parking analysis also calculated the existing demand for the medical office building and existing hospital. The parking accumulation counts were conducted in 60 minute increments from 9 AM to 7 PM during two consecutive weekdays and one Saturday. The highest peak demand occurred at 10 AM on a Wednesday with 123 parking spaces being occupied. All other timeframes ranged from 13 to 119 parking spaces being occupied, with the weekend having the lowest demand.

Based on the parking analysis, the total peak parking demand would be 154 parking spaces, 4 parking spaces more than the number of off-street parking spaces provided by the project. However, based on the unique characteristics of the proposed use, in combination with the vacation of the existing medical office tenants and anticipated expansion of an adult day care program, the parking demand for the site is expected to be lower than the current parking demand. The expansion of the adult day care program would require a separate conditional use permit application and review by the Planning Commission at a future meeting. To address parking concerns, a condition of approval was included in the Planning Commission approved CUP and Variance resolutions, requiring the Planning Commission review and potential modification of the CUP and Variance if parking becomes an issue. In addition, to ensure that the parking lot on Orange Avenue, across from the project site, continues to provide parking for the West Covina Medical Center, a condition of approval was also added requiring this parking lot to remain a parking lot serving the West Covina Medical Center.

Collision Data
Collision data was obtained from the computerized collision records system maintained by the State of California called the Statewide Integrated Traffic Records Systems (SWITRS). A review of available collisions that were reported to SWITRS within 250-ft of the intersection of Orange Avenue and Cameron Avenue was conducted for a period of approximately 5 years, between January 2020 through December 2024 (most recent available data at the time of traffic review). According to the data obtained, there were 11 collisions reported within the 5-year review period. The Collision Investigation report is included as Attachment No. 7.

Since the majority of the proposed off-street parking would be provided in the existing parking lot on Orange Avenue, west of the site and across Cameron Avenue, there are concerns that the unsafe conditions would be exacerbated due to the expansion of the hospital and increase in pedestrian activities.

Development Impact Fees

The City adopted Development Impact Fees in December 2015. For this project, the applicant will be required to pay Development Impact Fees of $1.73 per square foot (or current fee). Based on the proposed square footage, the estimated cost of the development impact fee is $72,660.

Art in Public Places
The proposed project is subject to the provisions of the Art in Public Places ordinance (WCMC Section 17-41). The applicant may elect to pay an in-lieu fee, or provide public art onsite at a rate of 1% of the total project costs, excluding land.

GENERAL PLAN CONSISTENCY:

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

- Our Prosperous Community P2.4 Build on and grow West Covina's regional appeal
- Our Prosperous Community P2.7a Explore health/medical campus opportunities
- Our Prosperous Community P2.9 Support local businesses.

FINDINGS:

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

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

The project site is designated as "Commercial" in the City's General Plan and the development of a behavioral health facility hospital addition is consistent with the General Plan's goals. The subject property is located south of the Interstate 10 Freeway. The project site is adjacent to commercial properties to the South, East, and West. The proposed project is consistent with the following General Plan policies:

- Our Prosperous Community P2.4 Build on and grow West Covina's regional appeal
- Our Prosperous Community P2.7a Explore health/medical campus opportunities
- Our Prosperous Community P2.9 Support local businesses.

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

The project includes the construction of a 42,000-square-foot hospital addition to the West Covina Medical Center. The proposed hospital addition complies with the Urban Center Zone of the Downtown Plan and Code standards. The project includes a variance application for a 79 off-street parking deficit that is justified based on the analysis of the future parking demands for the site.
The impact statements and collision history raise serious concerns for the safety, health, and welfare of residents. The off-site location of the parking lot across the street in combination with the increase in pedestrian traffic and vehicular activity due to the hospital expansion, may exacerbate unsafe street conditions and may increase the incidents of traffic collisions to residents or owners of property nearby. It is unclear if this finding can be made at this time.

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

The proposed project is surrounded by commercial uses, including an office building and a retail center. There is no evidence that granting the permit would not be detrimental to the public interest, health, safety, and welfare or would not unreasonably interfere with the use or enjoyment of property in the vicinity of the subject property based on the information provided in the application.

However, t here are discrepancies between the information provided to the Police Department and the operations plan regarding the manner of discharge of patients into the community. Based on this, it appears that there is no clear plan to ensure that all patients will have housing arrangements upon discharge. Allowing a patient to be discharged to an existing or newly created unhoused situation or status would be detrimental to the health, safety, and welfare and to the public interest. It is unclear if this finding can be made.

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

The site will be physically suitable for the type, density and intensity of the development being proposed. The project site will be visible from the surrounding areas, which include the Interstate 10 Freeway and commercial buildings. Vehicles would be able to access the project site via Orange Avenue. The application includes a parking variance to allow the construction of the project and its use with a 79-parking space deficiency. The impact statements and collision history raise serious concerns for the safety, health, and welfare of residents. The off-site location of the parking lot across the street in combination with the increase in pedestrian traffic and vehicular activity due to the hospital expansion, may exacerbate unsafe street conditions and may increase the incidents of traffic collisions to residents or owners of property nearby. It is unclear if this finding can be made at this time.

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

The site will be physically suitable for the type, density and intensity of the development being proposed. The project site will be visible from the surrounding areas, which includes the Interstate 10 Freeway and commercial buildings. Vehicles would be able to access the project site via Orange Avenue.

Conditional Use Permit

Findings necessary for the approval of a Conditional Use Permit are as follows:

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

The proposed use is consistent with the Urban Center Zone. The Urban Center Zone is composed primarily of retail and service commercial, recreational, and business office land uses which, by their nature, are of a relatively high intensity. The proposed use is a 42,000-square-foot psychiatric/behavioral health facility. As conditioned, the facility will offer a unique service and community benefit by allowing the City to drop-off unhoused individuals in need of mental health care. However, there are discrepancies between the information provided to the Police Department and the operations plan regarding the manner of discharge of patients into the community. Based on this, it appears that there is no clear plan to ensure that all patients will have housing arrangements upon discharge. Allowing a patient to be discharged to an existing or newly created unhoused situation or status would be detrimental to the health, safety, and welfare and to the public interest. It is unclear if this finding can be made.

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

The proposed use is a behavioral health/psychiatric hospital facility. According to the operations plan, patients arrive at the facility via non-emergency medical vans or ambulances coming from other care facilities, and are never discharged to the street with nowhere to go. However, there are discrepancies between the information provided to the Police Department and the operations plan regarding the manner of discharge of patients into the community. Based on this, it appears that

there is no clear plan to ensure that all patients will have housing arrangements upon discharge. Allowing a patient to be discharged to an existing or newly created unhoused situation or status would be detrimental to the health, safety, and welfare and to the public interest. It is unclear if this finding can be made.

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

The existing building and site are adequate and are properly designed to accommodate all existing and proposed uses. The medical offices and existing hospital are long-standing facilities and uses that have provided adequate off-street parking for a number of years. Based on anticipated parking demands, adequate off-street parking will be available most times. It is unclear if the proposed use would negatively impact the adjacent commercial retail center and medical office building. The application includes a parking variance to allow the construction of the project and its use with a 79 parking space deficiency. The impact statements and collision history raise serious concerns for the safety, health, and welfare of residents. The off-site location of the parking lot across the street in combination with the increase in pedestrian traffic and vehicular activity due to the hospital expansion, may exacerbate unsafe street conditions and may increase the incidents of traffic collisions to residents or owners of property nearby. It is unclear if this finding can be made at this time.

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

The subject property abuts Orange and Cameron Avenues and is accessible via driveway on Orange Avenue. The site is accessible through streets located along commercial areas. Since patients are typically dropped off and picked up by a van or ambulance service, these vehicles come directly from the 10 Freeway off-ramp to the site, or from Cameron Avenue to Orange Avenue, and will not be channeled through residential areas. The parking lot across Orange Avenue is a longstanding use and will not be modified as part of this project. This finding can be made.

e. That the granting of such Conditional Use Permit will not adversely affect the general plan of the city, or any other adopted plan of the City.

Granting the CUP for the proposed use will not compromise the character of the surrounding neighborhood or be detrimental to the surrounding land uses. Allowing the proposed use is consistent with the policies and actions of the General Plan. The project is consistent with the following General Plan policies:

- Our Prosperous Community P2.4 Build on and grow West Covina's regional appeal
- Our Prosperous Community P2.7a Explore health/medical campus opportunities
- Our Prosperous Community P2.9 Support local businesses.

Variance

Findings necessary for the approval of a variance are as follows:

a. There are special circumstances (which may include, but are not limited to, size, shape, topography, location, or surroundings) applicable to the property which are not applicable to other property in the property's vicinity under identical zoning classification.

The project site's location is unlike other properties in the vicinity in that it exhibits "island-like" characteristics in that it is directly adjacent to the I-10 Freeway to the north, I-10 Freeway off-ramp

to the east, Orange Avenue to the south, and Cameron Avenue to the west; the site is not directly adjacent to any privately owned properties which eliminates the possibility of expanding the size of the lot to accommodate more parking onsite. This finding can be made.

b. As a result of the special circumstances, the strict application of the Development Code deprives the property of meaningful privileges enjoyed by other property in the vicinity and under identical zoning classification.

Due to its "island-like" features, the site is not directly adjacent to any privately owned properties, which eliminates the possibility of expanding the size of the lot to accommodate more parking onsite. Furthermore, the lot's size and the current development constrain the location of the hospital expansion, necessitating the removal of existing onsite parking spaces. Other properties in the area are either underutilized, with abundant parking and large lots, or have the potential for expansion due to their proximity to other privately-owned properties. Thus, the strict application of the code deprives the property of meaningful privileges enjoyed by other properties in the vicinity and under identical zoning classifications. This finding can be made.

c. Such variance is necessary to allow the property in question to have the same substantial property right possessed by other property in the same vicinity and zone.

The parking variance is necessary to allow the subject property to have the same substantial property right possessed by other properties in the same vicinity. Due to its "island-like" features, the site is not directly adjacent to any privately-owned properties, which eliminates the possibility of expanding the size of the lot to accommodate more parking onsite. Furthermore, the lot's size and the current development constrain the location of the hospital expansion, necessitating the removal of existing onsite parking spaces. Other properties in the area are either underutilized, with abundant parking and large lots, or have the potential for expansion due to their proximity to other privately-owned properties. This finding can be made.

d. The granting of such variance will not be materially detrimental to the public welfare or materially injurious to residents or owners of nearby properties.

Based on the parking analysis, the total peak parking demand would be 154 parking spaces, 4 parking spaces more than the number of off-street parking spaces provided by the project. Based on the unique characteristics of the proposed use, in combination with the vacation of the existing medical office tenants and anticipated expansion of an adult day care program, the parking demand for the site is expected to be lower than the current parking demand. However, t he off-site location of the parking lot across the street in combination with the increase in pedestrian traffic and vehicular activity due to the hospital expansion, may exacerbate unsafe street conditions and may increase the incidents of traffic collisions to residents or owners of property nearby. It is unclear if this finding can be made at this time.

e. That the granting of such variance shall be consistent with the adopted General Plan and any applicable specific plans.

The site has a "Commercial" General Plan land-use designation. Approval of the variance does not change the commercial use or land-use designation of the site. The project is consistent with the following General Plan policies:

- Our Prosperous Community P2.4 Build on and grow West Covina's regional appeal
- Our Prosperous Community P2.7a Explore health/medical campus opportunities
- Our Prosperous Community P2.9 Support local businesses.

This finding can be made.

f. The variance does not authorize a use or activity which is not otherwise expressly

authorized by the zoning regulations governing the parcel of property.

The variance is to allow a 79 parking space deficit. The proposed behavioral health facility hospital use is allowed within the Downtown Plan and Code area with approval of a Conditional Use Permit. This finding can be made.

LEGAL REVIEW:

The City Attorney's Office has reviewed the resolutions and approved them as to form.

OPTIONS:

The City Council has the following options:

1. Uphold the Planning Commission's approval of the project; or
2. Uphold the Planning Commission's approval of the project with revisions to the conditions of approval; or
3. Overturn the Planning Commission's decision and deny the project; or
4. Provide alternative direction.

ENVIRONMENTAL REVIEW:

Based on the findings of the Initial Study, this project would not result in significant environmental impacts. Mitigation measures for biological resources, geology and soils, cultural resources, geology and soils, hazards and hazardous materials, noise, transportation and tribal cultural resources will be required to reduce impacts to a less than significant level. Accordingly, a Mitigated Negative Declaration (MND) will be adopted, pursuant to Section 21080(c) of the Public Resources Code.

In compliance with CEQA, the State CEQA Guidelines, an MND was prepared and will be considered prior to approval of the project. The MND serves as a finding that the project would not have a significant effect on the environment, with the incorporation of mitigation measures, as appropriate.

Based on the environmental analyses, with compliance with applicable regulatory requirements and/or the implementation of mitigation measures, the Project would have less than significant impacts on humans, as it relates to the following environmental issue areas: aesthetics, hydrology and water quality, noise, recreation, utilities and service systems, agriculture and forestry resources, greenhouse gas emissions, land use and planning, population and housing, transportation, wildfire, air quality, energy, mineral resources and public services.

The proposed project's impacts on the following issue areas would require the implementation of mitigation measures: biological resources, geology/soils, noise, transportation, cultural resources, and tribal cultural resources. All impacts would be avoided or reduced to less than significant levels after mitigation. Therefore, the proposed project would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, with the implementation of mitigation measures. All impacts would be less than significant after mitigation.

A copy of the MND is attached to the proposed resolution to adopt the MND and can be found on the City's Planning Division web page at the following link: Environmental Documents

The MND includes a detailed discussion on all environmental issues related to the project including traffic and noise impacts and how any potential impacts were determined to be less than significant after mitigation.

The MND was circulated for public comment from January 15th through February 3rd. Comments were received from the Los Angeles County Sanitation Districts and the Department of Toxic Substance Control. The comments and responses to the comments are attached to the proposed resolution to adopt the MND.

Prepared by: Jo-Anne Burns, Deputy Community Development Director
Additional Approval: Roxanne E. Lerma, Assistant City Manager

Fiscal Impact

FISCAL IMPACT:

If approved, the project will require payment of approximately $72,660 in development impact fees paid to the City of West Covina. Development impact fees are one-time charges on new development to help offset the costs associated with providing infrastructure and public services. However, at this time, there is no evidence that the use/project, if approved, would or would not generate an immeasurable number of calls for service greater than other hospitals or medical uses that far exceeds the impact fees required.

Attachments

Attachment No. 1 - Planning Commission Approved Resolutions
Attachment No. 2 - Business Operations Plan
Attachment No. 3 - Police Department Review
Attachment No. 4 - Fire Department Review
Attachment No. 5 - West Covina Health Review
Attachment No. 6 - Collision History
Attachment No. 7 - Resolution No. 2025-25 (Adopt MND)
Attachment No. 8 - Resolution No. 2025-26 (Precise Plan Approval)
Attachment No. 9 - Resolution No. 2025-27 (CUP Approval)
Attachment No. 10 - Resolution No. 2025-28 (Variance Approval)
Attachment No. 11 - Resolution No. 2025-31 (Precise Plan Denial)
Attachment No. 12 - Resolution No. 2025-32 (CUP Denial)
Attachment No. 13 - Resolution No. 2025-33 (Variance Denial)
Attachment No. 14 - Presentation

ATTACHMENT NO. 1

PLANNING COMMISSION

RESOLUTION NO. 25-6162

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING THE MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT FOR PRECISE PLAN NO. 23-05, CONDITIONAL USE PERMIT NO. 23-04, AND VARIANCE NO. 24-02 AT 725/741 S. ORANGE AVENUE, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT OF 1970

MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT

APPLICANT: Nick Hermann

LOCATION: 725/741 S. Orange Avenue

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

> Allow the construction of a four-story, 42,000 square feet behavioral health facility hospital addition to the existing West Covina Medical Center building on a certain property described as:
>
> Assessor's Parcel No. 8474-001-022 in the records of the Los Angeles County Assessor; and

WHEREAS, an application for a Precise Plan was submitted for the physical development of the site, a Conditional Use Permit was submitted to allow the use, and a Variance application was submitted to allow a parking deficit; and

WHEREAS, the proposed project is considered a "project" pursuant to the terms of the California Environmental Quality Act (CEQA); and

WHEREAS, an initial study was prepared for said project; and

WHEREAS, based upon the findings of the initial study, it was determined that the proposed project will not have a significant impact on the environment and will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the California Fish and Game Code; and

WHEREAS, a Mitigated Negative Declaration of Environmental Impact was prepared for the proposed project pursuant to the requirements of the California Environmental Quality Act of 1970, and mitigation measures are included in said Negative Declaration in support of the finding that there will not be a significant effect on the environment as a result of this project.

WHEREAS, the Planning Commission, upon giving the required notice, did on the 11th day of February 2025, conduct a duly advertised public hearing to consider the subject application, at which time the Planning Commission adopted a resolution approving the Mitigated Negative Declaration; and

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

1. After receiving and considering all determinations, studies, documents, and recommendations, as well as other appropriate public comments, the Planning Commission of the City of West Covina certifies the Mitigated Negative Declaration of Environmental Impact, subject to compliance with the mitigation measures that are recommended in the Mitigated Negative Declaration of Environmental Impact Mitigation Monitoring and Reporting Program as set forth in Exhibit A.

2. Non-compliance with the aforementioned mitigation measures as by the monitoring department/agency and any measures taken to correct said non-compliance shall be immediately reported to the Planning Division on the City of West Covina Monitoring Checklist Form.

3. The applicant agrees to implement the aforementioned mitigation measures and monitoring or reporting requirements.

4. Failure to comply with any aforementioned mitigation measures and/or monitoring or reporting requirements will result in a written notice of violation from the City to the applicant at which time the City may order that all or a portion of pre-construction, construction, post-construction activity or project implementation must cease until compliance is reached.

5. The California Environmental Quality Act (CEQA) and State and local guidelines, rules, regulations, and procedures adopted pursuant thereto permits the City of West Covina to impose any fees or charges associated with implementing the above monitoring program upon the applicant.

I HEREBY CERTIFY, that the foregoing Resolution was adopted by the Planning Commission of the City of West Covina, at a regular meeting held on the 11th day of February, by the following vote:

AYES: Becerra, Castellanos, Lewis, Heng

NOES: None

ABSTAIN: None

ABSENT: None

DATE: February 11, 2025

Sheena Heng, Chair
Planning Commission

Jo-Anne Burns, Secretary
Planning Commission

EXHIBIT A

MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING PROGRAM

This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of Public Resources Code (PRC) Section 21081.6 and California Environmental Quality Act (CEQA) Guidelines Section 15097. This MMP describes the procedures that will be followed to implement the mitigation measures identified in the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the West Covina Medical Center Behavioral Health Building Addition project at 725 South Orange Avenue in the City of West Covina (proposed project) and adopted in connection with the approval of the proposed project. The intent of this MMP is to establish the following:

(1) Verify satisfaction of the required mitigation measures identified in the IS/MND;

(2) Provide a methodology to document implementation of the required mitigation measures;

(3) Provide a record of the monitoring program;

(4) Identify monitoring responsibility;

(5) Establish administrative procedures for the clearance of mitigation measures;

(6) Establish the frequency and duration of monitoring; and

(7) Utilize existing review processes wherever feasible.

The City of West Covina, as the Lead Agency, is responsible for overseeing and enforcing implementation of the MMP, which shall be carried out by the City and other entities (e.g., Applicant/Construction Contractor), as shown in **Table 1**.

TABLE 1: MITIGATION MONITORING PROGRAM				
Mitigation Measure	**Monitoring Phase**	**Responsible Party**	**Enforcement / Monitoring Party**	**Action Indicating Compliance**
BIOLOGICAL RESOURCES				
BR-1 All tree removal and tree trimming activities shall be performed prior to or after the bird-breeding season of February 1st through August 31st (i.e., only between September 1 and January 31). If clearing/vegetation removal or tree trimming is planned to occur during the breeding season, a nest survey shall be conducted by a qualified biologist no more than one week prior to any clearing or tree trimming activities. Work may proceed only if no active bird nests are detected. The biologist conducting the nest survey shall document a negative survey with a report indicating that no impacts to active avian nests shall occur.	Prior to Construction	Applicant/ Construction Contractor	Planning / Building Division	Approval of nest survey by Planning Division prior to construction plan approval
CULTURAL RESOURCES				
CR-1 If archaeological resources are encountered during ground-disturbing activities, the City of West Covina Community Development Department shall be immediately informed of the discovery. All work shall cease in the area of the find or diverted away from the discovery to a distance of 50 feet until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines, including those set forth in PRC Section 21083.2. Personnel of the project shall not collect or move any archaeological materials or associated materials. Construction activity may continue unimpeded on other portions of the project site. Construction shall not resume in the locality of the discovery until the identified resources are properly assessed and consultation between the qualified archaeologist, the City of West Covina Community Development Department, the applicant's representative, and all other concerned parties takes place and reaches a conclusion approved by the City of West Covina Community Development Department. The qualified archaeologist shall be retained by the project applicant to determine if the find is classified as a significant cultural resource pursuant to the CEQA definition of historical resources (CEQA Guidelines Section 15064.5[a]) and/or unique archaeological resources (PRC Section 21083.2[g]). If the resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," the qualified archaeologist shall make recommendations on the treatment and disposition of the find. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Section 21083.2(b) for unique archaeological resources. The treatment plan shall be reviewed by the City of West Covina	During Ground-Disturbing Activities (e.g., site clearing, grading, and excavation)	Applicant/ Construction Contractor	Planning / Building Division	Planning Division approval of report prepared by the qualified archaeologist prior to obtaining Certificate of Occupancy

TABLE 1: MITIGATION MONITORING PROGRAM				
Mitigation Measure	**Monitoring Phase**	**Responsible Party**	**Enforcement / Monitoring Party**	**Action Indicating Compliance**
Community Development Department prior to implementation. Upon approval by the City of West Covina Community Development Department, the treatment plan shall be implemented, and the City shall be provided with a final report on the treatment and disposition of the find prior to issuance of a Certificate of Occupancy. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. See Mitigation Measure **TR-2** for archaeological material that are Native American in origin.				
GEOLOGY AND SOILS				
GS-1 In the event paleontological resources are encountered during construction, the City of West Covina Community Development Department shall be immediately informed of the discovery. All work shall cease in the area of the find and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. The City shall require that all paleontological resources identified on the project site be assessed and treated in a manner determined by the qualified paleontologist. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Any significant paleontological resources found during construction monitoring shall be prepared, identified, analyzed, and permanently curated in an approved regional museum repository under the oversight of the qualified paleontologist. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the project paleontologist. Work in the area of the discovery shall resume once the find is properly documented and the qualified paleontologist authorizes resumption of construction work.	During Ground-Disturbing Activities	Applicant/ Construction Contractor	Building Division	Certificate of Occupancy

TABLE 1: MITIGATION MONITORING PROGRAM

Mitigation Measure	Monitoring Phase	Responsible Party	Enforcement / Monitoring Party	Action Indicating Compliance
NOISE				
N-1 The construction contractor shall develop and implement a Noise Control Plan to minimize excessive noise levels at the existing West Covina Medical Center during construction. At a minimum, the Noise Control Plan shall require the following: • Prior to initiating construction activity, the construction contractor shall coordinate with the West Covina Medical Center administration to discuss construction activities that would generate high noise levels. Coordination between the administration and the construction contractor shall continue on an as-needed basis throughout the construction phase of the proposed project to minimize potential disruption to medical facilities. • Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with muffling devices consistent with manufacturers' standards. All equipment shall be properly maintained to assure that no additional noise would be generated due to worn or improperly maintained parts. • The construction contractor shall use "quiet" gasoline-powered compressors or electrically powered compressors as well as electric rather than gasoline- or diesel-powered forklifts for small lifting, where feasible. • The construction contractor shall locate construction equipment as far as feasible from adjacent or nearby noise-sensitive receptors.	Prior to and During Construction	Applicant/ Construction Contractor	Building Division	Prior to Construction: Planning and Building Divisions' approval of Noise Control Plan During Construction: Field inspection sign-off
TRANSPORTATION				
T1 The existing crosswalk at the Orange Avenue/Cameron Avenue intersection shall be converted to white continental crosswalks to provide greater visibility and safety to pedestrians and motorists.	During Construction	Applicant/ Construction Contractor	Engineering Division	Certificate of Occupancy
T2 The applicant shall comply with all measures identified in the Transportation Impact Study for the proposed project. These measures include the following: • Install red curb markings and signage to prohibit on-street parking along the west side of Orange Avenue along the project site frontage (assuming a north-south orientation for Orange Avenue). The existing red curb marking immediately south of the project site driveway shall be extended by approximately 40 feet to connect with the next southerly red curb marking on Orange Avenue. • All existing red curb markings on Orange Avenue shall be refreshed	During Construction	Applicant/ Construction Contractor	Engineering Division	Certificate of Occupancy

TABLE 1: MITIGATION MONITORING PROGRAM				
Mitigation Measure	**Monitoring Phase**	**Responsible Party**	**Enforcement / Monitoring Party**	**Action Indicating Compliance**
for visibility. • Remove the existing two-hour parking sign that is located to the north of the existing entrance canopy. • Trim the existing trees and bushes along the west side of the Orange Avenue/freeway off-ramp north of the project site driveway to maintain a clear line of sight between motorists and oncoming motorists. • Install advance warning signs for southbound approaching vehicles coming from the freeway off-ramp on both sides of Orange Avenue to indicate the presence of an intersection/driveway further ahead (see Figure 2-4, Intersection Sight Distance at Project Driveway, of the Transportation Impact Study for the proposed project for the proposed signs and the location of these signs). • Install/refresh the red curb markings for 20 feet on either side of the two driveways for the off-site parking lot (i.e., at the Garvey Avenue South and Orange Avenue driveways). • Install signs at the two driveways of the off-site parking lots to indicate that the usage of the off-site parking lot is for the West Covina Medical Center staff and visitors only.				
TRIBAL CULTURAL RESOURCES				
TR-1 The project applicant shall retain a Native American monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh). The Native American monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the proposed project at all project locations (i.e., both on-site and any off-site locations that are included in the project description and/or required in connection with the proposed project, such as public improvement work). "Ground-disturbing activity," as defined by the Kizh, includes, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The Native American monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Kizh. Monitor	Prior to and During Ground-Disturbing Activities	Applicant/ Construction Contractor	Building Division	Prior to Ground-Disturbing Activities: provide contact information of monitor and a copy of the executed monitoring agreement to Planning Division prior to construction plan approval During Ground-Disturbing Activities: provide daily monitoring logs prior to field inspection sign-off After Ground-

TABLE 1: MITIGATION MONITORING PROGRAM				
Mitigation Measure	**Monitoring Phase**	**Responsible Party**	**Enforcement / Monitoring Party**	**Action Indicating Compliance**
logs shall identify and describe any discovered tribal cultural resources, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the lead agency upon written request. On-site tribal monitoring shall conclude upon the latter of the following: (1) written confirmation to the Kizh from a designated point of contact for the project applicant that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the proposed project are complete; or (2) a determination and written notification by the Kizh or Native American monitor to the project applicant and lead agency that no future, planned construction activity and/or construction phase at the project site possesses the potential to impact tribal cultural resources.				Disturbing Activities: provide letter to Planning Division confirming that ground-disturbing activities have concluded or that the construction activity/phase would not have the potential to impact tribal cultural resources
TR-2 Upon discovery of any tribal cultural resources, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered tribal cultural resources has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered tribal cultural resources in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.	During Ground-Disturbing Activities	Applicant/ Construction Contractor	Building Division	Certificate of Occupancy
TR-3 Native American human remains are defined in PRC Section 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC Section 5097.98, are also to be treated according to this statute. If Native American human remains and/or grave goods are discovered or recognized on the project site, construction activities shall be diverted at a minimum of 150 feet from the discovery and an exclusion zone shall be placed around the burial. PRC Section 5097.9 and Health and Safety Code Section 7050.5 shall be followed. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. Work shall continue to be diverted while the coroner determines whether the remains are Native American. If the County Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Native American	During Construction	Applicant/ Construction Contractor	Building Division	Certificate of Occupancy

TABLE 1: MITIGATION MONITORING PROGRAM				
Mitigation Measure	**Monitoring Phase**	**Responsible Party**	**Enforcement / Monitoring Party**	**Action Indicating Compliance**
Heritage Commission shall be contacted by telephone within 24 hours. If the finds are determined to be Native American, the coroner will notify the Native American Heritage Commission as mandated by state law, who will then appoint a Most Likely Descendent. Human remains and grave/burial goods shall be treated alike per PRC Section 5097.98(d)(1) and (2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.				
SOURCE: TAHA, 2025				

PLANNING COMMISSION

RESOLUTION NO. 25-6163

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING OF PRECISE PLAN NO. 23-05 AT 725/741 S. ORANGE AVENUE

PRECISE PLAN NO. 23-05

MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT

APPLICANT: Nick Hermann

LOCATION: 725/741 S. Orange Avenue

WHEREAS, there was filed with this City, a verified application on the forms prescribed in Chapter 26 of the West Covina Municipal Code, requesting approval of a Precise Plan to:

> Allow for the construction of a four-story, 42,000 square feet facility addition to the existing West Covina Medical Center building on a certain property described as:
>
> Assessor's Parcel No. 8474-001-022 in the records of the Los Angeles County Assessor; and

WHEREAS, consistent with the request, the applicant has also requested a Conditional Use Permit to allow a behavioral health facility hospital use; and

WHEREAS, consistent with the request, the applicant has also requested a Variance to deviate from the development standards and reduce the number of parking spaces required; and

WHEREAS, consistent with the request, the applicant has also requested a Tree Removal Permit to remove thirty-eight (38) trees on the east side of the property; and

WHEREAS, the Planning Commission upon giving the required notice, did on the 11th day of February 2025, conducted a duly advertised public hearing as prescribed by law to consider said application.

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

1. The applicant is requesting the approval of a Precise Plan to allow the construction of a four-story, 42,000 square feet, seventy-one (71) bed behavioral health facility addition to the existing West Covina Medical Center building.

2. Appropriate findings for approval of a precise plan of design are as follows:

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

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

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

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

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

3. Pursuant the requirements of the California Environmental Quality Act (CEQA) of 1970, a MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT has been prepared indicating that although the project could have a significant effect on the environment, there will not be a significant effect due to mitigating measures.

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

1. On the basis of the evidence presented, both oral and documentary, the Planning Commission makes the following findings:

    a. The project site is designated as "Commercial" in the City's General Plan and the development of a behavioral health facility hospital addition is consistent with the General Plan's goals. The subject property is located south of the Interstate 10 Freeway. The project site is adjacent to commercial properties to the South, East, and West. The proposed project is consistent with the following General Plan policies:

        - Our Prosperous Community P2.4 Build on and grow West Covina's regional appeal
        - Our Prosperous Community P2.7a Explore health/medical campus opportunities
        - Our Prosperous Community P2.9 Support local businesses.

b. The project includes the construction of a 42,000 square feet hospital addition to the West Covina Medical Center. The proposed hospital addition complies with the Urban Center Zone of the Downtown Plan and Code standards. The project includes a variance application for a 79 off-street parking deficit that is justified based on the analysis of the future parking demands for the site.

c. The proposed project is surrounded by commercial uses, including an office building and a retail center. Therefore, as conditioned, granting the permit would not be detrimental to the public interest, health, safety, and welfare would not unreasonably interfere with the use or enjoyment of property in the vicinity of the subject property.

d. The site will be physically suitable for the type, density and intensity of the development being proposed. The project site will be visible from the surrounding areas, which includes the Interstate 10 Freeway and commercial buildings. Vehicles would be able to access the project site via Orange Avenue.

e. The proposed addition is designed to complement and be compatible with the existing medical office and hospital buildings. The use does not interfere with the orderly development in the vicinity.

2. That pursuant to all of the evidence presented, both oral and documentary, and further based on the findings above, Precise Plan No. 23-05 is approved subject to the provisions of the West Covina Municipal Code, provided that the physical development of the herein described property shall conform to said plan and the conditions set forth herein which, except as otherwise expressly indicated, shall be fully performed and completed or shall be secured by bank or cash deposit satisfactory to the Community Development Director, before the use or occupancy of the property is commenced and before the Certificate of Occupancy is issued.

3. That the Precise Plan shall not be effective for any purpose until the applicant (or a duly authorized representative) has filed at the office of the Community Development Director, their affidavit stating they are aware of, and accepts, all conditions of this precise plan as set forth below. Additionally, no permits shall be issued until the applicant (or a duly authorized representative) pays all costs associated with the processing of this application pursuant to City Council Resolution No. 8690.

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

5. That the approval of the Precise Plan is subject to the following conditions:

PLANNING DIVISION:

a. Comply with the plans reviewed by the Planning Commission on February 11, 2025.

b. Approval of this precise plan is contingent upon, and shall not become effective unless and until, approval of Conditional Use Permit No. 23-04 and Variance No. 24-02.

c. These conditions of approval shall be printed on, or attached to, the working drawings submitted to the Engineering Division for approval.

d. That the project complies with all requirements of the "Urban Center" Zone and all other applicable standards of the West Covina Municipal Code and Downtown Plan and Code.

e. This approval is to allow for the construction of a 42,000 square foot, 71-bed behavioral health hospital addition.

f. The applicant shall defend, indemnify, and hold harmless the City of West Covina, its agents, officers, and employees from any claim, action or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul, approval of this Conditional Use Permit. The City will promptly notify the applicant of any such claim, action or proceeding against the City and will cooperate fully in the defense.

g. In the event the City determines that it is necessary to take legal action to enforce any of the provisions of these conditions, and such legal action is taken, the applicant agrees to pay any and all costs of such legal action, including reasonable attorney's fees, incurred by the City, even if the matter is not prosecuted to a final judgment or is amicably resolved, unless the City should otherwise agree with the applicant to waive said fees or any part thereof. The foregoing shall not apply if the permittee prevails in the enforcement proceeding.

h. The applicant shall meet any and all monitoring or reporting requirements necessary to ensure compliance with the mitigation measures contained in the Mitigated Negative Declaration of Environmental Impact as those may be determined by the City, including, but not limited to, entering into an agreement to perform and/or for monitoring and reporting during project construction and implementation. The applicant further agrees it will cease construction of the project immediately upon written notice of a violation of such requirement and that such a provision may be part of any agreement of City and applicant.

i. The approved use shall not create a public nuisance as defined under Section 15-200 of the West Covina Municipal Code.

j. The approved use shall be in compliance with the Noise Ordinance (Chapter 15).

k. This Precise Plan approval shall become null and void if the building permit is not obtained within two (2) years of the date of this approval.

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

m. That any proposed change to the approved site plan, floor plan or elevations be reviewed by the Planning, Building, Fire and Police Departments and that the written authorization of the Community Development Director shall be obtained prior to implementation.

n. All outstanding fees and Development Impact Fees will be due at the time of building permit issuance.

o. All new gutters and downspouts shall not project from the vertical surface of the building.

p. This approval does not include approval of signs; a separate sign permit shall be obtained. All signs shall be required to comply with the City of West Covina Sign Code.

q. All approved materials and colors shall be clearly indicated on the plans.

r. All new ground-mounted, wall-mounted and/or roof-mounted equipment not shown on the approved plans shall be screened from all views, in a manner that is architecturally compatible with the main building. Plans and elevations indicating the type of equipment and method of concealment shall be submitted to the Community Development Director for review and approval prior to the issuance of building permits.

s. The location of new electrical transformers, vaults, antennas, mechanical and all other equipment not indicated on the approved plans must be approved by the Community Development Director prior to the issuance of the building permit. Provide construction details prior to the issuance of a building permit.

t. The parking lot shall be resurfaced/repaired and restriped so that there are no visible cracks and/or holes on the surface prior to permit final.
    i. Parking lots or other paved areas with a cracked, broken or otherwise deteriorating surface, in excess of ten (10) percent of the surface area shall be considered a nuisance and shall be repaired.

u. The paved areas at the site shall be maintained clean and free of oil stains. All paved areas shall be pressure-washed as needed to maintain the site in a clean and orderly manner.

v. All new utilities shall be placed underground prior to issuance of Certificate of Occupancy. All relocated on-site utility service lines shall be underground when the cost or square footage of an addition or alteration exceeds 50% of the existing value or area per WCMC 23-273.

w. Any graffiti that appears on the property during construction shall be cleaned or removed on the same business day. During construction, the delivery of materials and equipment, outdoor operations of equipment, and construction activity shall be limited to the hours between 7:00 a.m. and 8:00 p.m.

x. A detailed landscape and irrigation plan in compliance with AB 1881 and executive order 13-29-15 shall be submitted for all planted areas to be affected by project. Plans shall include type, size and quantity of landscape materials and irrigation equipment. All vegetation areas shall be automatically irrigated, and a detailed watering program and water budget shall be provided. All damaged vegetation shall be replaced, and the site shall be kept free of diseased or dead plant materials and litter at all times. The landscape and irrigation plan shall be approved and the landscaping/irrigation installed prior to permit final. A licensed landscape architect shall certify that the landscaping was installed per the approved landscape plan.

y. The landscape plan shall include the planting of at least one 24" box-sized replacement tree to be planted on the planter island directly in front of the hospital addition pursuant to Tree Removal Permit No. 25-01. If 10 additional replacement trees cannot be accommodated on the site, the applicant shall pay an in lieu amount equivalent to five (5) 24-inch box sized trees and five (5) 36-inch box size trees to the City's tree fund to be used to plant replacement trees on the City public right-of-way or publicly owned properties (i.e., Civic Center, parks).

z. The landscaping on the hospital parking lot on Orange Avenue, across from the West Covina Medical Center site, shall be rehabilitated. A landscape and irrigation plan shall be submitted and approved, with the landscaping and irrigation installed per the approved plan as certified by a licensed landscape architect prior to Planning final approval.

aa. Clinging vines shall be installed on all street facing perimeter retaining or freestanding walls to assist in deterring graffiti. The vines shall be installed prior to permit final.

bb. The new development shall comply with the Development Impact Fees (Ordinance No. 2286 and Resolution No. 2015-81). The impact fees will be due at the time of engineering permit issuance.

cc. Comply with all requirements of the "Art in Public Places" ordinance (WCMC Chapter 17), prior to the issuance of building permits. Artwork shall be installed or required fee paid prior to issuance of Certificate of Occupancy or permit final.

ENGINEERING DIVISION:

a. The building shall be addressed as 725 S Orange Ave and an application to assign the address shall be filed with Engineering Division prior to plan check submittal.

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

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

d. Reconstruct the driveway approaches located at Orange Avenue at I-10 EB off ramp, Orange Avenue between West Cameron Avenue and West Garvey Avenue South, and on West Garvey Avenue South in accordance with SPPWC Standard Plan 110-2, and as directed by the City Engineer or his/her designee. A new driveway approach will need to meet ADA sidewalk requirements.

e. Remove and replace broken and off grade sidewalk for 725 South Orange Avenue property and adjacent parking lot in accordance with SPPWC standard plan 113-2, and as directed by the City Engineer or his/her designee.

f. Remove and replace broken and off grade curb for 725 South Orange Avenue property and adjacent parking lot and gutter in accordance with SPPWC Standard Plan 120-2, and as directed by the City Engineer or his/her designee.

g. Rehabilitate existing AC street pavement along the length of the property frontage to the centerline of the street as directed by the City Engineer or his/her designee.

h. Project shall be reviewed and approved by the City Traffic Engineer, prior to the issuance of permits.

i. Prior final of the building permit(s), inspection required by Public Works inspector.

j. The existing parking lot should be updated to meet general and ADA requirements (eliminate trip and fall hazards due to uneven pavement and tree roots, add required ADA assessable parking spaces with pavement markings and signage) based on Muni Code Section 26-584.

TRAFFIC DIVISION:

a. Prior to the start of construction, the applicant shall provide to the City, a circulation plan for Deliveries, Trash, Medical Waste Drop Off and any patient access during construction. Construction shall not start until the circulation plan is approved by the City Traffic Engineer.

b. All pedestrian paths from ADA parking spaces on-site to building shall be clear from obstacles as well as be ADA compliant with ramps as well as truncated domes.

c. Refresh all red curb along Orange Avenue – project frontage, prior to permit final.

d. Add 20' of red curb on the west side of the Orange Ave driveway, prior to permit final.

e. In the parking lot across from the hospital show the location of reserved spaces for staff as well as meet ADA requirements for number of ADA spaces, prior to permit final.

f. Install 20'of red curb on either side of the hospital parking lot on Garvey Ave S for line of sight, prior to permit final.

g. Provide clear signage noting the parking lot is for employees and guests to the hospital at the parking lot, prior to permit final.

FIRE DEPARTMENT:

a. Continue to utilize 2022 or most current approved California Codes.

b. A written Fire Protection Plan is still required prior to proceeding pass foundation work. Notate on next plan revision.

c. Monitored Fire Sprinklers will be noted as deferred submittal on initial plans submittal.

d. Monitored Fire Alarm will be noted as deferred submittal on initial plans submittal.

e. Monitored Fire Pump will be noted as deferred submittal on initial plans submittal.

f. Smoke Control system(s) noted as deferred submittal on initial plans submittal.

g. ERRCS will be noted as deferred submittal on initial plans submittal.

h. Fire Command Room to be identified on initial plan submittal.

i. After discussion with City Staff and Design Fire, the proposed alternate means and methods for the secondary access is acceptable as noted on page 4A "Fire Department Access Plan" on 2024.10.10 Entitlements Resubmittal A. pdf.
    i. In lieu of Fire Department access from two separate points, the following alternate means and methods shall be required;

- Fire fighter emergency access pathway/walkway along Cameron shall be provided.
- Revised fire access turnaround will be required. (See #10)
- Fire Command Room within behavioral health building to be provided.

j. Fire will identify any additional signage or pavement stenciling to maintain requirements as noted in # 10.

k. An approved and serviceable on-site fire protection system will be required prior to the start of building construction. Notate on plans as deferred submittal on initial plans submittal.

l. A preliminary on-site fire protection plan will be required as part of the initial plan submittal.

m. Hydrant installation shall be completed prior to combustible construction commencement.

n. As per submittal, current available fire flow is 5000gpm, at 74psi, for 5hrs.

o. This requirement has been remediated by #9 alternate means and methods.

p. Knox box location and installation to be noted on plans.

q. This requirement has been remediated by #9 alternate means and methods.

r. This requirement has been remediated by #9 alternate means and methods and #10.

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

I HEREBY CERTIFY that the foregoing Resolution was adopted by the Planning Commission of the City of West Covina, at a regular meeting held on the 11th day of February 2025, by the following vote:

AYES: Becerra, Castellanos, Lewis, Heng

NOES: None

ABSTAIN: None

ABSENT: None

DATE: February 11, 2025

Shenna Heng, Chair
Planning Commission

Jo-Anne Burns, Secretary
Planning Commission

PLANNING COMMISSION

RESOLUTION NO. 25-6164

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 23-04 AT 725/741 S. ORANGE AVENUE

CONDITIONAL USE PERMIT NO. 23-04

MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT

APPLICANT: Nick Hermann

LOCATION: 725/741 S. Orange Avenue

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

Allow the operation of a 42,000 square-foot, 71-bed secured behavioral health facility hospital on certain property described as follows:

Assessor Parcel No. 8443-003-022 as shown on the latest rolls of the Los Angeles County Tax Assessor; and

WHEREAS, the Planning Commission, upon giving the required notice, did on the 11th day of February 2025, conduct a duly advertised public hearing as prescribed by law to consider said application; and

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

1. The applicant is requesting approval of a Conditional Use Permit to allow for the use of a 42,000 square-foot, 71-bed secured behavioral health facility hospital in the "Urban Commercial Zone" in the Downtown Plan and Code.

2. Findings necessary for approval of a Conditional Use Permit are as follows:

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

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

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

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

e. That the granting of such conditional use permit will not adversely affect the general plan of the city, or any other adopted plan of the city.

3. Pursuant the requirements of the California Environmental Quality Act (CEQA) of 1970, a MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT has been prepared indicating that although the project could have a significant effect on the environment, there will not be a significant effect due to mitigating measures.

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

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

   a. The proposed use is consistent with the Urban Center Zone. The Urban Center Zone is composed primarily of retail and service commercial, recreational, and business office land uses which, by their nature, are of a relatively high intensity. The proposed use is a 42,000 square foot secured behavioral health hospital facility. As conditioned, the facility will offer a unique service and community benefit by allowing the City to drop-off unhoused individuals in need for mental health care.

   b. The proposed use is a secured behavioral health hospital facility. Patients arrive at the facility via non-emergency medical vans or ambulances coming from other care facilities, and are never discharged to the street with nowhere to go. Off-street parking will be provided. Based on anticipated parking demands, adequate off-street parking will be available most times. Therefore, there is no evidence that the use will be detrimental to the health, safety, peace or general welfare of surrounding residents or business owners.

c. The existing building and site are adequate and are properly designed to accommodate all existing and proposed uses. The medical offices and existing hospital are long-standing facilities and uses that have provided adequate off-street parking for a number of years. Based on anticipated parking demands, adequate off-street parking will be available most times. The proposed use will not negatively impact the adjacent commercial retail center and medical office building since a minimal number of patient visitors will be present each day, the patients are dropped-off by vehicles without the use of sirens, the patients are never discharged onto the street, and the building addition is designed to be architecturally compatible with the existing hospital.

d. The subject property abuts Orange and Cameron Avenues and is accessible via driveway on Orange Avenue. The site is accessible through streets located along commercial areas. Since patients are typically dropped off and picked up by a van, ambulance service, or family, and leave the hospital pursuant to a facility-approved discharge plan, these vehicles and patients come to the site via the 10 Freeway, or from Cameron Avenue to Orange Avenue, and will not be channeled through residential areas. The parking lot across Orange Avenue is a longstanding use and will not be modified as part of this project.

e. Granting the CUP for the proposed use will not compromise the character of the surrounding neighborhood or be detrimental to the surrounding land uses. Allowing the proposed use is consistent with the policies and actions of the General Plan. The project is consistent with the following General Plan policies:

- Our Prosperous Community P2.4 Build on and grow West Covina's regional appeal
- Our Prosperous Community P2.7a Explore health/medical campus opportunities
- Our Prosperous Community P2.9 Support local businesses.

1. That pursuant to all of the evidence presented, both oral and documentary, and further based on the findings above, Conditional Use Permit No. 23-04. is approved subject to the provisions of the West Covina Municipal Code provided that the physical development of the herein described property shall conform to said Conditional Use Permit and the conditions set forth herein which, except as otherwise expressly indicated, shall be fully performed and completed or shall be secured by bank or cash deposit satisfactory to the Community Development Director before the use or occupancy of the property is commenced and before a certificate of occupancy is issued, and the violation of any of which shall be grounds for revocation of said Conditional Use Permit by the Planning Commission or City Council.

2. On the basis of the evidence presented, both oral and documentary, the Planning Commission finds and determines that pursuant to the California Environmental Quality Act

(CEQA), the proposed project is considered to be categorically exempt, pursuant to Section 15301 (Class 1, Existing Facilities) in that it consists of minor alterations of the existing structure in order to operate the requested use.

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

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

5. That the approval of the Conditional Use Permit is subject to the following conditions:

   a. Comply with the plans reviewed by the Planning Commission on February 11, 2025.

   b. Comply with all applicable sections of the West Covina Municipal Code.

   c. Comply with all requirements of the "Urban Center Zone of the Downtown Plan and Code.

   d. Approval of this Conditional Use Permit is contingent upon, and shall not become effective unless and until, approval of Precise Plan No. No. 23-05 and Variance No. 24-02.

   e. This approval is to allow for the construction of a 42,000 square foot, 71-bed secured behavioral health hospital addition.

   f. Staff shall closely monitor any parking complaints or concerns filed regarding the West Covina Medical Center. The applicant and/or business operator shall work with staff to address any parking issues. In the event where issues remain unresolved, the Planning Commission shall review the Conditional Use Permit for the use and may, at its discretion, modify or impose new conditions.

   g. During construction, the delivery of materials and equipment, outdoor operations of equipment and construction activity shall be limited to the hours between 7:00 a.m. and 8:00 p.m.

   h. All construction equipment, stationery or mobile, shall be equipped with properly operating and maintained mufflers.

i. That any proposed change to the approved site plan, floor plan, or elevations be reviewed by the Planning, Fire, and Police Departments and Engineering, and that the written authorization of the Community Development Director shall be obtained prior to implementation.

j. The operation of the hospital shall comply with the West Covina Noise Ordinance.

k. This approval does not include the approval of signs; a separate sign permit shall be obtained. All signs shall be required to comply with the City of West Covina Sign Code.

l. That any proposed change to the approved site plan, floor plan, elevations, or operations plan be reviewed by the Planning, Building, Fire, and Police Departments and the Planning Commission, and that the written authorization of the Community Development Director shall be obtained prior to implementation.

m. The Conditional Use Permit may be revoked, amended, or suspended by the Planning Commission under the provisions of Section 26-268 of the West Covina Development Code.

n. The applicant shall defend, indemnify, and hold harmless the City of West Covina, its agents, officers, and employees from any claim, action or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul, approval of this Conditional Use Permit. The City will promptly notify the applicant of any such claim, action or proceeding against the City and will cooperate fully in the defense.

o. In the event the City determines that it is necessary to take legal action to enforce any of the provisions of these conditions, and such legal action is taken, the applicant agrees to pay any and all costs of such legal action, including reasonable attorney's fees, incurred by the City, even if the matter is not prosecuted to a final judgment or is amicably resolved, unless the City should otherwise agree with the applicant to waive said fees or any part thereof. The foregoing shall not apply if the permittee prevails in the enforcement proceeding.

p. To ensure that patients are not discharged onto the street or without proper housing, the business operator and/or property owner shall ensure that upon conclusion of treatment or upon hospital discharge, all patients are transferred either to another facility or into the care of a family member or other responsible adult.

q. The hospital operator shall allow the City to drop-off unhoused individuals in need of mental health care to either receive care onsite or at another nearby

facility operated by the West Covina Medical Center ownership group at a rate of 10 patients per day, or more if capacity permits.

r. To ensure that the parking lot on Orange Avenue, across from the project site, continues to provide parking for the West Covina Medical Center, recorded legal documentation shall be filed requiring the parking lot to remain a parking lot serving the West Covina Medical Center.

s. The Conditional Use Permit and Variance shall be brought back to the Planning Commission by March 2027 for compliance review of the conditions of approval.

t. The landscaping on the hospital parking lot on Orange Avenue, across from the West Covina Medical Center site, shall be rehabilitated. A landscape and irrigation plan shall be submitted and approved, with the landscaping and irrigation installed per the approved plan as certified by a licensed landscape architect prior to Planning final approval.

u. **TRAFFIC DIVISION**

i. The applicant should provide to the City, a circulation plan for Deliveries, Trash, Medical Waste Drop Off and any patient access during construction.

ii. All pedestrian paths from ADA parking spaces on-site to building should be clear from obstacles as well as be ADA compliant with ramps as well as truncated domes.

iii. Refresh all red curb along Orange Avenue – project frontage.

iv. Add 20' of red curb on the west side of the Orange Ave driveway.

v. In the parking lot across from the hospital show the location of reserves spaces for staff as well as meet ADA requirements for number of ADA spaces.

vi. Install 20' of red curb on either side of the hospital parking lot on Garvey Ave S for line of sight.

vii. Provide clear signage noting the parking lot is for employees and guests to the hospital at the parking lot.

v. **FIRE DEPARTMENT**

i. Continue to utilize 2022 or most current approved California Codes.

ii. A written Fire Protection Plan is still required prior to proceeding pas foundation work. Notate on next plan revision.

iii. Monitored Fire Sprinklers will be noted as deferred submittal on initial plans submittal.

iv. Monitored Fire Alarm will be noted as deferred submittal on initial plans submittal.

v. Monitored Fire Pump will be noted as deferred submittal on initial plans submittal.

vi. Smoke Control system(s) noted as deferred submittal on initial plans submittal.

vii. ERRCS will be noted as deferred submittal on initial plans submittal.

viii. Fire Command Room to be identified on initial plan submittal.

ix. After discussion with City Staff and Design Fire, the proposed alternate means and methods for the secondary access is acceptable as noted on page 4A "Fire Department Access Plan" on 2024.10.10 Entitlements Resubmittal A. pdf.
   i. In lieu of Fire Department access from two separate points, the following alternate means and methods shall be required;
      - Fire fighter emergency access pathway/walkway along Cameron shall be provided.
      - Revised fire access turnaround will be required. (See #10)
      - Fire Command Room within behavioral health building to be provided.

x. Fire will identify any additional signage or pavement stenciling to maintain requirements as noted in # 10.

xi. An approved and serviceable on-site fire protection system will be required prior to the start of building construction. Notate on plans as deferred submittal on initial plans submittal.

xii. A preliminary on-site fire protection plan will be required as part of the initial plan submittal.

xiii. Hydrant installation shall be completed prior to combustible construction commencement.

xiv. As per submittal, current available fire flow is 5000gpm, at 74psi, for 5hrs.

xv. This requirement has been remediated by #9 alternate means and methods.

xvi. Knox box location and installation to be noted on plans.

xvii. This requirement has been remediated by #9 alternate means and methods.

xviii. This requirement has been remediated by #9 alternate means and methods and #10.

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

I HEREBY CERTIFY that the foregoing Resolution was adopted by the Planning Commission of the City of West Covina, at a regular meeting held on the 11th day of February 2025, by the following vote:

AYES: Becerra, Castellanos, Lewis, Heng

NOES: None

ABSTAIN: None

ABSENT: None

DATE: February 11, 2025

Sheena Heng, Chair
Planning Commission

Jo-Anne Burns, Secretary
Planning Commission

PLANNING COMMISSION

RESOLUTION NO. 25-6165

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING VARIANCE NO. 24-02 AT 725/741 S. ORANGE AVENUE.

VARIANCE NO. 24-02

MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT

APPLICANT: Nick Hermann

LOCATION: 725/741 S. Orange Avenue

WHEREAS, there was filed with this City a verified application on the forms prescribed in Chapter 26 of the West Covina Municipal Code, requesting approval of a variance for:

A 79 parking space deficit and the reduction of the required off-street parking spaces on that certain property generally described as follows:

Assessor Parcel No. 8474-001-022, as shown on the latest rolls of the Los Angeles County Tax Assessor; and

WHEREAS, the Planning Commission upon giving the required notice did on the 11th day February 2025, conduct a duly advertised public hearing as prescribed by law to consider said application; and

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

1. The Zoning Code in combination with the Downtown Plan and Code, based on the existing use and building area, number of beds (proposed and existing), and use, the project requires a minimum of 229 off-street parking spaces. The applicant is proposing to have 150 parking spaces.

2. Appropriate findings for approval of a variance are as follows:

    a. There are special circumstances (which may include, but are not limited to, size, shape, topography, location, or surroundings) applicable to the property which are not applicable to other property in the property's vicinity under identical zoning classification.

b. As a result of the special circumstances, the strict application of the Development Code deprives the property of meaningful privileges enjoyed by other property in the vicinity and under identical zoning classification.

c. Such variance is necessary to allow the property in question to have the same substantial property right possessed by other property in the same vicinity and zone.

d. The granting of such variance will not be materially detrimental to the public welfare or materially injurious to residents or owners of nearby properties.

e. That the granting of such variance shall be consistent with the adopted General Plan and any applicable specific plans.

f. The variance does not authorize a use or activity which is not otherwise expressly authorized by the zoning regulations governing the parcel of property.

3. Pursuant the requirements of the California Environmental Quality Act (CEQA) of 1970, a MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT has been prepared indicating that although the project could have a significant effect on the environment, there will not be a significant effect due to mitigating measures.

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

1. On basis of evidence presented, both oral and documentary, the Planning Commission makes the following findings:

a. The project site's location is unlike other properties in the vicinity in that it exhibits "island-like" characteristics in that it is directly adjacent to the I-10 Freeway to the north, I-10 Freeway off-ramp to the east, Orange Avenue to the south, and Cameron Avenue to the west; the site is not directly adjacent to any privately owned properties which eliminates the possibility of expanding the size of the lot to accommodate more parking onsite.

b. Due to its "island-like" features, the site is not directly adjacent to any privately owned properties, which eliminates the possibility of expanding the size of the lot to accommodate more parking onsite. Furthermore, the lot's size and the current development constrain the location of the hospital expansion, necessitating the removal of existing onsite parking spaces. Other properties in the area are either underutilized, with abundant parking and large lots, or have the potential for expansion due to their proximity to other privately owned properties. Thus, the strict application of the code deprives the property of meaningful privileges enjoyed by other properties in the vicinity and under identical zoning classifications.

c. The parking variance is necessary to allow the subject property to have the same substantial property right possessed by other properties in the same vicinity. Due to its "island-like" features, the site is not directly adjacent to any privately owned properties, which eliminates the possibility of expanding the size of the lot to accommodate more parking onsite. Furthermore, the lot's size and the current development constrain the location of the hospital expansion, necessitating the removal of existing onsite parking spaces. Other properties in the area are either underutilized, with abundant parking and large lots, or have the potential for expansion due to their proximity to other privately owned properties.

d. Based on the parking analysis, the total peak parking demand would be 154 parking spaces, 4 parking spaces more than the number of off-street parking spaces provided by the project. However, based on the unique characteristics of the proposed use, in combination with the vacation of the existing medical office tenants and anticipated expansion of an adult day care program, the parking demand for the site is expected to be lower than the current parking demand. As conditioned, granting of the variance will not be materially detrimental to the public welfare or materially injurious to the residents or owners of nearby properties.

e. The site has a "Commercial" General Plan land-use designation. Approval of the variance does not change the commercial use or land-use designation of the site. The project is consistent with the following General Plan policies:

   i. Our Prosperous Community P2.4: Build on and grow West Covina's regional appeal
   ii. Our Prosperous Community P2.7a: Explore health/medical campus opportunities
   iii. Our Prosperous Community P2.9: Support local businesses.

f. The variance is to allow a 79-parking space deficit. The proposed behavioral health facility hospital use is allowed within the Downtown Plan and Code area with approval of a Conditional Use Permit.

2. That pursuant to all evidence presented, both oral and documentary, and further based on the findings above, Variance No. 24-02 is approved subject to provisions of the West Covina Municipal Code, provided physical development of the herein described property shall conform to said plan and conditions set forth herein which, except as otherwise expressly indicated, shall be fully performed and completed or shall be secured by bank or cash deposit satisfactory to the Planning Director, before use or occupancy of the property is commenced and before the Certificate of Occupancy is issued, and violation of any of which shall be grounds for revocation of said variance by the Planning Commission or City Council.

3. That the variance shall not be effective for any purpose until the owner of the property involved (or a duly authorized representative) has filed at the office of the Planning Department his affidavit stating he is aware of, and accepts, all conditions of this variance

as set forth below. Additionally, no permits shall be issued until the owner of the property involved (or a duly authorized representative) pays all costs associated with processing this application pursuant to City Council Resolution No. 8690.

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

5. That pursuant to all evidence presented, both oral and documentary, and further based on the findings above, Variance No. 24-02 is approved as follows, subject to the following conditions:

   a) Comply with the plans approved by the Planning Commission on February 11, 2025.

   b) The project shall comply with all requirements of the Urban Center Zone of the Downtown Plan and Code.

   c) The approval is to allow a 79-parking space deficit and parking reduction to accommodate 42,000 square feet, 71-bed behavioral health facility hospital.

   d) Approval of this Variance is contingent upon, and shall not become effective unless and until, approval of Precise Plan No. No. 23-05 and Conditional Use Permit No. 23-04.

   e) The applicant shall defend, indemnify, and hold harmless the City of West Covina, its agents, officers, and employees from any claim, action or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul, approval of this Variance. The City will promptly notify the applicant of any such claim, action or proceeding against the City and will cooperate fully in the defense.

   f) In the event the City determines that it is necessary to take legal action to enforce any of the provisions of these conditions, and such legal action is taken, the applicant agrees to pay any and all costs of such legal action, including reasonable attorney's fees, incurred by the City, even if the matter is not prosecuted to a final judgment or is amicably resolved, unless the City should otherwise agree with the applicant to waive said fees or any part thereof. The foregoing shall not apply if the permittee prevails in the enforcement proceeding.

   g) The applicant shall meet any and all monitoring or reporting requirements necessary to ensure compliance with the mitigation measures contained in the Mitigated Negative Declaration of Environmental Impact as those may be determined by the City, including, but not limited to, entering into an agreement to perform and/or for monitoring and reporting during project construction and implementation. The applicant further agrees it will cease construction of the

project immediately upon written notice of a violation of such requirement and that such a provision may be part of any agreement of City and applicant.

h) The approved variance shall not create a public nuisance as defined under Section 15-200 of the West Covina Municipal Code.

i) Staff shall closely monitor any parking complaints or concerns filed regarding the West Covina Medical Center. The applicant and/or business operator shall work with staff to address any parking issues. In the event where issues remain unresolved, the Planning Commission shall review the Conditional Use Permit for the use and may, at its discretion, modify or impose new conditions. The Conditional Use Permit and Variance shall be brought back to the Planning Commission by March 2027 for compliance review of the conditions of approval.

j) To ensure that the parking lot on Orange Avenue, across from the project site, continues to provide parking for the West Covina Medical Center, recorded legal documentation shall be filed requiring the parking lot to remain a parking lot serving the West Covina Medical Center.

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

l) This approval shall become null and void if permit is not obtained within two (2) years of the date of this approval.

I HEREBY CERTIFY foregoing Resolution was adopted by the Planning Commission of the City of West Covina, at a regular meeting held on the 11th day of February 2025 by the following vote:

AYES: Becerra, Castellanos, Lewis, Heng

NOES: None

ABSTAIN: None

ABSENT: None

DATE: February 11, 2025

Sheena Heng, Chair
Planning Commission

Jo-Anne Burns, Secretary
Planning Commission

WEST COVINA MEDICAL CENTER

To: City of West Covina

Subject: Business Operations Plan

Date: July 11, 2024

The West Covina Medical Center (WCMC) is a one-story, for-profit licensed acute care hospital located at 725 South Orange Avenue in West Covina, California.

The project being submitted to planning is a four-story 42,000 square-foot psychiatric inpatient facility (WCMC Behavioral Health Addition) constructed on the east side of the WCMC site featuring three levels of nursing units over an at-grade arrival lobby. The total capacity for inpatient care will be 71 beds.

WCMC Behavioral Health Addition will have:

- 50 total number of staff
- 16 average number of staff during peak shift with staff shifts occurring from 7 am–7 pm and 7 pm–7 am
- Less than five visitors per day and general hours for visitors will be 9 am-5 pm
- Approximately 10 drop-offs per day number by emergency ambulance
- Average Length of stay for one inpatient is 8-10 days

General daily business operations:

All patients admitted to this proposed 71-bed psychiatric hospital will arrive via ambulance or non-medical emergency transport van, with very few exceptions. No sirens will be used. All patients admitted are called Direct Admit, meaning they don't go through an emergency room. Their physician/psychiatrist issues the order for the Direct Admit. These patients almost entirely come from their institutional place of living, such as skilled nursing and residential care facilities. Patients are NEVER discharged from the hospital to the street.

Upon admission, the ambulances/vans will arrive to awaiting staff at the rear entrance on the north side of the property next to the freeway. The same holds true when discharged. Upon admission, the patient will undergo a behavior health assessment and evaluation as a routine part of their inpatient care. Then, they will undergo intensive psychiatric treatment and rehabilitation, i.e., medication change(s) and attending group therapies. A comprehensive and safe discharge plan is developed so the patient can return to the originating facility or be referred to a lower level of care or a continuum of care facility, as needed.

This psychiatric hospital will be a satellite hospital for our L.A. Downtown Medical Center main campus located at 1711 W Temple Street, Los Angeles, visible from the 101 freeway between Glendale Blvd. and Alvarado Blvd., about 30 minutes away. L.A. Downtown Medical Center is a General Acute Care Hospital (GACH) that provides traditional hospital services such as Radiology, Labs, Operating Rooms, and hospital beds. If a patient is admitted to the West Covina Psychiatric Hospital is in need medical care, they will be transferred to the main campus in Los Angeles. Patients are admitted to the psychiatric hospital for non-medical reasons.

At West Covina Medical Center, we are no longer a General Acute Care Hospital, as we gave up the 13 medical surgical beds as unnecessary duplications with our Los Angeles Campus. The two Operating Rooms will instead become an Outpatient Surgery Center. The remaining 33-bed Sub Acute Hospital will continue, located next to the new psychiatric building. A Sub Acute is a level of care below a General Acute Care Hospital but above Skilled Nursing. They are all long-term patients likely to spend the remainder of their lives in this setting due to the severity of their illness/injury.

There is a Medical Office Building at the corner of Cameron Avenue and Orange Avenue, separate from the sub-acute and future psych hospital. On July 10, 2024, the tenants in the MOB (all on month-to-month leases) were issued a termination notice of their lease(s) and required to vacate the premises effective December 31, 2024. There is a Psychiatric Day Treatment Group Therapy Program with six (6) professional staff treating residents who come from residential care facilities to maintain their treatment. These individuals have a long history of psychiatric hospitalizations and need continued treatment. They are transported via three (3) minivans making multiple trips in the morning and returned by the same vehicles in the afternoon. The vehicles are required to use our main driveway and patient loading/unloading drop-off. We have about 30-40 Adult Day Care patients that attend this day program Monday through Friday. Others are via Telehealth. This program is slated for expansion on January 1, 2025, and will require two (2) additional professional staff. We will spread patients out between the third floor and the second floor for a more comfortable therapeutic environment.

Lastly, West Covina campus was approved by the State and Federal governments to be merged into LA Downtown Medical Center license, last January 1, 2023, allowing administrative staff to be consolidated at the LA Downtown campus which reduced the number of employees at WCMC sub-acute hospital by six (6).

Existing Sub Acute Hospital

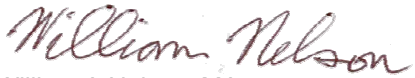
- 10 total number of staff during peak
- 8 drive and remaining use public transportation or are dropped off
- 1-2 visitors per day, Patients are long-term

Medical Office Building

- Zero tenants and no more visitors
- Eight (8) total number of professional staff (considering future expansion 1/1/2025)
- 30 – 40 patients per day dropped off by three minivans using main drop-off

The main building entrance to the new psychiatric hospital visible to the front will go mostly unused, although some staff may use it or maintenance workers performing duties around the campus, plus government inspectors. The few family member visitors that arrive may use this entrance as well, but that's pretty much it. The building will be discrete and will blend into the neighborhood, although we are largely hidden with the freeway to the north, Floor & Decor to the east, and our parking lot across the street to the south on Cameron Avenue. We anticipate the in and out traffic using the main driveway on Orange Avenue will be reduced. Our staff will no longer park on the main campus, utilizing our parking lot to the south on Cameron Avenue and Orange Avenue.

Submitted by



William A Nelson, MA
Chief Executive Officer

WEST COVINA POLICE
Integrity and service since 1937

ANTONIO CORTINA
Chief of Police

WCPD Personnel were requested to meet with West Covina Medical Center Staff to discuss the proposed addition of a 42,000 square-foot, 71 bed psychiatric impatient facility (WCMC Behavioral health addition) at the West Covina Medical Center located at 725 S. Orange Ave in West Covina. The main topics discussed in our initial meeting were primarily focused on the newly proposed psychiatric impatient facility and their proposed processes for receiving and discharging psychiatric patients in West Covina. A follow up meeting was also conducted discussing the impact of services and resources in the City and surrounding communities and included WCPD personnel, West Covina Medical Center Staff, Emanate Health-QVH Staff, the Acting WCFD Fire Chief, and the department's DMH (Department of Mental Health) clinician.

Below is a synopsis of topics discussed.

Receiving/ Intake of Patients:

The West Covina Medical Center will not directly accept patients into their facility; meaning patients cannot be dropped off and/ or walk into the facility for treatment. The West Covina Medical Center also will not treat patients under the age of 18. All patients accepted into the facility must receive a medical clearance and be triaged from an accepted medical facility prior to being considered for admittance into a treatment program and/or, be referred to the facility by a physician/ psychiatrist who will issue a Direct Admit order.

A majority of the patients being housed and receiving treatment at the West Covina Medical Center will be received from an institutional place of living, such as skilled nursing and residential care facilities. The West Covina Medical Center staff indicated that these types of patients are never discharged from their facility to the street and are either returned via ambulance to the originating facility, or referred to a lower level of care facility. The West Covina Medical Center Staff believed this number accounts for approximately 80% of the patients they will be providing treatment to at their newly proposed facility, and that number could actually be higher at around 90%. The average length of stay for most of these patients is between 8-10 days.

The West Covina Medical Center will be part of a Los Angeles County wide network and based on availability, would except patients suffering from metal illness; who have been medically cleared, placed on a mental evaluation hold, and in need of a treatment facility for extended on-site psychiatric care, from any medical facility in the County. This includes patients triaged and cleared from the West Covina Medical Center's main affiliate Downtown Campus (LADMC-located at 17711 W Temple St in Los Angeles). This could include patients county-wide, who have been taken to a medical facility on a 5150 hold by Law Enforcement, and received a medical clearance, and are in need of an on-site psychiatric facility for treatment beyond the emergency room. The West Covina Medical Staff explained their medical clearance policy could not allow them to accept patients suffering from certain medical conditions or patients who are under the influence of alcohol and/ or drugs, as those conditions would need to be properly treated at a medical facility before acceptance into their West Covina location could be permitted.

ANTONIO CORTINA
Chief of Police

Transportation to the West Covina Medical Center from a medical facility would be facilitated by medical ambulances, utilized by medical facilities throughout the County.

As part of the proposed project, the West Covina Medical Center offered the availability of 10 beds per day for patients requiring psychiatric treatment, stemming from West Covina specific cases. Through conversation, it was learned that this means for example, that anyone who is in West Covina, has been placed on a 5150 hold, has received medical clearance, and requires continuing care in a psychiatric facility may be accepted and transported to the West Covina Medical Center for treatment, up to 10 patients a day, and possibly more if the need arises. This was explained to mean anyone, who meets the admission requirements, who was treated at a medical facility in West Covina, regardless of how they arrived there, would be considered a West Covina generated patient and would be eligible for acceptance into the West Covina Medical Center as part of the 10 patients a day offer. An example discussed was a patient arriving at Emanate Health –QVH in West Covina, regardless of where they may have been transported from (Private, medical ambulance, or Law Enforcement) who is triaged, medically cleared, and in need of on-site psychiatric treatment (placed on a 5150 hold), would qualify as a West Covina generated case. The benefit discussed was that the West Covina Medical center could be a location to offer on-site psychiatric treatment when Emanate Health- Parkside West or Aurora Charter Oak Hospital were at capacity and could not accept additional patients.

Discharge of Patients:

According to West Covina Medical Center Staff, most patients who would receive psychiatric treatment in their facility, as part of their safe discharge plan, would be required to be transported by the West Covina Medical Center to a follow up treatment or housing location upon their completion of treatment and discharge, through a County sponsored living/ treatment program; and would not be released into West Covina (if in fact, the County offered housing/ services are not in West Covina).

It was discussed, however, that if a patient who has been accepted and receives psychiatric treatment/ evaluation in the West Covina Medical Center facility, who is deemed to be a “self-direct” upon completion of treatment, would be permitted to discharge out of the building in West Covina from the facility, regardless of where they arrived from. It was explained that a “self-direct” patient would exhibit mental stability enough to be deemed able to care for themselves and eligible for voluntary release. Upon release, these patients would be offered services such as transportation/ housing vouchers offered through the County but would not be required to accept them. West Covina Medical Center Staff said they would also try and have a family member pick the patient up upon release from their facility. West Covina Medical Center Staff believed the number of patients that would be eligible for voluntary release from their West Covina facility would be somewhere in the range of 10-20% of those patients treated at their facility.

WEST COVINA FIRE DEPARTMENT

"Service with Integrity, Pride and Dedication"

Mike Browne
Acting Fire Chief

Impact Statement for West Covina Medical Center Expansion

The expansion of West Covina Medical Center to include a mental health facility could have several impacts on emergency services, particularly 911 call volume. Here are some key considerations:

Potential Impacts on 911 Calls

1. Acute Medical Conditions
    - If the facility follows the same model as the Rosemead campus, where patients are medically cleared before admission, the number of 911 calls for medical emergencies may be minimal.
    - However, there is still potential for emergency calls due to unforeseen medical complications, such as cardiac events, seizures, or adverse reactions to medications.
2. Impact on Ambulance Availability
    - Unlike Rosemead, where ambulances are handled by external agencies, the West Covina Fire Department operates its own ambulances. Any additional medical calls from this facility could strain EMS resources, reducing the availability of ambulances for the public.
3. Facility Staffing and Medical Capabilities
    - If the facility has round-the-clock doctors, as cited by the West Covina Medical Center representatives, they may handle most medical issues in-house.
    - The level of on-site medical care, access to life-saving equipment, and protocols for handling deteriorating patients will play a role in determining how often 911 is needed.
4. Comparison to Similar Facilities
    - While the Rosemead location reportedly rarely needs to call 911, differences in patient demographics, facility policies, and staff availability could result in different outcomes at the West Covina location.
5. Impact on Local EMS & Fire Department Resources
    - If 911 call volume increases, the local fire department and EMS resources could experience additional strain, requiring delays in responding to additional calls in the city.
    - Coordination with facility administrators to establish clear protocols for emergency response could mitigate unnecessary calls.

ATTACHMENT NO. 5

1444 W. Garvey Avenue S, West Covina, CA 91790

March 31st, 2025

Impact Statement for West Covina Medical Center
Psychiatric Unit Expansion

Material reviewed:

1. West Covina Medical Center Business Operation Plan.
2. West Covina Fire Department Impact Statement.
3. West Covina Police Department Meeting Report with Stakeholders

Mental health and homelessness are among some of the issues of concern to the resident of West Covina. California does not have enough places were people can get mental health care and drug or alcohol treatment. In 2024, California passed proposition 1 approves a $6.4 billion bond to build (1) more places for mental health care and drug or alcohol treatment and (2) more housing for people with mental health drug, or alcohol challenges.

West Covina Medical Center psychiatric unit expansion will help fill the gap in mental health need in Los Angeles County. Incidence in mental health is generally lower in the City of West Covina comparing to Los Angeles county, but since the City has one of the only two hospitals in the region and one of the most busy emergency room in the region and often time have to handle patients in need of in-patient mental health and discharge planning.

PROS:

More available in-patient psychiatric beds available for local and regional needs.

Facilitate transfer and discharge of patients from the acute medical facility and easing the congestion in the emergency department of local hospital.

CONS:

May increase the number of homelessness with mental health illness in the City.
Will need to review their utilization review and discharge process protocol.

P. Basil Vassantachart, MD

Health Director and Health Officer

COLLISION INVESTIGATION

Collision data was obtained from the computerized collision records system maintained by the State of California called the Statewide Integrated Traffic Records Systems (SWITRS). A review of available collisions that were reported to SWITRS within 250-ft of the intersection of Orange Avenue and Cameron Avenue was conducted for a period of approximately 5 years, between January 2020 through December 2024 (most recent available data at the time of traffic review). Based on the information available, a summary breakdown of the number of collisions within the studied segment are listed below.

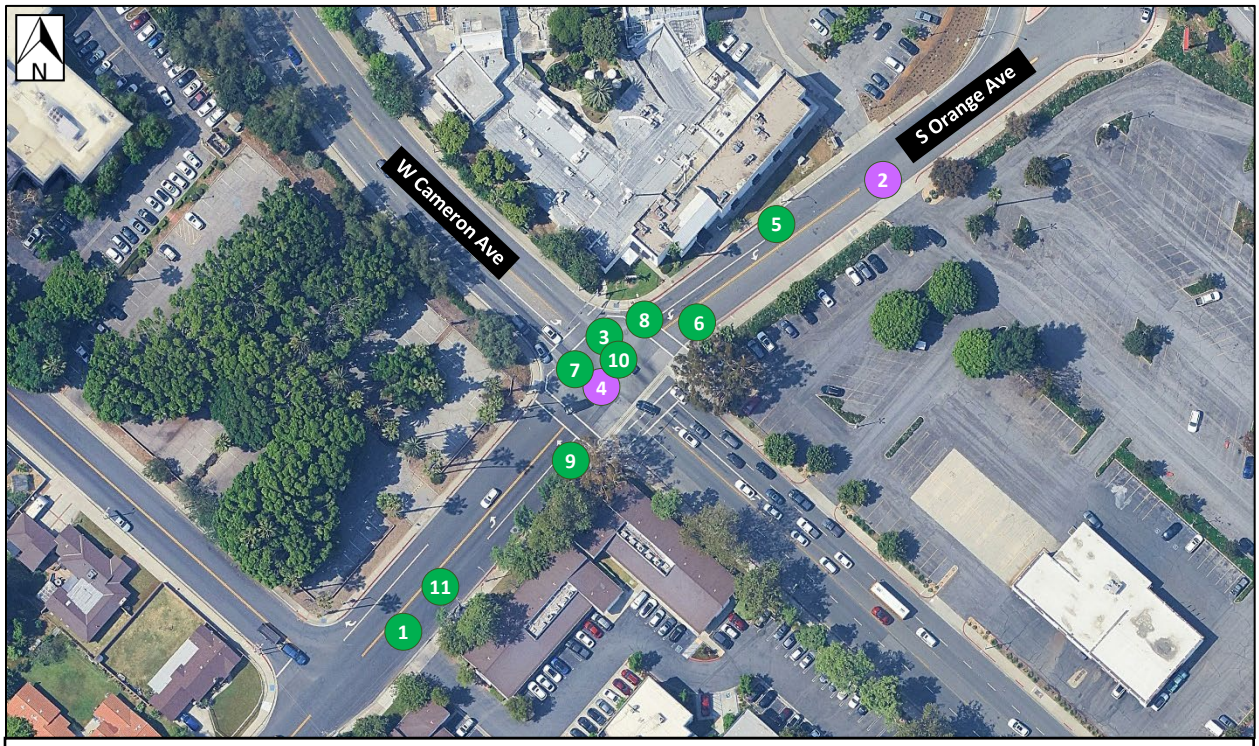
2024 – 0 collisions
2023 – 2 collisions
2022 – 4 collisions
2021 – 3 collisions
2020 – 2 collisions

Total Collisions: 11 collisions

Table 1. Collision Table: Intersection of Orange Avenue and Cameron Avenue

ID #	Date	Primary Road	Secondary Road	Dist.	Time	Day of the Week	Lighting (Day, Night, Etc.)	Collision Type	Severity 1 - Fatal 2 - Severe Injury 3 - Other Visible Injury 4 - Complaint of Pain 5 - Prop Dam Only (PDO)	Motor Vehicle, Pedestrian, Bicycle Involved	Collison Factor and Detail Descriptions
1	9/6/23	Orange Ave	Cameron Ave	202' S	7:55	WED	Daylight	Broadside	5	Other MV	SB DRVR MAKING LFT TRN HIT NB DRVR BROADSIDE
2	1/16/23	Orange Ave	Cameron Ave	219' N	16:29	MON	Daylight	Broadside	4	Other MV	EB DRVR HIT NB DRVR BROADSIDE DUE TO R-O-W ISSUE
3	12/18/22	Cameron Ave	Orange Ave	0	12:52	SUN	Daylight	Broadside	5	Other MV	SB DRVR HIT NB DRVR MAKING LFT TRN BROADSIDE
4	11/30/22	Orange Ave	Cameron Ave	0	11:28	WED	Dark-st	Broadside	4	Other MV	EB DRVR RAN STOP/SIG & HIT NB DRVR MAKING LFT TRN
5	2/21/22	Orange Ave	Cameron Ave	120' N	8:45	MON	Daylight	Rear End	5	PKD MV	SB DRVR AT UNSAFE SPEED REAR ENDED TWO SB PARKED MV
6	2/16/22	Orange Ave	Cameron Ave	32' N	15:50	WED	Daylight	Broadside	5	PKD MV	DRVR BACKING HIT EB PARKED MV
7	7/27/21	Cameron Ave	Orange Ave	0	10:32	TUE	Daylight	Sideswipe	5	Other MV	PROC DRVR MADE IMPROP TRN & SIDESWIPED STOPPED EB DRVR
8	5/2/21	Orange Ave	Cameron Ave	7' N	1:03	SUN	Dark-st	Hit Object	5	Fixed Object	WB DRVR UNDER INFLUENCE HIT FIXED OBJECT
9	3/10/21	Orange Ave	Cameron Ave	20' S	19:45	WED	Dark-st	Rear End	5	Other MV	NB DRVR AT UNSAFE SPEED REAR ENDED TWO NB DRVR
10	2/17/20	Orange Ave	Cameron Ave	0	10:11	MON	Daylight	Broadside	5	Other MV	NB DRVR MAKING LFT TRN HIT SB DRVR BROADSIDE
11	1/18/20	Orange Ave	Cameron Ave	170' S	11:13	SAT	Daylight	Sideswipe	5	Other MV	NB DRVR MAKING LFT TRN SIDESWIPED NB DRVR

Figure 1: Collision Diagram at Orange Avenue and Cameron Avenue



LEGEND

ALL COLLISIONS - Crash Type (Non-Ped & Bike Collisions/Crashes)	**# of Crashes**
Fatality (Death)	0
Severe Injury	0
Injury - Other Visible	0
Injury - Complaint of Pain	2
Property Damage Only	9
Total	**0**

PED & BIKE - Crash Type	**# of Crashes**
Fatality (Death)	0
Severe Injury	0
Injury - Other Visible	0
Injury - Complaint of Pain	0
Property Damage Only	0
Total	**0**

TOTAL CRASHES	**11**

RESOLUTION NO. 2025-25

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND APPROVING AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR PRECISE PLAN NO. 23-05, CONDITIONAL USE PERMIT NO. 23-04, AND VARIANCE NO. 24-02 AT 725/741 S. ORANGE AVENUE PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

The City Council of the City of West Covina hereby finds and declares as follows:

WHEREAS, the applicant, the West Covina Medical Center, filed with the City a verified application on the forms prescribed in Chapter 26 of the West Covina Municipal Code, requesting approval of a Precise Plan, Conditional Use Permit, and Variance (the "Project") to:

> Allow the construction of a four-story, 42,000 square feet psychiatric/behavioral health facility addition to the existing West Covina Medical Center building and associated tree removals and site improvements on a certain property described as:
>
> Assessor's Parcel No. 8474-001-022 in the records of the Los Angeles County Assessor; and

WHEREAS, the proposed Project is considered a "project" pursuant to the terms of the California Environmental Quality Act (CEQA); and

WHEREAS, an Initial Study was prepared for said Project; and

WHEREAS, the City, through its environmental consultant, prepared an Initial Study for the Project; and

WHEREAS, following completion of the Initial Study, the City determined that the proposed Project, with mitigation, would not have a significant impact on the environment and would not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the California Fish and Game Code; and

WHEREAS, the City, through its environmental consultant, prepared an Initial Study and Mitigated Negative Declaration (IS/MND) which included revisions to and/or conditions placed on the Project, which were determined by the environmental coordinator to avoid or reduce the potentially significant effects to a level that is clearly less than significant and that there was, therefore, no substantial evidence that the Project, as revised and conditioned, would have a significant effect on the environment; and

WHEREAS, the applicant agreed to the revisions and conditions prior to the release of the IS/MND for public review; and

WHEREAS, the IS/MND was circulated for a 20-day public review period between January 15, 2025 and February 3, 2025; and

WHEREAS, comments were received during the public review period from the following entities: Los Angeles County Sanitation Districts and the Department of Toxic Substance Control. The letters and responses to comments are included in the final mitigation monitoring and reporting program; and

WHEREAS, on February 11, 2025, the Planning Commission conducted a duly noticed public hearing to consider the Project, including the IS/MND, at the conclusion of which the Planning Commission adopted resolutions adopting the IS/MND, the Precise Plan, the CUP, and the Variance; and

WHEREAS, on February 11, 2025, the City Council called up the Planning Commission's approval of the Project for review; and

WHEREAS, on April 15, 2025, the City Council conducted a duly noticed public hearing to consider the Project; and

WHEREAS, in accordance with CEQA Guidelines Section 15074(b), the City has considered the proposed IS/MND together with the comments received during the public comment period and determined on the basis of the whole record before it that there is no substantial evidence that the Project will have a significant effect on the environment and that the MND reflects the City's independent judgment and analysis; and

WHEREAS, in making the various findings set forth herein, the City Council has considered all of the evidence presented by staff and the public, whether written or oral, and has considered the procedures and the standards required by the West Covina Municipal Code.

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

SECTION 1. Recitals. The foregoing recitals are true and correct and are incorporated herein.

SECTION 2. Adoption of Mitigated Negative Declaration. The City Council of the City of West Covina hereby adopts the Initial Study/Mitigated Negative Declaration. In its entirety, the document consists of the Initial Study and Mitigated Negative Declaration dated January 2025, attached hereto as Exhibit A, and the Responses to Comments and Final Mitigation Monitoring and Reporting Program dated January 2025, attached hereto

as Exhibit B. The City Council also approves and adopts the Mitigation Monitoring and Reporting Program set forth in Exhibit B.

SECTION 3. Record of Proceedings. The documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in the office of the West Covina Deputy Community Development Director, 1444 West Garvey Avenue South, West Covina, CA 91790. The custodian of these documents and other materials is the West Covina Deputy Community Development Director.

SECTION 4. Compliance with Mitigation Measures. The applicant shall comply with the mitigation measures and monitoring or reporting requirements. Failure to comply with any mitigation measures and/or monitoring or reporting requirements will result in a written notice of violation from the City to the applicant at which time the City may order that all or a portion of pre-construction, construction, post-construction activity or project implementation must cease until compliance is reached.

SECTION 5. Notice of Determination. Upon approval of the Project by the City Council, the environmental coordinator shall file a Notice of Determination with the County Clerk of Los Angeles County.

SECTION 6. Effective Date. The City Clerk shall certify to the adoption of this Resolution and shall enter it into the book of original resolutions and it shall become effective immediately.

APPROVED AND ADOPTED on this 15th day of April, 2025.

Tony Wu
Mayor

APPROVED AS TO FORM

Thomas P. Duarte
City Attorney

ATTEST

Lisa Sherrick
Assistant City Clerk

I, LISA SHERRICK, Assistant City Clerk of the City of West Covina, California, do hereby certify that the foregoing Resolution No. 2025-25 was duly adopted by the City Council of the City of West Covina, California, at a regular meeting thereof held on the 15th day of April 2025, by the following vote of the City Council:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Lisa Sherrick
Assistant City Clerk

EXHIBIT A

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

WEST COVINA MEDICAL CENTER BEHAVIORIAL HEALTH BUILDING ADDITION

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

Prepared for

CITY OF WEST COVINA
Community Development Department
Planning Division
1444 West Garvey Avenue South
West Covina, CA 91790

Prepared by

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

January 2025

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1.0 INTRODUCTION

This section provides an overview of the environmental review process for the proposed West Covina Medical Center Behavioral Health Building Addition Project (proposed project) and identifies environmental compliance requirements and the discretionary actions and approvals needed to implement the proposed project.

1.1 PROJECT OVERVIEW

The proposed project would add a behavioral health transition facility to the eastern portion of the existing West Covina Medical Center at 725 South Orange Avenue in the City of West Covina (project site). The proposed building would be approximately 42,000 square feet in size and four stories high. It would adjoin and connect to an existing one-story medical hospital building on the project site.

1.2 ENVIRONMENTAL COMPLIANCE REQUIREMENTS

Section 15063(a) of the California Environmental Quality Act (CEQA) Guidelines requires the lead agency to prepare an Initial Study (IS) to determine if the proposed project may have a significant effect on the environment. The purpose of this document is to inform the City of West Covina, public agencies, and interested parties of the potential environmental effects resulting from the proposed project. For the proposed project to obtain an environmental clearance in the form of a Mitigated Negative Declaration (MND) in compliance with CEQA, any potential significant adverse effects must be mitigated to a less than significant level. This document alone does not determine whether the proposed project will be approved. Rather, it is a disclosure document aimed at equally informing all concerned parties and fostering informed discussion and decision-making regarding all aspects of the proposed project.

1.3 PROJECT INFORMATION

Project Title and Location: West Covina Medical Center Behavioral Health Building Addition
725 South Orange Avenue
West Covina, CA 91790

Lead Agency Name and Address: City of West Covina
Community Development Department
Planning Division
1444 West Garvey Avenue South
West Covina, CA 91790

Contact Person and Phone Number: Jo-Anne Burns, Deputy Community Development Director
(626) 939-8422

Project Sponsor's Name and Address: Building Resources
2247 Lindsay Way
Glendora, CA 91740

1.4 DISCRETIONARY ACTIONS AND APPROVALS

Discretionary actions include those local approvals or entitlements necessary to implement a project. The proposed project requires the following discretionary actions:

- Precise Plan – Approval of a Precise Plan is required for the architectural design and site layout of the proposed development.
- Conditional Use Permit – Approval of a Conditional Use Permit is required for hospitals in an Urban Center zoning district.
- Variance – Approval of a Variance is required because the site with the proposed construction does not comply with the required number of onsite parking spaces.
- Tree Removal Permit – Approval of a Tree Removal Permit is required to remove significant trees on the project site, as defined in Section 26-258 of the West Covina Municipal Code (WCMC).

1.5 ORGANIZATION OF THIS INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

The content and format of this Initial Study/Mitigated Negative Declaration (IS/MND) is designed to meet the requirements of CEQA. This IS/MND is organized into the following four sections:

1.0 Introduction. This section provides an overview of the proposed project, describes the environmental compliance requirements, and identifies the discretionary actions and approvals needed for the proposed project.

2.0 Project Description. This section identifies the location of the project site; describes the project site, the surrounding area, and the proposed project; and provides an estimated timeline for the construction and implementation of the proposed project.

3.0 Initial Study Checklist and Evaluation. This section contains the CEQA Guidelines Appendix G: Initial Study Checklist and identifies the level of impact under each environmental impact category. This section also includes a discussion of the environmental impacts and any mitigation measures associated with each category.

4.0 List of Preparers and Sources Consulted. This section provides a list of the consultant team members who participated, and a list of sources and references used in the preparation of this IS/MND.

2.0 PROJECT DESCRIPTION

This section identifies the location of the project site, describes the project site and the surrounding area, provides a detailed description of the proposed project, and provides an estimated timeline for the construction and implementation of the proposed project.

2.1 PROJECT LOCATION AND EXISTING SETTING

PROJECT LOCATION

The 2.83-acre project site (Assessor's Identification Number [AIN] 8474-001-022) is located at 725 South Orange Avenue in the City of West Covina. The project site is located towards the western end of the City's Downtown district and is bounded by Interstate 10 (I-10) to the north with multi-family residential complexes north of the I-10 freeway; I-10 eastbound on- and off-ramps to the east; Orange Avenue to the southeast with an automotive service business, a specialty retail and its associated surface parking lot across the street; and Cameron Avenue to the west and southwest with offices (including medical offices) and the West Covina Medical Center surface parking lot across the street from the project site (northwest corner of the Orange Avenue/Cameron Avenue intersection). The West Covina Medical Center surface parking lot is currently used by patients, visitors, and staff of the medical center. The proposed project would be located at the eastern portion of the project site on approximately 36,400 square feet of the 2.83-acre project site. The project site and the surrounding uses are shown in **Figure 2-1**.

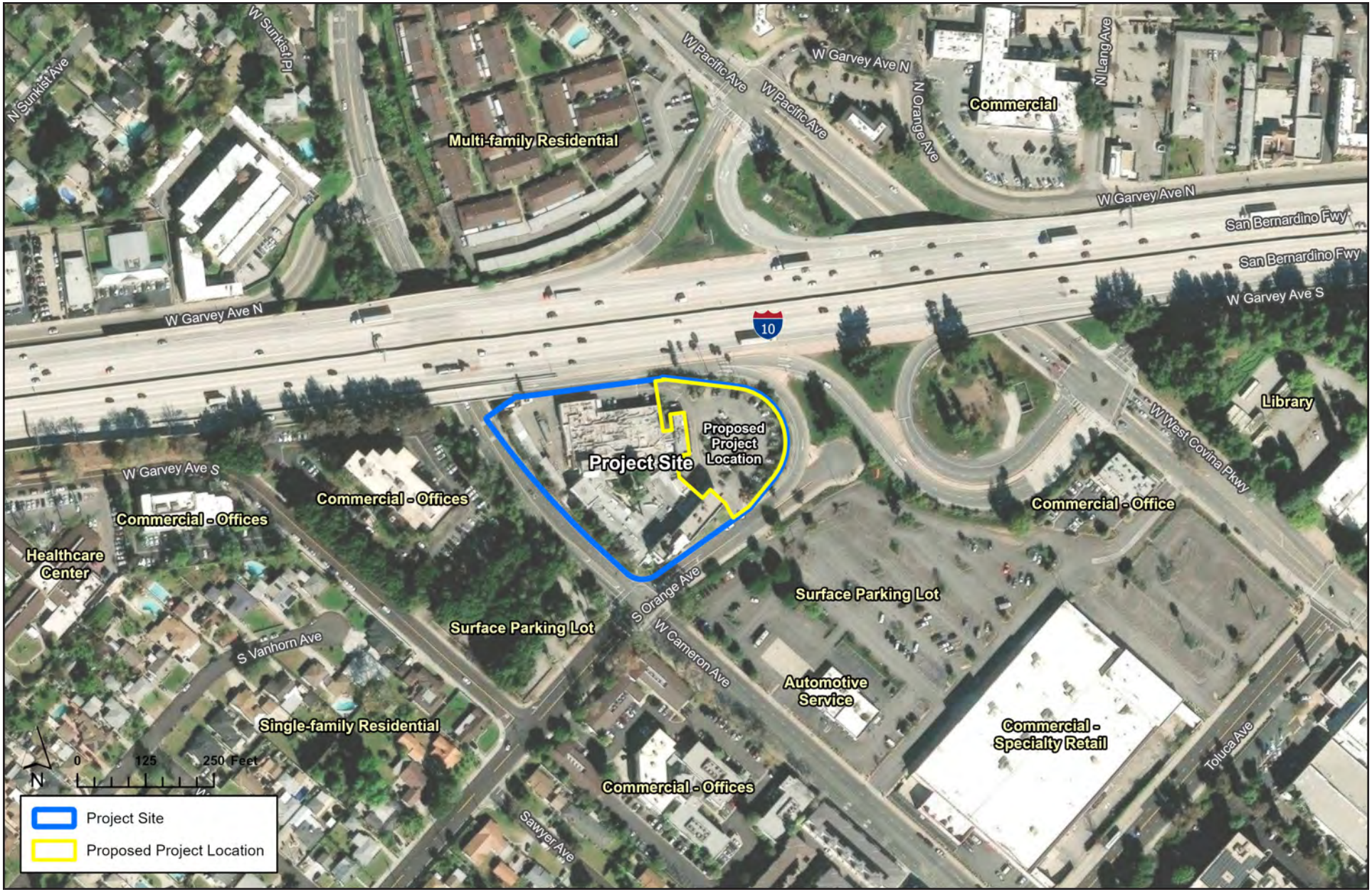
The project site is in the Urban Center (T-5) zoning district within the Downtown Plan Overlay Zone and has a General Plan land use designation of Commercial (C).

EXISTING SITE CONDITIONS

The project site is relatively flat and is currently occupied by the West Covina Medical Center, which consists of three adjoining low-rise structures and surface parking. The structure adjacent to Orange Avenue is a three-story 18,000-square-foot medical office building. The structure immediately northwest of this building is a 15,000-square-foot medical office building that is primarily one story. The northwestern corner of the 15,000-square-foot building is two stories. Adjoining the northern portion of this 15,000-square foot medical office building is a 28,000-square-foot medical hospital that is primarily one story. The southwestern corner of this 28,000-square-foot building is three stories.

Vegetation on the project site consists of grass, trees, and bushes. Landscaping is generally provided along the perimeter of the project site, along the sides of the existing buildings, in the courtyard between the medical hospital and the 15,000-square-foot medical office building, and in the surface parking lot at the eastern portion of the project site. The Arborist Report and Tree Protection Plan for the proposed project identified 87 trees on or adjacent to the project site, of which 57 trees are classified as significant per Section 26-258 of the WCMC.[1]

[1]Per WCMC Section 26-258, a significant tree is defined as a tree on private and/or public property that meets one or more of the following: a) located in the front yard of a lot or parcel and has a caliper of one foot or more; b) located in the street-side yard of a corner lot and has a caliper of one foot or more; and/or c) located anywhere on a lot, has a caliper of six inches or more, and is an oak tree native to California, California Sycamore, or American Sycamore. WCMC Section 26-258 defines caliper as the maximum diameter of the trunk of a tree measured at 4.5 feet above the natural grade. In the case of multi-trunked trees, caliper means the sum of the calipers of each individual trunk measured at 4.5 feet above grade.



Source: TAHA, 2024.

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TAHA 2022-079

West Covina Medical Center Behavioral Health Addition
Initial Study/Mitigated Negative Declaration

CITY OF WEST COVINA

FIGURE 2-1

PROJECT LOCATION AND SURROUNDING LAND USE

Trees on or adjacent to the project site include bird of paradise (*Strelitzia nicolai*), Brazilian pepper (*Schinus terebinthifolia*), brush cherry (*Syzygium paniculatum*), Buddhist pine (*Podocarpus macrophyllus*), Canary Island date palm (*Phoenix canariensis*), carrotwood (*Cupaniopsis anacardioides*), Chinese elm (*Ulmus parvifolia*), crepe myrtle (*Lagerstroemia indica*), Indian laurel (*Ficus microcarpa*), Mexican fan palm (*Washingtonia robusta*), pecan tree (*Carya illinoinensis*), Pygmy date palm (*Phoenix roebelenii*), Red frangipani (*Plumeria rubra*), and weeping fig (*Ficus benjamina*).

SURROUNDING AREA

The project site is generally surrounded by one- to three-story commercial buildings. Most of the commercial uses consist of offices, some of which are healthcare related. Specifically, a three-story office building and a surface parking lot that serves the West Covina Medical Center facility are located to the west across Cameron Avenue, with one- and two-story single-family residences, a two-story office building, and a one-story healthcare center located further west. The West Covina Medical Center surface parking lot on the west side of Cameron Avenue is currently used by patients, visitors, and staff of the medical center. An office park with one- and two-story buildings are located south of the Cameron Avenue/Orange Avenue intersection with single-family residences located further south and southwest. A one-story automobile service business, specialty retail business and its associated surface parking lot are located across Orange Avenue to the southeast with additional offices located further southeast. The I-10 eastbound on- and off-ramps are located to the east of the project site with a two-story healthcare-related office building and the City's Civic Center located further east. The civic and public institutional buildings in the Civic Center range from one to three stories tall. A mix of one- to three-story multi-family residential and one- to two-story commercial uses are situated north of I-10 freeway.

The commercial uses and surface parking lot to the west, southwest, and south of the project site (across from Cameron Avenue) are in the General Urban (T-4) zoning district and have a General Plan land use designation of Neighborhood – Medium Density Residential (NM). The commercial uses and surface parking lot to the southeast (across from Orange Avenue) are in the Urban Center (T-5) zoning district and have a General Plan land use designation of Commercial (C). The multi-family residential uses north of I-10 are zoned as either Residential 15 dwelling units per acre (MF-15), Residential 20 dwelling units per acre (MF-20), Residential 45 dwelling units per acre (MF-45), or Neighborhood Commercial (N-C). The R-A and MF-45 zoned residential uses have a General Plan land use designation of Neighborhood – High Density Residential (NH). The MF-20 and N-C zoned residential uses have a General Plan land use designation of NM. The commercial use to the north of I-10 is zoned N-C and has a General Plan land use designation of C.

Regional mass transit service is provided by Foothill Transit, with the closest bus stop located on Pacific Avenue, just north of Garvey Avenue North/I-10 on- and off-ramp, approximately 600 feet north of the project site across from the 1-10 freeway. Local transit service is provided by the City's Go West Shuttle Blue Line. The closest shuttle stop is located on Orange Avenue, just southwest of Cameron Avenue, approximately 150 feet south of the project site.

An aerial photograph depicting the project site and the surrounding land uses is presented in **Figure 2-1**.

2.2 PROJECT DESCRIPTION

The proposed project would generally be located on approximately 36,400 square feet of the 2.83-acre project site. The existing 55-space surface parking lot at the eastern portion of the project site would be replaced with a four-story 42,000-square foot behavioral health facility with a patient drop-off area, ambulance drop-off area, six parking spaces, and new landscaping. The proposed building would adjoin and connect to the existing one-story medical hospital. The proposed building would

have a total of 71 licensed beds and would be up to 70 feet in height. The proposed patient drop-off area would be located to the southeast of the proposed building. All patients are expected to be transported to the proposed addition via ambulance or non-medical emergency transport van from another facility (such as a skilled nursing or residential care facilities) to the proposed facility for treatment. No sirens would be used.

The first floor of the proposed facility would consist of an ambulance drop-off area, a loading and receiving area, a kitchen services area, a lobby/reception area, staff areas, and utility rooms (e.g., electrical and information technology rooms). The kitchen services area would be developed to serve the existing 46 patient beds in the existing medical facility and the 71 patient beds for the proposed building. The patient drop-off area will be located to the southeast of the proposed building with the building entrance located at the southeastern end of the proposed addition. The ambulance drop-off area would be located on the north side of the proposed building, near the I-10 freeway.

The second through fourth floor would each have 12 patient rooms, exam/consultation rooms, nursing station and offices, a dining area, and utility rooms. Indoor activity space is proposed on the western end of the second and third floor, and outdoor activity space is proposed at the eastern end of the second floor and at the western end of the fourth floor. Mechanical services units for the proposed facility would be provided on the rooftop of the proposed building.

The parking lot at the eastern portion of the project site currently has 55 surface parking spaces. With implementation of the proposed project, this surface parking lot would have four parking spaces. The existing ten parking spaces located on the north side of the existing building would remain, while the carport and parking spaces located on the west of the existing building would be removed/demolished with only two parking spaces remaining. The existing 132 off-site surface parking spaces on the west side of Orange Avenue (across the street from the project site) would remain unchanged.

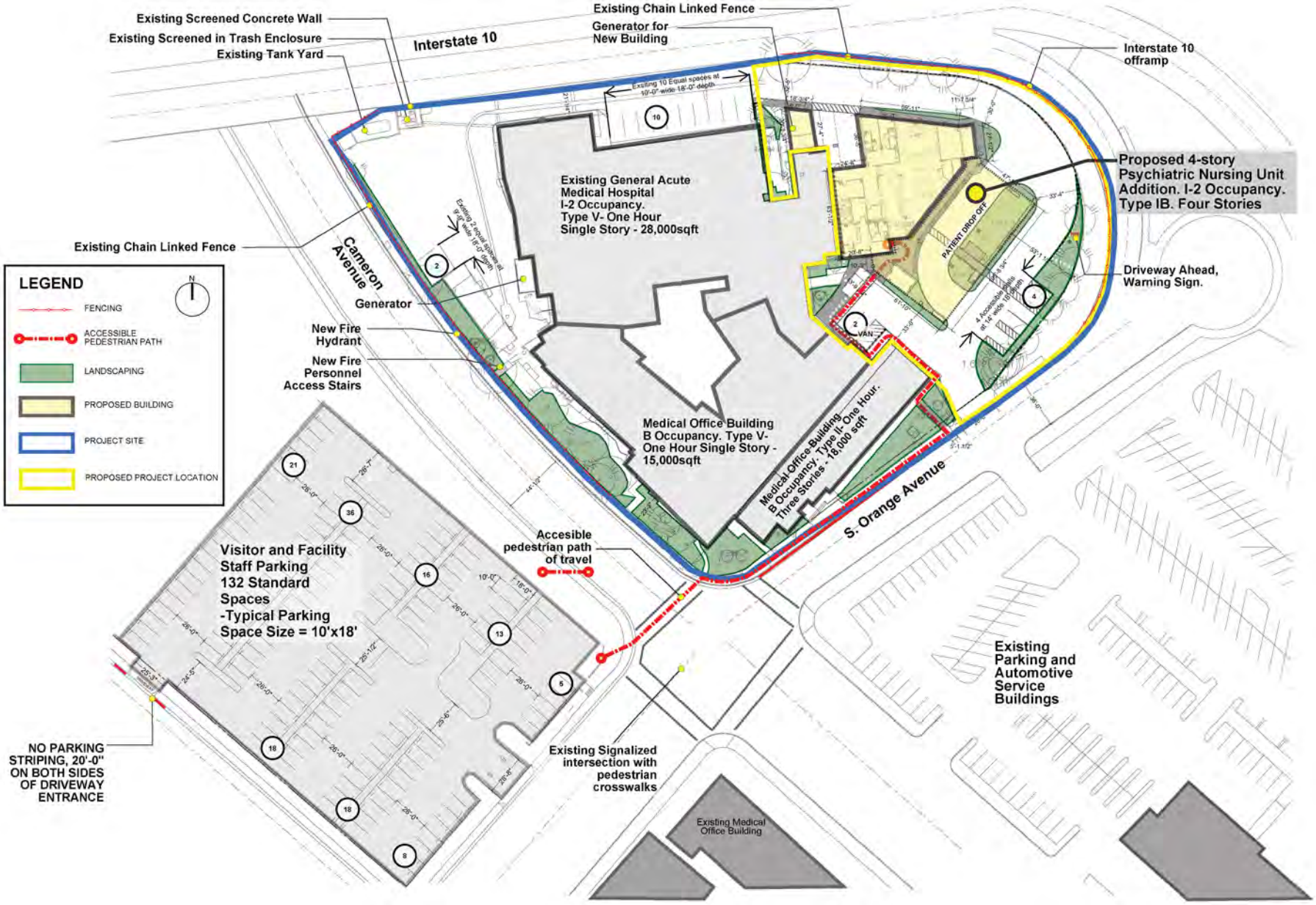
Existing vegetation on the eastern portion of the project site, including 38 existing trees, would be removed to accommodate the proposed project. Of the 38 existing trees that would be removed, 25 trees are classified as significant trees per Section 26-258 of the WCMC. Landscaping is proposed along the southeastern perimeter of the project site; on the southeast side of the patient drop-off area; and to the north, east, and south sides of the proposed building. The new landscaping would be drought tolerant.

Vehicular and pedestrian access to the project site would be located on Orange Avenue, with an existing driveway on the east side of the existing three-story medical office building. Sidewalks are located adjacent to the project site along Orange Avenue and Cameron Avenue.

Figure 2-2 shows the proposed site plan, and **Figures 2-3** through **2-5** illustrate the elevations for the proposed building.

2.3 CONSTRUCTION ACTIVITIES AND SCHEDULE

Construction of the proposed project is anticipated to begin in 2025 and would last for approximately 24 months. Approximately 36,400 square feet of the 2.83-acre project site would be disturbed. Construction activities include site clearing, grading, building construction, and paving. Site clearing and grading is estimated to last for approximately two months, paving would last for approximately two months, and building construction would last for approximately 20 months. Although construction would primarily occur at the eastern portion of the project site, the existing parking area and drive aisles to the north and west of the existing medical hospital would be repaved with the proposed project. Construction activity would occur Mondays through Fridays for eight hours per day, in accordance with the City's permitted hours of construction. Construction of the proposed project is expected to be completed in 2027.



Source: c|a ARCHITECTS, 2024.

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West Covina Medical Center Behavioral Health Addition
Initial Study/Mitigated Negative Declaration

CITY OF WEST COVINA

FIGURE 2-2

SCHEMATIC SITE PLAN



Source: c|a ARCHITECTS, 2022

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West Covina Medical Center Behavioral Health Addition
Initial Study/Mitigated Negative Declaration

CITY OF WEST COVINA

FIGURE 2-3

SOUTHWEST AND SOUTHEAST ELEVATIONS



Source: c|a ARCHITECTS, 2022

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TAHA 2022-079

West Covina Medical Center Behavioral Health Addition
Initial Study/Mitigated Negative Declaration

CITY OF WEST COVINA

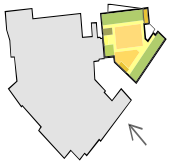
FIGURE 2-4

NORTH AND NORTHEAST ELEVATIONS



Site Section, looking North

As seen from Orange Avenue

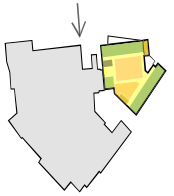


Key Plan



Site Section, looking South

As seen from Interstate 10



Key Plan



Source: c|a ARCHITECTS, 2022

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West Covina Medical Center Behavioral Health Addition
Initial Study/Mitigated Negative Declaration

CITY OF WEST COVINA

FIGURE 2-5

NORTH AND SOUTH ELEVATIONS

3.0 INITIAL STUDY CHECKLIST AND EVALUATION

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ Aesthetics	☐ Agriculture/Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

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

On the basis of this initial evaluation:

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

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

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

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

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

Signature	Date
Jo-Anne Burns, Deputy Community Development Director	City of West Covina
Printed Name	For

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

a) **No Impact**. A scenic vista is defined as a public viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Public views are those that are experienced from a publicly accessible vantage point, such as a roadway or public park. No scenic vistas are available on the project site or within the surrounding area. San Jose Hills is the nearest scenic vista to the project site. San Jose Hills is approximately 3.5 miles southeast of the project site and is not clearly visible from the project site and its surrounding area.[2] Views of San Jose Hills are primarily blocked by intervening structures and trees. Views of the San Gabriel Mountains to the north of the project site are blocked by the I-10 freeway. Clear unobstructed views of the San Gabriel Mountains and San Jose Hills are not available on the project site and its surrounding areas. Existing trees along the perimeter of the project site also block views of the San Gabriel Mountains and San Jose Hills from the project site. The proposed project would construct a four-story addition to the existing medical center on the project site with a height of up to 70 feet. Although the proposed building would be taller than the existing one- to three-story structures on the project site and in the surrounding area, the proposed project is not expected to obstruct any scenic vistas since none are available in the surrounding area. Intervening structures and trees would continue to block most views of the San Gabriel Mountains and San Jose Hills with implementation of the proposed project. Therefore, no impact would occur.

b) **No Impact**. A significant impact would occur if the proposed project would substantially damage scenic resources within a state scenic highway. The project site is not located on or in the vicinity of a scenic highway. The nearest state-designated scenic highway is Angeles Crest Highway (State Route 2), approximately 15 miles northwest of the project site.[3] The nearest state-eligible scenic highways are San Gabriel and Azusa Avenues north of Interstate 210, approximately four miles northeast of the project site. Due to intervening buildings, trees, and the I-10 freeway, the project site is not within the viewshed of these state-designated and state-eligible scenic highways. Therefore, no impact would occur.

[2]City of West Covina, *West Covina General Plan*, adopted December 2016.
[3]California Department of Transportation, *California State Scenic Highway System Map*, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed March 2023.

c) **Less-Than-Significant Impact with Mitigation Incorporated**. The project site is in an urbanized area of the City and is in the Urban Center (T-5) zoning district within the Downtown Plan Overlay Zone. The project site has a General Plan land use designation of Commercial (C). The project site is developed with two buildings that are primarily one story in height, one three-story building, surface parking, and landscaping. Trees along the perimeter of the project site generally limit views of the western and eastern portions of the project site. The surrounding properties to the west, south, and east of the project site consists of primarily one- to three-story commercial uses. The proposed project would construct a four-story building that would be up to 70 feet high on the project site. The new building would adjoin the existing one-story medical hospital building on the project site. The proposed four-story building would have a modern architectural design with smooth white exterior walls and metal fascia between the first and second floor. The first floor of the southeast and southwest elevations would be painted yellow to identify the patient drop-off and the intake/lobby/waiting/reception areas. The design of the proposed building would be consistent with the visual character of the existing buildings on the project site and in the surrounding area. Additionally, the proposed structure would be set back approximately 130 feet from Orange Avenue and 210 feet from Cameron Avenue. The setback distances from the public rights-of-way would reduce the scale of the proposed building from the surrounding area. Along Orange Avenue, the trees along the perimeter of the project site would partially obstruct views of the proposed building, which would further reduce the scale of the proposed building. Along Cameron Avenue, the distance of the proposed building from the street, trees along the perimeter of the project site, and existing medical buildings on the project site would reduce the scale of the proposed building from the surrounding area.

The project site is in the Urban Center zoning district. Per the City's Downtown Plan & Code, new buildings in this zoning district are to be up to five stories and a maximum of 70 feet in height.[4] The proposed four-story, 70-foot-high building would comply with the building height requirement for the Urban Center Zone. The project site has 87 trees on or adjacent to the project site, of which 57 are classified as significant trees per Section 26-258 of the WCMC. The proposed project would remove 38 trees, of which 25 trees are classified as significant trees. The proposed project would be required to comply with Chapter 26, Article VI, Division 9 (Preservation, Protection and Removal of Trees) of the WCMC. Per Section 26-259of the WCMC, a tree removal permit would be required and would need to be obtained by the applicant prior to the removal of any significant trees on or adjacent to the project site. Per Section 26-262 of the WCMC, any significant trees that would be removed are required to be replaced with trees of comparable species, size, and condition as the existing trees. If it is not possible to relocate the existing trees or provide replacement trees on or off the project site, the applicant would be required to provide payment of the proper restitution value of the trees or donate boxed trees to the City to be used elsewhere in the City. The design of the proposed project limits the number of trees that could be planted on the project site. As it is not possible for the applicant to relocate or replace the existing 25 significant trees that would be removed by the proposed project, the applicant would be required to plant replacement trees off site, provide payment for the restitution value of the trees, or donate box trees to the City.

Construction activities, such as grading and other ground disturbance activities, equipment access and staging, right-of-way clearance, and tree removal have the potential to adversely affect protected trees. These activities could potentially damage roots and/or require excessive canopy removal, which could affect tree health and mortality. Generally, encroachments within the dripline and optimal tree protection zone, such as root severance and soil compaction, increase the likelihood that the tree would experience temporary or permanent negative health impacts, such as dieback, decline, decay, and death. Encroachments within the structural

[4]City of West Covina, *West Covina Downtown Plan & Code*, adopted December 2016.

rooting radius, particularly root severance of larger roots, increase the likelihood of tree destabilization. The Arborist Report and Tree Protection Plan for the proposed project determined that 15 trees, which would not be removed by the proposed project, would likely be affected by the proposed project. Of the 15 trees, construction of the proposed project would not compromise the health or structural integrity, would encroach approximately 30 percent or less of the dripline and/or the optimal tree protection zone, and/or would avoid the structural rooting radius of 11 trees. For the remaining four trees, the health or structural integrity may be compromised, construction activities would encroach greater than 30 percent or more of the dripline and/or optimal tree protection zone, and/or a portion of the structural rooting radius would be affected. After construction, these four trees may be at increased risk of failure during atypical weather events that produce high winds and oversaturated soil. The Arborist Report and Tree Protection Plan for the proposed project provide protective measures for the proposed project to implement. These measures include:

- Prohibiting grading, construction, or construction-related activities within the dripline of a significant tree or heritage tree;
- Providing construction barrier to shield significant trees and heritage trees from damage during construction;
- Requiring structures or impervious paving to be located outside of the dripline or a six-foot radius of the trunk perimeter, whichever is greater, of any significant tree or heritage tree;
- Pruning branches that could be injured by vehicles or that could interfere with the development activity;
- Not allowing compaction of soil within the dripline of any tree;
- Not permitting construction, including structures and walls, that disrupts the root system;
- Requiring the landscaping and irrigation plan to be tailored per the needs of the retained trees;
- Allowing the Planning Director to impose additional measures determined necessary to preserve and protect the health of trees to remain, relocated trees, and new trees planted to replace those removed;
- Requiring a certified arborist to oversee activities that would affect tree roots or canopy;
- Requiring temporary equipment staging and storage to be located in areas away from the canopies and dripline of trees;
- Requiring that any limbs and branches that are damaged be trimmed with clean and sharp pruners immediately in accordance with the American National Standards Institute standards, Section 8 Pruning Practices; and
- Limiting pruning and trimming of protected trees to only what is necessary for construction and to be conducted under the direct supervision of a certified arborist.[5]

The design of the proposed building would be consistent with the visual character of the existing buildings on the project site and the surrounding area and would comply with the City's zoning and other regulations that govern scenic quality. New landscaping would be installed and would comply with the City's landscape requirements. Additionally, the applicant would be required to comply with Chapter 26, Article VI, Division 10 (Preservation, Protection and Removal of Trees) of the WCMC with regards to the proposed tree removal. As development of the proposed project has the potential to affect 15 trees that would remain on the project site, implementation of Mitigation Measure **A-1** would be required. Mitigation Measure **A-1** would limit the effects that development of the proposed project would have on existing trees that would remain on the project site. Therefore, with implementation of Mitigation Measure **A-1**, a less-than-significant impact on visual character and quality would occur.

[5]Rincon Consultants, Inc., *West Covina Medical Center at 725 and 741 Orange Ave: Arborist Report and Tree Protection Plan*, July 2023.

d) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would create a new source of substantial light or glare that adversely affects day or nighttime views in the surrounding area. The project site is located in an urbanized area with a moderate level of ambient lighting. Existing nighttime lighting sources on the project site and in the surrounding area include streetlights, vehicle headlights, lighting from surface parking lots, and interior and exterior building illumination from the project site and surrounding commercial uses. The proposed project would install exterior lighting at the proposed ambulance drop-off area, loading and receiving dock area, patient drop-off area, building entrance, and at the surface parking lot and driveway aisles. Exterior lighting levels associated with the proposed project would be consistent with the existing nighttime lighting levels of the project site and the surrounding area. No light sensitive land uses would be affected by the proposed project. Additionally, the proposed project would comply with the lighting standards in the WCMC, including Section 26-92 of the WCMC, which requires lights to be hooded and directed away from adjoining properties. Compliance with WCMC would prevent lighting on the project site from spilling over onto the surrounding area.

The proposed project does not include features that would introduce a major source of glare during the day and night. The proposed structures would be constructed with primarily non-reflective materials, such as stucco on the exterior facades. The use of metal would be limited to the fascia just above the first floor and at the roof cornice. The narrow strips of metal at the fascia above the first floor and at the roof cornice are not expected to generate a substantial amount of glare that would affect the surrounding area. Additionally, trees along the perimeter of the project site would further prevent glare from adversely affecting the surrounding area. Therefore, the proposed project would not create new sources of substantial light or glare, and a less-than-significant impact would occur.

MITGATION MEASURES

A-1 The applicant shall comply with all protective measures identified in the Arborist Report and Tree Protection Plan for the proposed project.

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

a-b) **No Impact**. Due to its urban setting, the project site and its surroundings are not included in the Farmland Mapping and Monitoring Program of the California Department of Conservation.[6] In addition, the project site is not located within a zone designated for agricultural use or an area that is designated as Williamson Act contract lands. The project site is in the City's Urban Center zoning district. No agricultural uses or related operations are present within the project site or in the surrounding area. Therefore, no impact on farmland would occur.

c-d) **No Impact**. The project site is located within an urban area that is not zoned as forest land. No forest land or forest resources are located on the project site or in the surrounding area. Therefore, no impact would occur.

e) **No Impact**. As discussed in Responses to Checklist Questions 3.2(a) through (d), no agricultural or forestry operations occur on the project site or its vicinity. The proposed project would not introduce any changes that would result in the conversion of farmland or forest land to non-agricultural or forest use, respectively. Therefore, no impact would occur.

[6]California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed March 2023.

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

Air quality is typically characterized by ambient air concentrations of seven specific pollutants identified by the United States Environmental Protection Agency (USEPA) to be of concern with respect to health and welfare of the general public. Federal criteria air pollutants include ground-level ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), respirable particulate matter ten microns or less in diameter (PM_{10}), fine particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), and lead (Pb). These specific pollutants, known as criteria air pollutants, are pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. These pollutants are common byproducts of human activities and have been documented through scientific research to cause adverse health effects. The federal ambient concentration criteria are known as the National Ambient Air Quality Standards (NAAQS), and the California ambient concentration criteria are referred to as the California Ambient Air Quality Standards (CAAQS). In addition to the federal criteria pollutants, the state regulates visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Air quality in California is governed by the California Clean Air Act (CCAA). The CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts at the regional and local levels. The CCAA requires all areas of the state to achieve and maintain the CAAQS by the earliest feasible date. The proposed project is located in the South Coast Air Basin (SCAB). The Los Angeles County portion of SCAB does not meet the CAAQS for O_3, PM_{10}, and $PM_{2.5}$.

The air quality analysis for the proposed project is consistent with the methods described in the South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook.[7] SCAQMD methodologies recommend that air pollutant emissions be analyzed in both regional and local contexts. Regional emissions refer to all emissions that would be associated with construction and operation of a project, while localized emissions refer to only those emissions that would be produced by sources located on the project site. To assist in the assessment of air pollutant emissions, the SCAQMD established maximum daily threshold values for air pollutant emissions from CEQA projects within the SCAB. The mass daily thresholds were derived using regional emissions modeling techniques to prevent the occurrence of air quality violations that would

[7]SCAQMD, *Air Quality Analysis Guidance Handbook,* http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook, accessed January 2024.

obstruct implementation of the Air Quality Management Plan (AQMP) and hinder efforts to improve regional air quality.

Table 3-1 presents the SCAQMD mass daily air quality significance thresholds for regional and localized emissions of regulated pollutants resulting from construction activities, as well as regional mass daily thresholds for operational emissions.[8] The localized construction thresholds are specific to SCAQMD Source Receptor Area (SRA) 11 for a one-acre construction site with sensitive receptors within 100 meters and were obtained from the SCAQMD localized significance threshold (LST) guidance document.[9,10] The LST values were derived from regionally-specific modeling of pollutant emissions and designed to prevent localized pollutant concentrations from exceeding applicable ambient air quality standards near construction sites based on existing ambient air quality. The mass daily emissions thresholds were established as screening criteria for emissions from proposed CEQA projects. The SCAQMD generally advises that a project generating maximum daily emissions of the pollutants shown in **Table 3-1** of lesser magnitude than the corresponding threshold values would not cause a significant air quality impact at the regional or local level.

TABLE 3-1: SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS – MASS DAILY EMISSIONS

Pollutant	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
CONSTRUCTION						
Regional Threshold (lbs/day)	75	100	550	150	150	55
Localized Threshold (lbs/day)	--	96	1,113	--	29	9
OPERATIONS						
Regional Threshold (lbs/day)	55	55	550	150	150	55

Note: Construction LST values selected for a three-acre daily disturbance based on equipment inventory and 100-meter receptor distance in SRA 11.
SOURCE: SCAQMD, 2019; 2009.

The SCAQMD recognizes that air quality impacts for individual projects with emissions that remain below the thresholds shown in **Table 3-1** would be considered less than significant at the project level and would not be cumulatively considerable. If maximum daily emissions would exceed applicable threshold values during construction or operations, opportunities to mitigate and reduce those emissions are required to be explored and implemented as feasible.

In addition to the mass daily thresholds for criteria pollutants and O_3 precursors, SCAQMD has established CEQA significance thresholds related to toxic air contaminants (TACs) and odorous emissions. As a diverse class of pollutants, TACs include many different pollutants with varying degrees of toxicity and that affect human health in different ways. Within the field of health risk assessment, carcinogenic risk and non-carcinogenic hazards can be determined based on multipollutant exposures. According to SCAQMD methodology, health effects from carcinogenic air toxics are described in terms of excess incremental individual cancer risk. “Individual Cancer Risk” is the likelihood that a person continuously exposed to TAC concentrations over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. SCAQMD established a project-specific TAC carcinogenic exposure threshold of an incremental excess cancer risk of 10 cases per million. For non-carcinogenic TACs, the acute and chronic exposures should not exceed a combined calculated Hazard Index value of 1.0, based on pollutant-specific reference-exposure levels.

[8]SCAQMD, *SCAQMD Air Quality Significance Thresholds – Mass Daily Thresholds*, April 2019.
[9]SCAQMD, *Final Localized Significance Threshold Methodology Appendix C Mass Rate Lookup Tables*, October 21, 2009.
[10]SCAQMD, *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, 2008.

Construction and operation of certain land use development projects may create public nuisances related to visible dust plumes and odors. The SCAQMD air quality significance thresholds address odorous emissions by invoking compliance with SCAQMD Rule 402. A project may have a significant air quality impact if construction or operation of that project creates a public nuisance condition in violation of SCAQMD Rule 402. Visible dust plumes are controlled through the enforcement of SCAQMD Rule 401 and SCAQMD Rule 403.

a) **Less-Than-Significant Impact**. The applicable air quality plan is the SCAQMD 2022 AQMP, which is based on regional growth projections assessed in the Southern California Association of Governments (SCAG) Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) related to population and employment. The 2022 AQMP provides policies and control measures that would reduce emissions to attain both state and federal ambient air quality standards by their applicable deadlines. Environmental review of individual projects within the SCAB must demonstrate that daily construction and operational emissions thresholds, as established by SCAQMD, would not be exceeded. The environmental review must also demonstrate that individual projects would not increase the number or severity of existing air quality violations.

The SCAQMD CEQA Air Quality Handbook identifies two key indicators of consistency with the AQMP:

1) Whether the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plan; and

2) Whether the project would exceed the forecasted growth incorporated into the AQMP via the RTP/SCS.

Consistency Criterion 1: Air Quality Violations

Construction Emissions. Air quality violations are determined by an SCAQMD Air Quality Inspector when a business is out of compliance with applicable SCAQMD rule requirements, permit conditions or legal requirements, or with applicable state or federal air pollution regulations. Air quality violations typically involve large industrial facilities that emit vast quantities of highly regulated pollutants and are not common among typical land use development projects. Construction of the proposed project would be conducted in accordance with the best management practices (BMPs) provided in SCAQMD Regulation IV, Rule 401 (Visible Emissions) and Rule 403 (Fugitive Dust). These BMPs include the application of water as a dust suppressant to material stockpiles and disturbed ground areas. The application of these BMPs would reduce fugitive dust emissions during construction activities by approximately 61 percent. All construction equipment and vehicles would be maintained and operated within manufacturer specifications to limit unnecessary emissions during use, and any vehicles traveling on unpaved surfaces would be required to limit their speed to 15 miles per hour or less. Construction of the proposed project would not have the potential to obstruct or conflict with implementation of the AQMP in the context of SCAQMD rule requirements.

Estimates of maximum daily air pollutant emissions that would be generated by construction activities can be used to demonstrate that the proposed project would not conflict with or obstruct implementation of the AQMP with regards to increasing the frequency or severity of existing air quality violations. SCAQMD devised its mass daily thresholds of significance as a screening tool for determining the potential significance of air pollutant emissions from CEQA projects. Emissions of air pollutants that would be generated by construction

activities were calculated using the California Emissions Estimator Model (CalEEMod, Version 2022.1.1.21). CalEEMod is the preferred regulatory tool for estimating air pollutant emissions associated with land use developments in California. Sources of air pollutant emissions associated with proposed project construction include heavy-duty diesel equipment exhaust, fugitive dust generation from material movement, off-gassing of volatile compounds from architectural finishing, haul truck trips, vendor material delivery trips, and construction worker trips.

Table 3-2 presents the maximum daily regional emissions that would be generated by each construction activity for the proposed project. Maximum daily emissions during construction are compared to the applicable SCAQMD mass daily thresholds of significance. Construction of the proposed project would not generate daily emissions of criteria pollutants or O_3 precursors in excess of any SCAQMD regional threshold. Thus, construction of the proposed project would not result in an increase in the frequency or severity of existing air quality violations, would not cause or contribute to new violations, and would not obstruct timely implementation of the AQMP.

TABLE 3-2: ESTIMATED REGIONAL CONSTRUCTION EMISSIONS

	Maximum Daily Emissions (Pounds Per Day)					
Construction Activity	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	0.2	2.7	3.5	<0.1	1.3	0.2
Grading	0.9	8.7	8.8	<0.1	2.9	1.4
Building Construction	1.5	6.1	23.3	<0.1	3.4	0.9
Paving + Architectural Coating	26.8	2.9	4.4	<0.1	0.8	0.2
Maximum Daily Emissions	**26.8**	**8.7**	**23.3**	**<0.1**	**3.4**	**1.4**
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Emissions modeling files can be found in **Appendix A**.
SOURCE: TAHA, 2024.

Operational Emissions. CalEEMod was also used to produce estimates of daily air pollutant emissions during future operation. CalEEMod generates default estimates of population growth and daily vehicle trips associated with land uses in lieu of project-specific information. Direct sources of operational emissions would include mobile source vehicle trips and area source emissions such as consumer product use (i.e., household cleaners) and landscaping activities. Indirect source emissions during operations would include energy consumption such as natural gas use associated with space heating, water heating, and stoves, as well as electricity for lighting and appliances. The primary source of operational emissions would be on-road vehicle travel. The Transportation Impact Study (TIS) for the proposed project, which is included in Appendix C, determined that operations would generate 452 daily vehicle trips.[11] The CalEEMod program generates estimates of emissions from energy use (i.e., natural gas consumption) based on the land use type and size of the project and average building energy demand factors. **Table 3-3** presents the estimated operation emissions of the proposed project. As shown, future operation of the

[11]Linscott Law & Greenspan, *Transportation Impact Study: West Covina Medical Center – Behavioral Health Addition Project*, September 17, 2024.

proposed project would not result in daily emissions that exceed any of the applicable SCAQMD regional thresholds.

TABLE 3-3: ESTIMATED DAILY OPERATIONAL EMISSIONS

Operational Activity	Maximum Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	1.5	<0.1	2.8	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.3	0.2	<0.1	<0.1	<0.1
Mobile Sources	1.5	1.3	13.9	<0.1	3.3	0.9
Daily Operational Emissions	**3.0**	**1.6**	**16.9**	**<0.1**	**3.3**	**0.9**
Regional Threshold	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Emissions modeling files can be found in **Appendix A**.
SOURCE: TAHA, 2024.

Consistency Criterion 2: AQMP Growth Forecast

The second AQMP consistency criterion requires that the proposed project does not exceed the growth assumptions in the AQMP. The population and employment assumptions used to estimate regional emissions in the AQMP are obtained from SCAG projections for cities and unincorporated areas within the SCAQMD jurisdiction. Projects that are consistent with regional growth projections are generally consistent with the AQMP. The proposed project is an addition to an existing medical center and would not construct any housing units. The proposed project is an addition to an existing medical center and would not construct any housing units. The proposed project would provide a net increase of approximately 50 jobs in the City that can be filled by the local labor force. There is no potential for this relatively small number of jobs to interfere with long-term growth forecasts. Thus, the proposed project would, therefore, have no potential to interfere with population, housing, or employment growth forecasts. Therefore, the proposed project would not result in growth that would exceed the projections incorporated into the AQMP.

Summary

The proposed project would not result in daily regional emissions that exceed the applicable SCAQMD thresholds, which were established to ensure that individual projects would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP (Consistency Criterion 1). Additionally, the proposed project would not have the potential to result in population and employment growth that would exceed the growth projections incorporated into the AQMP (Consistency Criterion 2). Therefore, the proposed project would be consistent with the AQMP, and a less-than-significant impact would occur.

b) **Less-Than-Significant Impact**. The Los Angeles County portion of SCAB has ongoing cumulative regional emissions for O_3, PM_{10}, and $PM_{2.5}$ since the region is designated as non-attainment of the NAAQS and CAAQS for these air pollutants. Considering existing environmental conditions, SCAQMD propagated guidance that an individual project can emit allowable quantities of these pollutants on a regional scale without significantly contributing to cumulative emissions of criteria pollutants for which the region is non-attainment (**Table 3-1**). As such, individual projects that do not generate emissions greater than the SCAQMD regional significance thresholds are not expected to result in

cumulatively considerable net increase of any criteria pollutant for which SCAB is non-attainment. As discussed in Response to Checklist Question 3.3a, daily regional and localized emissions associated with construction and operation of the proposed project would be below all applicable regional SCAQMD thresholds. Therefore, the proposed project would not result in a cumulatively considerable net increase of non-attainment pollutants, and a less-than-significant impact would occur.

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

SCAQMD has established 1,640 feet (500 meters) as the distance for assessing localized air quality impacts. Air quality sensitive land uses within 1,640 feet of the project site include:

- Mauna Loa Garden Apartments located approximately 365 feet (112 meters) to the north;
- Assisted Home Health and Hospice located approximately 415 (125 meters) feet to the west;
- Residences located approximately 570 feet (174 meters) to the southwest;
- Four Palms Apartments located approximately 715 feet (218 meters) to northwest;
- Residences located approximately 800 feet (230 meters) to the north;
- Residences located approximately 915 feet (280 meters) to the northwest; and
- Residences located approximately 1030 feet (315 meters) to the northeast.

Construction

Sensitive receptors near the project site may be exposed to pollutant concentrations emanating from emissions sources involved in construction activities. SCAQMD established an LST methodology to determine the likelihood of substantial criteria pollutant concentrations reaching sensitive receptor locations. The LST methodology involves screening values for daily NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions that are generated exclusively by sources located on the project site. Mobile source emissions on the roadway network are spread across long distances and do not directly affect sensitive receptors in close proximity to the project site. LST values were determined using emissions modeling based on ambient air quality measured throughout SCAB. If maximum daily emissions remain below the LST values during construction activities, it is highly unlikely that air pollutant concentrations in the ambient air would reach substantial levels sufficient to create public health concerns for sensitive receptors. As shown in **Table 3-4** maximum daily emissions of criteria pollutants and ozone precursors would not exceed any applicable LST values. Therefore, construction of the proposed project would not result in exposure of sensitive receptors to substantial concentrations of criteria pollutants.

TABLE 3-4: ESTIMATED LOCALIZED CONSTRUCTION EMISSIONS

Construction Activity	Maximum Daily On-Site Emissions (Pounds Per Day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation	2.0	2.9	1.0	0.2
Grading	8.6	8.3	2.9	1.4
Building Construction	4.6	6.4	0.2	0.2
Paving + Architectural Coating	2.8	3.8	0.6	0.1
Maximum Daily Localized Emissions	**8.6**	**8.3**	**2.9**	**1.4**
Localized Significance Threshold /a/	96	1,113	29	9
Exceed Threshold?	**No**	**No**	**No**	**No**

/a/ LST values correspond to a one-acre disturbance area in SRA 11 within 25 meters of the nearest sensitive receptor.
Note: Emissions modeling files can be found in **Appendix A**.
SOURCE: TAHA, 2024.

With regards to TAC emissions, carcinogenic risks, and non-carcinogenic hazards, the use of heavy-duty construction equipment and haul trucks during construction activities would release diesel PM to the atmosphere through exhaust emissions. Diesel PM is a known carcinogen, and extended exposure to elevated concentrations of diesel PM can increase excess cancer risks in individuals. However, carcinogenic risks are typically assessed over timescales of several years to decades, as the carcinogenic dose response is cumulative in nature. Short-term exposures to diesel PM would have to involve extremely high concentrations in order to exceed the SCAQMD air quality significance threshold of 10 excess cancers per million.

Construction of the proposed project is forecasted to last for approximately 24 months, and over the course of construction, average diesel PM emissions from on-site equipment would be approximately 0.13 pounds per day. This magnitude of diesel PM emissions is a conservative estimate based on the assumed near-continuous operation of equipment during the workday, when in reality there may be considerable downtime throughout days of active construction. Emissions would be distributed across the construction site where equipment is active and would be dispersed quickly due to the elevated atmospheric mixing height and higher wind speeds during the daytime. It is unlikely that diesel PM concentrations would reach levels of any public health concern at sensitive receptor locations in the project vicinity during the construction period, and diesel PM emissions would cease upon completion of construction activities. Therefore, the proposed project would result in a less-than-significant impact related to construction TAC emissions, concentrations, and exposures.

Operation

The proposed project does not include an industrial component that would constitute a new substantial stationary source of operational air pollutant emissions and does not include a land use that would generate a substantial number of heavy-duty truck trips within the region. The proposed project would not generate air toxic emissions that would expose sensitive receptors to substantial pollutant concentrations. Therefore, the proposed project would result in a less-than-significant impact related to substantial pollutant concentrations during operational activities.

d) **Less-Than-Significant Impact.** Odors are the only potential construction and operational emissions that have the potential to adversely affect a substantial number of people other than the emissions addressed in Response to Checklist Questions 3.3a through 3.3c.

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

Land uses and industrial operations that are associated with odor complaints generally include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding.[12] During operational activities, the proposed kitchen services within the medical facility addition would produce some odors and smells associated with the preparation of food in the kitchen service area, which would be typical of the types of odors that currently exist in the commercial area. Operations of the kitchen facility would comply with SCAQMD Rule 402, which would prohibit any air quality discharge that would be a nuisance or pose any harm to individuals of the public. Therefore, the proposed project would result in a less-than-significant impact related to operational odors.

[12]SCAQMD, *CEQA Air Quality Handbook*, 1993.

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

a) **No Impact**. A significant biological impact would occur if the proposed project would cause the loss or destruction of individuals of a candidate, sensitive, or special status species or the degradation of sensitive habitat for these species. The project site is located in an urban area surrounded by commercial and residential uses. Plant life on the project site is limited to non-native and ornamental species used for landscaping. Animal life is comprised of common bird, insect, reptile, and small mammal species. The California Natural Diversity Database (CNDDB), a computerized database that identifies past occurrences of species of special concern (e.g., plants, animals, and communities that are rare, threatened, or endangered), does not identify any candidate, sensitive, or special status species on the project site or within 1.3 miles of the project site.[13] The entire project site has been previously disturbed and developed with urban uses (i.e., structures, ornamental landscaping, and paved areas). Suitable habitat for special-status wildlife species does not occur within the project site. Since no special-status species were identified or have high likelihood of occurring on the project site, it is unlikely that the proposed project would result in the loss or destruction of individual candidate, sensitive, or special status species or the degradation of sensitive habitat. Therefore, the proposed project would not have an effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and

[13]California Department of Fish and Wildlife, *California Natural Diversity Database*, https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data#43018408-cnddb-in-bios, accessed April 2023.

Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS), and no impact would occur.

b) **No Impact**. As discussed in Response to Checklist Question 3.4a, the project site is located within an urbanized area surrounded by commercial and residential uses. The project site is bordered by the I-10 freeway to the north, Cameron Avenue to the west and southwest, and Orange Avenue to the southeast. The project site and the adjacent surrounding areas do not contain any riparian habitat or features necessary to support riparian habitat. Additionally, CNDDB has not listed any riparian habitat or other sensitive natural communities on or in the vicinity of the project site.[14] Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS, and no impact would occur.

c) **No Impact**. A significant impact would occur if federally protected wetlands were modified or removed as a result of the proposed project. The project site does not contain any state or federally protected wetlands. The project site is located in an urbanized area and is designated for commercial uses. There are no federally protected wetlands adjacent to or in proximity to the project site. The nearest water body is Walnut Creek Wash, a concrete-lined channel approximately 1,350 feet south of the project site. CNDDB has not listed any riparian habitat or other sensitive natural communities on or in the vicinity of the project site.[15] The proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, no impact would occur.

d) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. The project site and the surrounding area are highly developed with urban uses, and no wildlife corridors are on or in proximity to the project site. The project site does not contain any state or federally protected wetlands that would contain migratory fish or other wildlife species. If migratory birds were to traverse the project site, the birds would likely utilize mature vegetation on the project site, some of which may potentially provide nesting sites for migratory birds. The Arborist Report and Tree Protection Plan for the proposed project identified 87 trees on or adjacent to the project site, of which 38 trees would be removed and 15 trees would likely be affected by construction of the proposed project. Construction activities would likely encroach into the dripline, optimal tree protection zone, and/or a portion of the structural rooting radius of the 15 trees. The tree survey that was conducted as part of the Arborist Report and Tree Protection Plan identified a nesting pair of common ravens (*Corvus corax*) in a Mexican fan palm at the West Covina Medical Center parking lot at the west side of Cameron Avenue, across the street from the project site. Due to the proximity of nesting birds to the project site, the removal of trees on and adjacent to the project site, and that construction of the proposed project could potentially affect existing trees, it is possible that project-related construction activities could potentially affect migratory birds; however, the proposed project is required to comply with the Migratory Bird Treaty Act (MBTA)[16] and the California Fish and Game Code (CFGC).[17]

[14]California Department of Fish and Wildlife, *California Natural Diversity Database*, https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data#43018408-cnddb-in-bios, accessed April 2023.
[15]*Ibid*.
[16]Migratory Bird Treaty Act, 16 United States Code Chapter 7, Subchapter II, Section 703.
[17]California Department of Fish and Game Code Section 3513.

Under MBTA and CFGC, it is unlawful to take or possess any migratory nongame bird.[18] To ensure that the proposed project complies with MBTA and CFGC, implementation of Mitigation Measure **BR-1** would be required. Mitigation Measure **BR-1** would require a nesting survey be conducted if tree removal or trimming activities occur during the nesting season (generally from February 1 to August 31). The nesting survey would be conducted prior to tree removal or trimming activities to ensure that no active nests are present. By avoiding clearing and tree trimming during the bird-breeding season or performing nest surveys to ensure no active nests are present prior to clearing and tree trimming activities, the proposed project would be in compliance with the MBTA and pertinent sections of the CFGC. With implementation of Mitigation Measure **BR-1**, the proposed project is not expected to interfere with wildlife movement or impede the use of native wildlife nursery sites. Therefore, a less-than-significant impact would occur with implementation of Mitigation Measure **BR-1**.

e) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed project were inconsistent with local regulations pertaining to biological resources. As discussed in Response to Checklist Question 3.1c, the proposed project would remove 38 trees, of which 25 trees are classified as significant trees based on the definition of significant trees in Section 26-258 of the WCMC. The proposed project would be required to comply with Chapter 26, Article VI, Division 9 (Preservation, Protection and Removal of Trees) of the WCMC. Per Section 26-262 of the WCMC, a tree removal permit would be required and would need to be obtained by the applicant to remove any of the significant trees on or adjacent to the project site. Per Section 26-263 of the WCMC, any significant trees that would be removed are required to be replaced with trees of comparable species, size, and condition as the existing trees. If it is not possible to relocate the existing trees or provide replacement trees on or off the project site, the applicant would be required to provide payment of the proper restitution value of the trees or donate boxed trees to the City to be used elsewhere in the City. The replacement or relocation of all 25 significant trees on the project site may not be possible due to the size, design, and orientation of the proposed project. To comply with the City's Preservation, Protection and Removal of Trees Ordinance, the applicant would be required to plant replacement trees off site or provide payment for the restitution value of the trees or donate box trees to the City.

The Arborist Report and Tree Protection Plan for the proposed project determined that 15 trees that would remain on the project site would likely be affected by the proposed project. Of the 15 trees, construction the proposed project would not compromise the health or structural integrity, would not encroach more than 30 percent of the dripline and/or the optimal tree protection zone, and/or would avoid the structural rooting radius of 11 trees. For the remaining four trees, the health or structural integrity may be compromised, construction activities would encroach more than 30 percent of the dripline and/or optimal tree protection zone, and/or a portion of the structural rooting radius would be affected. After construction, these four trees may be at increased risk of failure during atypical weather events that produce high winds and oversaturated soil. The Arborist Report and Tree Protection Plan provides protective measures to limit the potential adverse effects that the proposed project may have on existing trees that would remain on the project site.[19]

[18]"Take" is defined by the USFWS (Federal Endangered Species Act Section 3(19)) as to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." "Take" is defined by the California Fish and Game Code Section 86 as to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.

[19]Rincon Consultants, Inc., *West Covina Medical Center at 725 and 741 Orange Ave: Arborist Report and Tree Protection Plan*, July 2023.

With regards to the trees that are proposed to be removed as part of the proposed project, the proposed project would comply with the City's Preservation, Protection and Removal of Trees Ordinance since the applicant would be required to plant replacement trees off site or provide payment for the restitution value of the trees or donate box trees to the City. However, since the proposed project has the potential to affect the health and integrity, dripline, optimal tree protection zone, and/or structural rooting radius of trees during construction, Mitigation Measure **A-1** would be required to reduce impacts on trees that would remain on the project site. Therefore, with implementation of Mitigation Measure **A-1**, a less-than-significant impact with regards to tree preservation would occur.

f) **No Impact**. The project site is located in an urbanized area and surrounded primarily by commercial and residential uses. The project site is not located within or adjacent to the boundaries of any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

MITGATION MEASURES

See Mitigation Measure **A-1**.

BR-1 All tree removal and tree trimming activities shall be performed prior to or after the bird-breeding season of February 1st through August 31st (i.e., only between September 1 and January 31). If clearing/vegetation removal or tree trimming is planned to occur during the breeding season, a nest survey shall be conducted by a qualified biologist no more than one week prior to any clearing or tree trimming activities. Work may proceed only if no active bird nests are detected. The biologist conducting the nest survey shall document a negative survey with a report indicating that no impacts to active avian nests shall occur.

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

a) **No Impact**. CEQA Guidelines Section 15064.5 generally defines a historical resource as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. The project site is developed with a medical center and is not listed in the National Register of Historic Places (National Register) or the California Register of Historic Resources (California Register). The project site was evaluated as a potential historical resource in the City's 2019 Historic Resource Inventory Update.[20] The project site was evaluated according to the established designation criteria for listing in the National Register, California Register, and as a City of West Covina landmark or historic district.

A property is eligible for listing in the National Register if it is at least 50 years of age, possess significance in American history and culture, architecture, or archaeology, and meets one or more of the following four established criteria:

A. Associated with events that have made a significant contribution to the broad patterns of our history;

B. Associated with the lives of persons significant in our past;

C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Yield, or may be likely to yield, information important in prehistory or history.

The criteria for eligibility of listing in the California Register are based upon National Register criteria but are identified as 1 through 4 instead of A through D. A property is eligible for listing in the California Register if it is at least 50 years of age and possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

[20]City of West Covina, *Historic Context Statement, 1945-1978 & Historic Resource Inventory Update*, December 2019, https://www.westcovina.org/departments/community-development/planning-division/historic-preservation, accessed March 2023.

2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

The City's Historic Resource Preservation Ordinance (WCMC Chapter 17, Article III) identifies the criteria under which a property may be designated in the City. A property may be designated a landmark if it is at least 50 years old and meets one or more of the following five criteria:

A. It exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering, or architectural history;

B. It is identified with persons or events significant in local, regional, state or national history;

C. It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship;

D. It is representative of the notable work of a builder, designer, or architect; or

E. It has a unique location or physical characteristic(s) or represents an established and familiar visual feature or landmark of a neighborhood, community, or the City.

According to the City's 2019 Historic Resource Inventory Update, the West Covina Medical Center was one of the first medical facilities in the City and was constructed to meet the needs of the rapidly growing community. The medical center was constructed in several phases. It was originally constructed in 1949 and was founded by doctors and brothers-in-law Bernard Finch and Franklin Gordon. The medical center was constructed as a one-story masonry building with a flat, mansard metal roof; was planned to have between 40 and 50 rooms; and would provide complete medical services. The medical center was expanded in 1958 and became the West Covina Hospital. Additions were also added in 1971 and 1980. The property is currently known by its original name, West Covina Medical Center.

The City's 2019 Historic Resource Inventory Update identified the West Covina Medical Center property as one of the 90 properties that warranted further evaluation as a potential historical resource. A full evaluation of the project site was documented on the California Department of Parks and Recreation (DPR) 523 form and is summarized below.[21]

The DPR 523 form indicates that the West Covina Medical Center appears eligible for listing in the National Register and California Register as an individual property through survey evaluation and appears to be individually eligible for local listing or designation through survey evaluation. The project site appears to be significant under the National Register Criterion A, California Register Criterion 1, and West Covina Landmark Criterion A for its association with postwar institutional development. The project site is associated with private institutional development in the immediate postwar period and represents the beginning of this trend during the period. However, the project site does not retain sufficient

[21]City of West Covina, *Historic Context Statement, 1945-1978 & Historic Resource Inventory Update*, Attachment 4, December 2019, https://www.westcovina.org/departments/community-development/planning-division/historic-preservation, accessed March 2023.

physical integrity to convey that association and is, therefore, not eligible for listing under these criteria.

With regards to National Register Criterion B, California Register Criterion 2, and West Covina Landmark Criterion B, Finch lived in Covina, while Gordon lived in West Covina. Both had medical practices in Covina before opening their West Covina medical office. Though they appear to have been active in their communities, no evidence is available to suggest that they could be significant to the history of medicine or some other aspect of history in West Covina. Therefore, the project site does not appear to be eligible under National Register Criterion B, California Register Criterion 2, or West Covina Landmark Criterion B.

With regards to National Register Criterion C, California Register Criterion 3, and West Covina Landmark Criteria C and D, the buildings on the project site are not representative of a particular style of architecture. It does not appear to be an important example of construction practices from the period and does not possess high artistic value. Initially constructed as a one-story L-shaped building accessed from Garvey Avenue, the medical center was substantially altered in 1958 when the hospital was constructed. What was once the primary elevation of the medical center appears to be located within the courtyard between the hospital and medical center. Further additions were made between 1968 and 1976. These alterations occurred during the property's period of significance. However, they create an appearance of a building from the 1960s and 1970s rather than from the 1940s. The hospital portion of the building was designed by architect Mansell Lee Dexter. Dexter (1910-1992) received his education at San Jose State College; University of California, Los Angeles; and Art Center College of Design in Pasadena. After working as a draftsman for the firm of Maurice Fleishman from 1952 to 1955, Dexter formed his own practice. Other examples of his work include Auburn Faith Hospital (1966), Sonora Community Hospital Long Term Care Unit (1967), Los Banos Community Hospital (1967), Delta Memorial Hospital in Antioch (1967), and Feather River Hospital in Paradise (1968). There is no evidence that Dexter could be considered a master architect, and the building does not appear to be eligible under the National Register Criterion C, California Register Criterion 3, or West Covina Landmark Criterion D as representative of the notable work of a builder, designer or architect. The project site is not a component of a significant and distinguishable entity (a historic district) because it is not united historically or aesthetically with the surrounding properties by a plan or physical development. Thus, the project site does not appear to be eligible under National Register Criterion C, California Register Criterion 3, or West Covina Landmark Criterion C.

National Register Criterion D and California Register Criterion 4 generally apply to archaeological resources but may apply to a built resource in instances where a property may contain important information about such topics as construction techniques or human activity. In any case, the property must be the principal source of information. It is unlikely for the property of a private medical institution to contain important information about archaeological resources. Therefore, the project site does not appear to be eligible under National Register Criterion D or California Register Criterion 4.

The West Covina Medical Center does not appear to meet West Covina Landmark Criterion E. It does not appear to have a unique location or physical characteristic(s) or represent an established and familiar visual feature or landmark of a neighborhood, community, or the City. For properties to be considered under West Covina Landmark Criterion E, integrity of feeling and association are essential. This project site lacks integrity of feeling and association due to alterations that were made after the period of significance, and the project site no longer conveys its historic significance.

As the project site does not appear to be eligible for listing under any of the National Register, California Register, or West Covina Landmark criteria, the proposed project is not expected to cause an adverse change in the significance of a historical resource, and no impact would occur.

b) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if a known or unknown archaeological resource were removed, altered, or destroyed as a result of the proposed project. CEQA Guidelines Section 15064.5 defines significant archaeological resources as resources which meet the criteria for historical resources, as discussed above in Response to Checklist Question 3.5a, or resources that constitute unique archaeological resources associated with a scientifically recognized important prehistoric or historic event or person.

The project site is located in an urbanized area that has been subject to previous grading and development. Any surficial archaeological resources that may have existed on the project site are likely to have been previously disturbed or removed. Although no archaeological resources are known to exist on the project site, encountering unanticipated archaeological resources during ground disturbance is a possibility, and implementation of Mitigation Measure **CR-1** would be required to reduce the potential for the destruction of any significant archaeological resource. Mitigation Measure **CR-1** consists of procedural steps to take in the event of an unanticipated discovery during construction. Therefore, with implementation of Mitigation Measure **CR-1**, impacts related to archaeological resources would be less than significant.

c) **Less-Than-Significant Impact**. The project site is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. There are no known human remains on the project site, and human remains are not expected to be encountered during construction of the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to exist within the project site, there is always a possibility that human remains may be unexpectedly encountered during construction. In the unlikely event that human remains are encountered, the proposed project would be required to comply with Section 7050.5 of the California Health and Safety Code. If human remains of Native American origin are discovered during construction, the proposed project would also be required to comply with applicable regulations related to the handling of Native American human remains, including Public Resources Code (PRC) Section 5097. With compliance of the State Health and Safety Code Section 7050.5 and applicable regulations related to the handling of human remains of Native American origin, no impact would occur.

MITIGATION MEASURES

CR-1 If archaeological resources are encountered during ground-disturbing activities, the City of West Covina Community Development Department shall be immediately informed of the discovery. All work shall cease in the area of the find or diverted away from the discovery to a distance of 50 feet until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines, including those set forth in PRC Section 21083.2. Personnel of the project shall not collect or move any archaeological materials or associated materials. Construction activity may continue unimpeded on other portions of the project site. Construction shall not resume in the locality of the discovery until the identified resources are properly assessed and consultation between the qualified archaeologist, the City of West Covina Community Development Department, the applicant's representative, and all other concerned parties takes place and reaches a conclusion approved by the City of West Covina Community Development Department.

The qualified archaeologist shall be retained by the project applicant to determine if the find is classified as a significant cultural resource pursuant to the CEQA definition of historical resources (CEQA Guidelines Section 15064.5[a]) and/or unique archaeological resources (PRC Section 21083.2[g]). If the resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," the qualified archaeologist shall make recommendations on the treatment and disposition of the find. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Section 21083.2(b) for unique archaeological resources. The treatment plan shall be reviewed by the City of West Covina Community Development Department prior to implementation. Upon approval by the City of West Covina Community Development Department, the treatment plan shall be implemented, and the City shall be provided with a final report on the treatment and disposition of the find prior to issuance of a Certificate of Occupancy.

Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. See Mitigation Measure **TR-2** for archaeological material that are Native American in origin.

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

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

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

In September 2011, the City adopted an Energy Action Plan to guide the City toward attainable conservation goals that may also significantly reduce the impact of greenhouse gas (GHG) emissions within the community. The Energy Action Plan proposes several policies related to energy-efficiency and conservation, including energy and water conservation design features in new development projects. The proposed project would be subject to the California Building Code (Title 24), including the California Green Building Standards Code, which requires new buildings to reduce water consumption, employ building commissioning to increase building system efficiencies for large buildings, divert construction waste from landfills, and install low pollutant-emitting finish materials. The proposed project would be consistent with the Energy Action Plan by complying with the

California Green Building Standards Code. The California Green Building Standard Code, referred to as CalGreen, is the first statewide Green Building Code. CalGreen lays out minimum requirements for newly constructed buildings in California, which reduces GHG emissions through improved efficiency and process improvements. It requires builders to install plumbing that cuts indoor water use by as much as 20 percent, to divert 50 percent of construction waste from landfills to recycling, and to use low-pollutant paints, carpets, and floors. The proposed project does not include any feature (i.e., substantially alter energy demands) that would interfere with the implementation of these state and City codes and plans. Therefore, a less-than-significant impact would occur.

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

a.i) **No Impact**. A significant impact would occur if the proposed project would exacerbate existing environmental conditions in a manner that would increase the potential to expose people or structures to substantial adverse effects associated with the rupture of a known earthquake fault. The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults to mitigate the hazard of surface fault rupture. It prohibits the location of most structures for human occupancy across the trace of active faults. The Act also establishes Earthquake Fault Zones and requires geologic/seismic studies of all proposed developments within 1,000 feet of the zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur. According to the California Department of Conservation Earthquake Zones of Required Investigation, the project site is not located within the Alquist-Priolo Special Studies Zone, and no trace of any known active or potentially active fault passes through the project site.[22] The proposed project is a behavioral health transition facility and does not involve any activities that would potentially exacerbate existing environmental conditions so as to increase the potential to expose people or structures to the rupture of a known earthquake fault. The type of development proposed

[22]California Department of Conservation, *Earthquake Zone of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed March 2023.

would not involve deep excavation into the Earth or boring of large areas creating unstable seismic conditions or stresses in the Earth's crust that would result in the rupture of a fault. Therefore, no impact would occur.

a.ii) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would exacerbate existing environmental conditions in a manner that would increase the potential to expose people or structures to substantial adverse effects related to strong ground shaking from severe earthquakes. As with all properties in the seismically active Southern California region, the project site is susceptible to moderate and occasionally high levels of ground motion during a seismic event. The ground motion characteristics of any future earthquakes in the region would depend on the characteristics of the generating fault, the distance to the epicenter, the magnitude of the earthquake, and the site-specific geologic conditions. The proposed project does not involve activities that would increase the potential to expose people or structures to the adverse effects associated with strong seismic ground shaking. Additionally, the design and construction of the proposed building addition is required to conform to the California Building Code seismic standards, California Department of Health Care Access and Information (HCAI) seismic safety requirements, as well as all other applicable codes and standards that address issues related to strong seismic ground shaking. Therefore, a less-than-significant impact would occur.

a.iii) **No Impact**. A significant impact would occur if the proposed project would exacerbate existing environmental conditions in a manner that would increase the potential to expose people or structures to substantial adverse effects related to seismic-related ground failure, including liquefaction. Liquefaction typically occurs when a saturated or partially saturated soil becomes malleable and loses strength and stiffness in response to an applied stress caused by earthquake shaking or other sudden change in stress conditions. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical movements from the lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. According to the California Department of Conservation's Earthquake Zones of Required Investigation, the project site is not located within a liquefaction hazard zone.[23] Historical high groundwater on the project site is mapped deeper than 50 feet below the ground surface. The geotechnical investigation conducted for the project site concluded that the potential for liquefaction to occur beneath the project site is very low.[24] The proposed project would be constructed in accordance with the California Building Code, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Therefore, no impact would occur.

a.iv) **No Impact**. A significant impact would occur if the proposed project would exacerbate existing environmental conditions in a manner that would increase the potential to expose people or structures to substantial adverse effects related to landslides. The project site and its surrounding area are relatively flat. According to the California Department of Conservation's Earthquake Zones of Required Investigation, the project site is not located within an earthquake-induced landslide area.[25] Therefore, no impact would occur.

b) **Less-Than-Significant Impact**. A significant impact would occur if construction activities or future uses associated with the proposed project would result in substantial soil erosion or

[23]California Department of Conservation, *Earthquake Zone of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed March 2023.

[24]Albus & Associates, Inc., *Geotechnical Investigation, Proposed Behavioral health Building Addition, West Covina Medical Center, 725 South Orange Avenue, West Covina, Los Angeles County, California*, April 6, 2023.

[25]California Department of Conservation, *Earthquake Zone of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed March 2023.

loss of topsoil. During ground disturbing activities, such as grading, the project site could potentially be subject to soil erosion or loss of topsoil. However, the proposed project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion impacts, including the latest requirements of the City-enforced National Pollution Discharge Elimination System (NPDES) Construction General Permit, best management practices (BMPs), and applicable pollution control and erosion protection measures pursuant to the City's Drainage and Grading Ordinance (WCMC Chapter 9, Article 1). The NPDES Construction General Permit regulates stormwater discharges from construction sites. As part of the NPDES permit and City's standard urban stormwater mitigation plan (SUSMP), the City requires the project applicant and construction contractors to implement BMPs to control sediment and erosion. See Response to Checklist Question 3.10a for further information regarding NPDES, SUSMP, and BMPs. Chapter 9 of the WCMC requires that the project applicant prepare an erosion control plan and requires the construction contractor to implement erosion control measures during ground disturbing activities. With compliance with the NPDES Construction General Permit, BMPs, and applicable City's regulations in WCMC Chapter 9, impacts related to soil erosion and loss of topsoil would be less than significant.

c) **No Impact**. A significant impact would occur if the proposed project would cause geologic unit or soil on the project site to become unstable or, if the project site is on unstable geologic unit or soil, the proposed project would exacerbate existing conditions so as to increase the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse. As discussed under Response to Checklist Questions 3.7a.iii and 3.7a.iv, the project site is not located within a liquefaction hazard zone or an earthquake-induced landslide area, respectively.[26] The proposed project would not create liquefaction or landslide hazards because the proposed project does not involve activities that would affect seismic conditions or alter underlying soil or groundwater characteristics that govern liquefaction potential. Additionally, the project site and the surrounding area are relatively flat and, thus, are not susceptible to landslides and the likelihood of lateral spreading is low. According to the geotechnical investigation for the project site, the potential of lateral spreading is not likely to occur within the project site due to a lack of liquefiable soils in the upper 50 feet.[27]

Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The compaction of subsurface sediments by fluid withdrawal will cause subsidence or ground collapse overlying a pumped reservoir. The project site and its vicinity do not contain any subsurface oil extraction facilities or groundwater withdrawal activities.[28] The project site is located in an area with commercial, residential, and health care-related uses. The proposed project would develop a four-story structure that would adjoin the existing medical hospital on the project site. Construction and operation of the proposed project would not involve activities known to cause or trigger subsidence and is not anticipated to adversely affect soil stability or increase the potential for local or regional landslides, lateral spreading, subsidence, liquefaction, or collapse. The proposed project would be constructed in accordance with the California Building Code, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Thus, the proposed project would not cause or exacerbate existing conditions

[26]California Department of Conservation, *Earthquake Zone of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed March 2023.

[27]Albus & Associates, Inc., *Geotechnical Investigation, Proposed Behavioral health Building Addition, West Covina Medical Center, 725 South Orange Avenue, West Covina, Los Angeles County, California*, April 6, 2023.

[28]California Department of Conservation, *Well Finder,* https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.93414/34.05815/13, accessed March 2023.

associated with landslides, lateral spreading, subsidence, liquefaction, or collapse. No impact would occur.

d) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project were built on expansive soils without proper site preparation or adequate foundations for proposed buildings, thus posing a hazard to life and property. Expansive soils have relatively high clay mineral content and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to its high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Changes in soil moisture content can result from rainfall, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors.

Soil materials encountered on the project site during the geotechnical investigation consist of primarily artificial fills and Quaternary alluvial fan deposits. Artificial fill materials were encountered in the upper two to four feet across the project site. Deeper localized fills may be encountered within the project site particularly due to underground utility improvements. The fill materials consist of silty sands, which were brown and generally very loose to loose and damp to moist. The alluvial materials were typically comprised of sands and gravels, which tend to grade coarser materials with depth. The materials encountered consisted of silty sands, sands, sands with gravels, and gravelly sands. The materials are typically light brown, damp and medium dense to very dense. The geotechnical investigation concluded that the near-surface soils on the project site are generally anticipated to possess a very low expansion potential.[29] Additionally, the proposed project would be required to comply with all applicable building codes and standards, including the California Building Code, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Therefore, a less-than-significant impact would occur.

e) **No Impact**. A significant impact would occur if adequate wastewater disposal were not available to the project site. The project site is fully developed and located in an urbanized area of the City, where wastewater infrastructure is currently in place. The proposed project would connect to the existing sanitary sewer system and would not include septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

f) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed project would directly or indirectly destroy a unique paleontological resource or unique geologic feature. Paleontological resources are fossils (e.g., preserved bones, shells, exoskeletons, and other remains) and other traces of former living things. Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface.

The project site is located in an urbanized area that has been subject to previous grading and development. No unique geologic features exist on or adjacent to the project site. The proposed project does not involve deep levels of excavation. Ground-disturbing activities would generally take place in previously disturbed soils and are not expected to disturb native soil. However, it is possible that unanticipated paleontological resources may be encountered during ground disturbance, and implementation of Mitigation Measure **GS-1** would be required to reduce the potential for the destruction of a unique paleontological resource. Mitigation Measure **GS-1** consists of procedural steps to take in the event of an

[29]Albus & Associates, Inc., *Geotechnical Investigation, Proposed Behavioral health Building Addition, West Covina Medical Center, 725 South Orange Avenue, West Covina, Los Angeles County, California*, April 6, 2023.

unanticipated paleontological resource discovery during construction. Therefore, less-than-significant impacts would occur with implementation of Mitigation Measure **GS-1**.

MITIGATION MEASURES

GS-1 In the event paleontological resources are encountered during construction, the City of West Covina Community Development Department shall be immediately informed of the discovery. All work shall cease in the area of the find and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. The City shall require that all paleontological resources identified on the project site be assessed and treated in a manner determined by the qualified paleontologist. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Any significant paleontological resources found during construction monitoring shall be prepared, identified, analyzed, and permanently curated in an approved regional museum repository under the oversight of the qualified paleontologist. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the project paleontologist. Work in the area of the discovery shall resume once the find is properly documented and the qualified paleontologist authorizes resumption of construction work.

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

a) **Less-Than-Significant Impact**. GHG emissions refer to a group of emissions that are generally understood to play a critical role in controlling atmospheric temperature near the Earth's surface by allowing high frequency shortwave solar radiation to enter the planet's atmosphere and then subsequently trapping low frequency infrared radiative energy that would otherwise emanate back out into space. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes; the glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. The levels of GHGs in the atmosphere affect how much heat energy can be absorbed.

Radiative forcing is an expression of the net difference in energy entering Earth's atmosphere versus leaving it. Each GHG possesses its own degree of climate forcing ability to absorb low frequency infrared energy, meaning that some GHGs are more effective in trapping heat in the atmosphere than others. Water vapor is the most environmentally prevalent GHG, however, definitive methods are not established to regulate emissions and concentrations of water vapor in the atmosphere. After water vapor, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) are the most ubiquitous GHGs, and CO_2 is commonly used as the standard reference for characterizing the relative global warming potential (GWP) of other GHGs. The GWP value describes the relative magnitude of climate forcing effects of GHGs and is used to convert emissions into CO_2-equivalents (CO_2e). **Table 3-5** presents the GWP value and atmospheric lifetime of CO_2, CH_4, and N_2O, as well as other regulated GHGs emitted by human activities. GHG emissions that would be generated by the proposed project are assessed in units of metric tons of CO_2e ($MTCO_2e$).

Section 15064.4 of the CEQA Guidelines states that a lead agency should make a good-faith effort to describe, calculate, or estimate the amount of GHG emissions resulting from a project, and that the lead agency should consider the following factors when assessing the significance of impacts from GHG emissions on the environment:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

TABLE 3-5: GLOBAL WARMING POTENTIAL FOR VARIOUS GREENHOUSE GASES

Pollutant	Lifetime (Years) /a/	Global Warming Potential (20-Year)	Global Warming Potential (100-Year) /b/
Carbon Dioxide (CO_2)	--	1	1
Methane (CH_4)	12	21	25
Nitrous Oxide (N_2O)	114	310	298
Nitrogen Trifluoride	740	Unknown	17,200
Sulfur Hexafluoride (SF_6)	3,200	23,900	22,800
Perfluorocarbons (PFCs)	2,600-50,000	6,500-9,200	7,390-12,200
Hydrofluorocarbons (HFCs)	1-270	140-11,700	124-14,800

/a/ Lifetime refers to the approximate amount of time it would take for the anthropogenic increment to an atmospheric pollutant concentration to return to its natural level as a result of either being converted to another chemical compound or being taken out of the atmosphere via a sink.

/b/ The United States primarily uses the 100-year GWP as a measure of the relative impact of different GHGs. However, the scientific community has developed a number of other metrics that could be used for comparing one GHG to another. These metrics may differ based on timeframe, the climate endpoint measured, or the method of calculation. For example, the 20-year GWP is sometimes used as an alternative to the 100-year GWP. Just like the 100-year GWP is based on the energy absorbed by a gas over 100 years, the 20-year GWP is based on the energy absorbed over 20 years. This 20-year GWP prioritizes gases with shorter lifetimes, because it does not consider impacts that happen more than 20 years after the emissions occur. Because all GWPs are calculated relative to CO_2, GWPs based on a shorter timeframe will be larger for gases with lifetimes shorter than that of CO_2, and smaller for gases with lifetimes longer than CO_2.

SOURCE: CARB, *Global Warming Potentials,* https://www.arb.ca.gov/cc/inventory/background/gwp.htm, accessed October 16, 2023.

CEQA Guidelines direct lead agencies to adopt thresholds of significance for GHG emissions. However, the CEQA Guidelines allow some flexibility in selecting the most appropriate thresholds of significance. When adopting these thresholds, the CEQA Guidelines allow lead agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence, and/or to develop their own significance threshold.

Neither the City nor SCAQMD has officially adopted a quantitative threshold value for determining the significance of GHG emissions that would be generated by projects under CEQA. SCAQMD established a GHG Significance Threshold Stakeholder Working Group to establish an interim GHG significance threshold until the state establishes a GHG significance threshold or provides recommended guidance on establishing a GHG significance threshold. The Working Group proposed a tiered screening methodology for assessing the potential significance of GHG emissions generated by CEQA projects.[30] The tiered screening methodology was outlined in the minutes of the final Working Group meeting on September 28, 2010.[31] The Working Group proposed a 3,000 $MTCO_2e$ annual threshold for commercial projects, which was derived using a 90 percent capture rate for proposed CEQA projects within the SCAQMD jurisdiction. Projects with annual GHG emissions below 3,000 $MTCO_2e$ are assumed to result in less than significant impacts.

GHG emissions that would be generated by the proposed project were estimated using CalEEMod, as recommended by the SCAQMD. CalEEMod quantifies GHG emissions from construction and future operation of projects. Sources of GHG emissions during project construction would include heavy-duty off-road diesel equipment and vehicular travel to and

[30]SCAQMD, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

[31]SCAQMD, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15*, September 28, 2010, www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf, accessed October 2023.

from the project site. In accordance with SCAQMD methodology, the total amount of GHG emissions that would be generated by construction of the proposed project was amortized over a 30-year operational period to represent long-term impacts. Sources of GHG emissions during future project operation would include employee and delivery vehicular travel, energy consumption, water use, and solid waste disposal at off-site facilities. Additionally, the 38 trees that would be removed during construction would result in minor indirect increases in GHG emissions through reduction of carbon sequestration on the project site.

Table 3-6 presents estimated GHG emissions that would be released to the atmosphere on an annual basis by the proposed project. Construction of the proposed project would produce 966.3 $MTCO_2e$ emissions, or 32.2 $MTCO_2e$ annually over a 30-year amortization period. The total annual operating emissions would be approximately 946.7 $MTCO_2e$ per year after accounting for amortized construction emissions. This mass rate is substantially below the most applicable SCAQMD quantitative draft interim threshold of 3,000 $MTCO_2e$ per year. Therefore, impacts related to GHG would be less than significant.

TABLE 3-6: ESTIMATED ANNUAL GREENHOUSE GAS EMISSIONS

Scenario and Emission Source	Carbon Dioxide Equivalent (Metric Tons per Year)
Construction Emissions Amortized (Direct) /a/	32.2
Area Source Emissions (Direct)	1.3
Energy Source Emissions (Indirect)	174.9
Mobile Source Emissions (Direct)	580.8
Waste Disposal Emissions (Indirect)	141.6
Water Distribution Emissions (Indirect)	12.9
Vegetation Change (Indirect)	2.9
Refrigerants (Direct)	0.2
TOTAL	**946.7**
SCAQMD Draft Interim Significance Threshold	3,000
Threshold Exceeded?	**No**

/a/ Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span.
SOURCE: TAHA, 2024

b) Less-Than-Significant Impact. Assembly Bill (AB) 32 requires CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions and directs CARB to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill sets a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. On December 11, 2008, CARB adopted the Scoping Plan, which sets forth the framework for facilitating the state's goal of reducing GHG emissions to 1990 levels by 2020. The First Update of the Scoping Plan was adopted on May 22, 2014. CARB adopted the 2017 Scoping Plan in November 2017, which details strategies to cut back 40 percent of GHGs by 2030. AB 32, the updated first Scoping Plan, and the 2017 Scoping Plan do not have regulations implementing, for specific projects, the legislature's statewide goals for reducing GHGs.[32]

The Scoping Plan outlines a series of technologically feasible and cost-effective measures to reduce statewide GHG emissions, including expanding energy efficiency programs,

[32] *Center for Biological Diversity v. California Department of Fish and Wildlife*, 62 Cal..4th 204, November 30, 2015.

increasing electricity production from renewable resources (at least 33 percent of the statewide electricity mix), increasing automobile efficiency, implementing the Low-Carbon Fuel Standard, and developing a cap-and-trade program. These measures are designed to be implemented by state agencies. The proposed project would not interfere with implementation of AB 32 and measures contained within the Scoping Plan to reduce GHG emissions.

The California legislature enacted SB 375 in 2008 to set regional targets for the reduction of GHG emissions and to require the preparation of Sustainable Communities Strategies (SCS) by metropolitan planning organizations to achieve GHG reduction targets set by the CARB. The SCAG SCS presents strategies and tools that incorporate best practices for achieving the state-mandated reductions in GHG emissions at the regional level through reduced per-capita vehicle miles traveled (VMT). SB 743 was enacted in 2013 to evolve the assessment of transportation impacts under CEQA, and SB 743 was incorporated into the CEQA Guidelines in 2018 by promulgating the use of VMT and VMT reductions as a significance threshold metric because it meets the statutory criteria of promoting the reduction of GHG emissions. As discussed in Response to Checklist Question 3.17a, below, and in the Transportation Impact Study for the proposed project, which is included in Appendix C, the proposed project would be located in a low VMT area and would be screened out of a VMT analysis.[33] Thus, the proposed project would not conflict with the SCAG SCS and would not have the potential to conflict with regional GHG emissions targets and VMT reduction efforts of SB 375 and SB 743, respectively.

The proposed project would not impede the attainment of the GHG reduction goals for 2030 or 2050 identified in Executive Order (E.O.) S-03-05 and SB 32, or the carbon neutrality goal for 2045 identified in E.O. B-55-18. E.O. S-03-05 establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. SB 32 establishes for a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40 percent below 1990 levels by December 31, 2030. E.O. B-55-18 establishes an additional statewide policy goal to achieve carbon neutrality as soon as possible and no later than 2045 and to achieve and maintain net negative emissions thereafter.

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

The City's General Plan includes a series of policies for implementing a well-planned community. Applicable policies aimed at reducing GHG emissions include the following:

[33]Linscott Law & Greenspan, *Transportation Impact Study: West Covina Medical Center – Behavioral Health Addition* Project, September 17, 2024.

- Policy P1.3: Minimize the adverse impacts of growth and development on air quality and climate.
- Policy P3.6: Reduce West Covina's production of greenhouse gas emissions and contribution to climate change and adapt to the effects of climate change.[34]

The proposed project would be consistent with Policies P1.3 and P3.6 of the City's General Plan since the proposed project would comply with all applicable regulations associated with reducing GHG emissions, such as CalGreen.

Overall, the proposed project would not conflict with applicable plans, policies, and regulations associated with reducing GHG emissions. Therefore, less-than-significant impacts are expected.

[34]City of West Covina, *West Covina General Plan*, adopted December 2016.

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

a-b) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials, or if it would create a significant hazard through the accidental release of hazardous materials into the environment. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operations of the proposed project would involve the use and storage of hazardous substances, such as chemicals used in patient treatment, infection prevention and infection control; pharmaceuticals; sterilants and disinfectants; custodial products (e.g., cleaning supplies, solvents, paints); and landscaping supplies (e.g., pesticides). The use would be similar to those that are currently used at the existing on-site medical facilities. The use, transport, and disposal of hazardous substances during construction and operations of the proposed project would comply with all applicable standards and regulations, including the Medical Waste Management Act (California Health and Safety Code Sections 117600-118360). The proposed project does not involve any uses or activities that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through the transport, use, or disposal of hazardous materials. All hazardous materials during construction and operational activities would be handled in compliance with applicable standards and regulations. As the proposed project would comply with all applicable standards and regulations related to hazardous materials during construction and operational activities, the proposed would not create a significant hazard to the public or the environment through the transport, use, disposal, and accidental release of hazardous materials. Therefore, impacts

related to the creation of hazards to the public or the environment would be less than significant.

c) **Less-Than-Significant Impact**. No schools are located within one-quarter mile of the project site. As discussed in Response to Checklist Questions 3.9a-b, construction of the proposed project would involve the temporary use of potentially hazardous materials (including vehicle fuels, oils, and transmission fluids), and operations of the proposed project would involve the use of hazardous materials (such as chemicals used in patient treatment, infection prevention and infection control; pharmaceuticals; sterilants and disinfectants; custodial products; and landscaping supplies). The proposed project would comply with all applicable standards and regulations related to the transport, use, and disposal of hazardous materials during construction and operational activities. Therefore, the proposed project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of a school. A less-than-significant impact would occur.

d) **Less-Than-Significant Impact**. The California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) each maintain a database (EnviroStor and GeoTracker, respectively) that provides access to detailed information on hazardous waste sites and their cleanup statuses. EnviroStor focuses on hazardous waste facilities and sites with known contamination or sites with possible reasons for further investigation. GeoTracker focuses on sites that impact or have the potential to impact water quality in California, with an emphasis on groundwater. The project site is not on the EnviroStor database.[35] The project site is listed on the Geotracker database as a leaking underground storage tank cleanup site. However, the cleanup status of the project site is listed as completed and closed as of December 13, 2007.[36] Therefore, a less-than-significant impact would occur.

e) **No Impact**. The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. The closest airport to the project site is San Gabriel Valley Airport, which is approximately 4.9 miles west of the project site. Therefore, the proposed project would not result in an airport- or airstrip-related safety hazard for people residing or working in the area, and no impact would occur.

f) **Less-Than-Significant Impact**. The Natural Hazard Mitigation Plan (NHMP) is the City's adopted emergency response plan. It addresses the City's planned response to extraordinary emergency situations associated with man-made and natural disasters and provides a list of activities that may assist the City in reducing risk and preventing loss from natural hazard events. The NHMP addresses multi-hazard issues, as well as activities from earthquakes, earth movements, flooding, wildfires, and windstorms. The NHMP identifies the West Covina Medical Center as a critical facility.[37] The proposed project would not involve any uses that would interfere with the NHMP.

The project site is located adjacent to I-10, which is identified as a freeway disaster route by the County of Los Angeles Department of Public Works.[38] Although construction of the

[35]Department of Toxic Substances Control, *EnviroStor*, https://www.envirostor.dtsc.ca.gov/public/, accessed May 2023.

[36]Department of Toxic Substances Control, *GeoTracker*, https://geotracker.waterboards.ca.gov/profile_report?global_id=T0603726822&mytab=esidata&subcmd=edfsummarytable#esidata, accessed May 2023.

[37]City of West Covina, *Natural Hazard Mitigation Plan*, Section 3: Risk Assessment, Map 2 Critical Facilities, https://www.westcovina.org/departments/fire-/disaster-preparedness/natural-hazaard-mitigation-plan/section-3-risk-assessment/#Map%20#3, accessed May 2023.

[38]County of Los Angeles Department of Public Works, *Disaster Routes*, http://dpw.lacounty.gov/dsg/disasterroutes/map/West%20Covina.pdf, accessed May 2023.

proposed project may involve temporary lane closures on Orange Avenue, this roadway would remain accessible to vehicular traffic and emergency vehicles would still be able to travel along this roadway. Access to all surrounding properties would be maintained. Any construction activities occurring with the public right-of-way, such as construction of sidewalks and driveway approach, and construction activities that would obstruct portions of the streets are required to obtain an engineering permit from the City. As part of the engineering permit, the City requires the preparation and implementation of a construction staging and traffic management plan. The City also requires light barricades, delineators, and traffic control personnel be provided if construction activities occur within the public right-of-way. Construction and operational activities would not require temporary or permanent closure of any streets, including designated disaster routes near the project site. Additionally, the proposed project would be reviewed by the City's Fire Department to ensure that the proposed project would not interfere with the City's NHMP or evacuation routes.

The proposed project would be designed to accommodate emergency vehicles to the project site. The proposed project would be designed to accommodate emergency vehicles and would allow adequate emergency access to the project site in accordance with the City's driveway standards and the West Covina Fire Department (WCFD) requirements. The proposed driveway aisles would be designed to meet the minimum width and turning dimension requirements of WCFD. The turnaround area in front of the proposed building would be designed to accommodate fire trucks. Vehicles, including emergency response vehicles, would be able to access the project site via Orange Avenue. No roads would be closed by construction or operation of the proposed project. Emergency vehicles would be able to travel along roadways, and access to all surrounding properties would be maintained. Therefore, the proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and a less-than-significant impact would occur.

g) **No Impact.** The project site is located in an urbanized area and is surrounded primarily by commercial and residential uses. The project site is not located within or adjacent to a wildland area. No large, undeveloped areas and/or steep slopes that may pose wildfire hazards are located on or near the project site. Additionally, the project site is not located in a fire hazard severity zone, as identified by the California Department of Forestry and Fire Protection (CalFire). The nearest fire hazard zone is located approximately 2.6 miles southeast of the project site.[39] The proposed project would not involve activities that would expose people or structures to the risk of loss, injury, or death involving wildland fires. Therefore, no impact would occur.

[39]California Department of Forestry and Fire Protection, *California Fire Hazard Severity Zone Viewer*, https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414, accessed May 2023.

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

a) **Less-Than-Significant Impact**. Construction of the proposed project would require site clearing, grading, and building construction activities. During construction, surface water quality could potentially be affected by loose soils, debris, construction wastes, and fuels that could be carried off-site by surface runoff in into local storm drains, which drain into water resources. However, the proposed project would be required to comply with all federal, state, and local regulations related to water quality standards and wastewater discharge.

The project applicant and construction contractors would be required to comply with the NPDES permit program, which was created by the Clean Water Act to address water pollution from point sources (e.g., pipes, channels, and tunnels) that discharge pollutants to the waters of the United States. The NPDES Construction General Permit is issued by the State Water Resource Control Board and enforced by the City. Construction activities subject to this permit include clearing, grading, excavation, stockpiling, and other ground disturbances. During the plan review process, the City's Engineering Division would review the development plans for the proposed project to make sure that the proposed project complies with the City's stormwater requirements. The project applicant and construction contractors would also be required to implement BMPs that are required by the City's Engineering Division as part of the NPDES permit, including sediment and erosion control.

The project applicant and construction contractors would be required to comply with applicable regulations in Chapter 9 of the WCMC, including Article I (Drainage and Grading)

and Article II (Stormwater and Urban Run-Off Pollution Control). WCMC Chapter 9, Article I, Section 9-36 requires development projects to comply with the City's SUSMP conditions, which includes low impact development structural and non-structural BMPs, source control BMPs, and structural and non-structural BMPs. LID is a stormwater management strategy that emphasizes conservation and the use of existing natural site features integrated with stormwater controls to most closely mimic natural hydrologic patterns in residential, commercial, and industrial settings. LID controls effectively reduce the amount of impervious area of a completed project site and promote the use of infiltration and other controls that reduce runoff. Source control BMPs would prevent runoff contact with pollutant materials that would otherwise be discharged into the municipal storm drains. Compliance with the NPDES Construction General Permit and applicable regulations in the WCMC would reduce the risk of water degradation from soil erosion and other pollutants related to construction activities. The proposed project would not violate any water quality standards or waste discharge requirements during construction.

As the project applicant would be required to comply with all applicable water quality standards and waste discharge requirements during construction and operations of the proposed project, impacts would be less than significant.

b) **Less-Than-Significant Impact**. The project site is not currently used for groundwater recharge activities. Furthermore, the proposed project would not install any groundwater wells and would not otherwise directly or indirectly withdraw any groundwater during construction or operations of the proposed project. The proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge. As discussed in Response to Checklist Question 3.19a, domestic water service to the project site is provided by Suburban Water Systems, which would be able to provide reliable water supplies for an average year, single dry year, and multiple dry years for the project site through 2045. The proposed project would be served by available water supply and would not significantly deplete groundwater supplies or interfere with groundwater recharge. Therefore, a less-than-significant impact would occur.

c.i) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would substantially alter the existing drainage pattern of the project site, including through the alteration of the course of an existing stream or river or through the addition of impervious surfaces, in a manner that would result in a substantial erosion or siltation on or off-site. The project site is located in an urbanized area of the City. Existing surface water drainage from the project site generally flows south and southwest towards Orange Avenue. Surface runoff from the project site is currently collected by an existing catch basin located in the driveway on the project site (near the driveway entrance) and off-site on Orange Avenue, west of Cameron Avenue. A catch basin is also located on Cameron Avenue adjacent to the project site. The proposed project would increase the amount of impervious surfaces on the project site compared to existing conditions. The existing catch basin on the project site would be replaced with a new catch basin at a similar location. Another catch basin would be installed at the northeastern portion of the project site. The proposed project would also install a new stormwater infiltration tank to capture stormwater on the project site. New storm drain lines would be installed to connect the new on-site catch basins to the stormwater infiltration tank. With the installation of the on-site stormwater infiltration tank, runoff leaving the project site would not substantially increase compared to existing conditions.

During construction, on-site soils would be temporarily exposed to surface water runoff; however, the proposed project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion, including WCMC Chapter 9 regarding drainage and grading. The City requires that the project applicant prepare an erosion control plan and that the construction contractor implement erosion control measures during ground disturbing activities. Therefore, the proposed project would not substantially alter the existing drainage pattern of the project site in a manner that would result in substantial erosion or siltation, and less-than-significant impact would occur.

c.ii) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would substantially alter the existing drainage pattern of the project site, including through the alteration of the course of an existing stream or river or through the addition of impervious surfaces, in a manner that would substantially increase the rate or amount of surface runoff and would result in flooding on- or off-site. The project site is located within an urbanized area of the City with existing stormwater infrastructure in place. Runoff from the project site is currently collected by an existing catch basin located in the driveway of the project site and off-site on Orange Avenue, west of Cameron Avenue.

As discussed in Response to Checklist Question 3.10c.i, the proposed project would increase the amount of impervious surfaces on the project site compared to existing conditions. The existing catch basin on the project site would be replaced with a new catch basin at a similar location. Another catch basin would be installed at the northeastern portion of the project site. The proposed project would also install a stormwater infiltration tank on the project site. New storm drain lines would be installed to connect the new on-site catch basins to the stormwater infiltration tank to capture stormwater on-site. With the installation of the on-site catch basins and stormwater infiltration tank, runoff leaving the project site would not substantially increase compared to existing conditions and stormwater runoff would not increase in a manner that would result in flooding on- or off-site. Therefore, a less-than-significant impact would occur.

c.iii) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would increase the rate or amount of surface runoff in a manner which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. As discussed in Response to Checklist Question 3.10a, the proposed project would be required to comply with all federal, state, and local regulations related to water quality standards and wastewater discharge, including Chapter 9 of the WCMC regarding drainage and grading. Construction contractors are required to comply with NPDES requirements prior to the issuance of a demolition, grading, and building permit, which include sediment and erosion control. The proposed project would include BMPs to limit the amount of polluted runoff that enters the stormwater drainage system. BMPs are required under NPDES and by the City's Engineering Division as part of the NPDES permit. Compliance with applicable regulations and City requirements would ensure that during construction, impacts related to creating or contributing to runoff that would exceed the capacity of the City's existing storm drain system or provide additional sources of polluted runoff would be less than significant.

Operation of the proposed project would not increase stormwater runoff in a manner that would exceed the capacity of the existing stormwater drainage system within the public rights-of-way or provide substantial additional sources of polluted runoff. As discussed in Response to Checklist Questions 3.10c.i and 3.10c.ii, the proposed project would replace the existing catch basin with a new catch basin at a similar location and another catch basin would be installed at the northeastern portion of the project site. The proposed project would also install a stormwater infiltration tank on the project site. New storm drain lines would be installed to connect the new on-site catch basins to the stormwater infiltration tank. On-site

stormwater runoff would be conveyed towards the infiltration tank and would allow stormwater to percolate into the subsurface soils. Any stormwater that is not captured by the stormwater infiltration tank would be conveyed to the existing catch basin on Orange Avenue. The proposed stormwater infiltration tank would limit the amount of stormwater runoff that leaves the project site. Therefore, a less-than-significant impact would occur.

c.iv) Less-Than-Significant Impact. A significant impact would occur if the proposed project would substantially alter the drainage pattern in a manner that would impede or redirect flood flows. The project site is designated as Zone X (shaded) by the Federal Emergency Management Agency (FEMA), which is an area subject to flooding from the 500-year flood (0.2 percent annual chance of flooding).[40] As discussed in Response to Checklist Questions 3.10c.i and 3.10c.ii, stormwater runoff on the project site would be conveyed towards an on-site stormwater infiltration tank that would allow stormwater to percolate into the subsurface soils. Any stormwater that is not captured by the underground infiltration system would be conveyed to the existing catch basin on Orange Avenue. With installation and operation of the on-site stormwater infiltration tank, stormwater runoff would not increase in a manner that would exceed the capacity of the existing stormwater drainage system within the public rights-of-way. Therefore, the proposed project would not alter the project site's drainage patterns in a manner that would impede or redirect flood flows, and a less-than-significant impact would occur.

d) Less-Than-Significant Impact. A significant impact would occur if the proposed project is in a flood hazard, tsunami, or seiche zone and would risk the release of pollutants due to project inundation. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a sea wave produced by a significant undersea disturbance. Mudflows result from the down-slope movement of soil and/or rock under the influence of gravity. The project site is not located near a body of water that is large enough to create a seiche during a seismic event. The project site is located approximately 29 miles east of the Pacific Ocean and is not within a coastal zone or tsunami inundation area. As discussed in Response to Checklist Question 3.10c.iv, the project site is subject to flooding from the 500-year flood (0.2 percent annual chance of flooding). According to the City's Natural Hazard Mitigation Plan and the California Department of Water Resources, Division of Safety of Dams, the project site is subject to potential inundation in the event of dam failure at the Puddingstone Dam.[41,42] However, it is unlikely for inundation to occur due to dam failure and, in accordance with California Water Code Section 6160, each dam is required to have an Emergency Action Plan in place to guide emergency response in case of dam failure. While there is little that can be done if the project site is flooded, the risk of releasing pollutants during flooding would be consistent with the existing risks for the project site and its surrounding area. The proposed project does not involve uses or activities that would exacerbate this risk. Therefore, less-than-significant impact would occur.

[40]Federal Emergency Management Agency, *FEMA Flood Map Service Center*, https://msc.fema.gov/portal/search?AddressQuery=725%20s%20orange%20ave%2C%20west%20covina#searchresultsanchor, accessed May 2023.

[41]City of West Covina, *Natural Hazard Mitigation Plan, Section 8: Flood*, https://www.westcovina.org/departments/fire/disaster-preparedness/natural-hazard-mitigation-plan/section-8-flood, accessed May 2023.

[42]California Department of Water Resources, Division of Safety of Dams, *California Dam Breach Inundation Maps*, https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2, accessed May 2023.

e) **No Impact**. A significant impact would occur if the proposed project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The project site is located in the San Gabriel River watershed, which is regulated by the Los Angeles Regional Water Quality Control Board (LARWQCB). Water quality standards for the Los Angeles region, including the San Gabriel River watershed, are set forth in the LARWQCB *Water Quality Control Plan: Los Angeles Region Basin Plan* (Basin Plan), which was last updated in 2014. The Basin Plan establishes water quality objectives to protect the valuable uses of surface waters and groundwater within the Los Angeles region. Under Section 303(d) of the Clean Water Act, the Basin Plan is intended to protect surface waters and groundwater from both point and nonpoint sources of pollution within the project area and identifies water quality standards and objectives that protect the beneficial uses of various waters. In order to meet the water quality objectives established in the Basin Plan, LARWQCB established total maximum daily loads, which are implemented through stormwater permits. As discussed in Response to Checklist Question 3.10a, the proposed project would be required to comply with applicable regulations associated with water quality. Compliance with these regulations would ensure that the proposed project would be consistent with the Basin Plan.

The City is underlain by the San Gabriel Valley Groundwater Basin and approximately 80 percent of the City's potable water is from the local groundwater basin. The Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or alternatives to GSPs. GSPs are detailed road maps for how groundwater basins would reach long term sustainability. The project site is located in a very low-priority basin and, to date, no sustainable groundwater management plan has been developed for this groundwater basin.[43]

The proposed project would not conflict with or obstruct implementation of the Basin Plan. Therefore, no impact would occur related to water quality control plans or sustainable groundwater management plans.

[43]California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp-dashboard/final/, accessed May 2023.

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

a) **No Impact**. The project site is located within an urbanized area surrounded by primarily health care-related and commercial uses. The project site and its surrounding uses are served by existing roadways. No street closures would result with implementation of the proposed project. Orange Avenue and Cameron Avenue would continue to provide vehicular access to the project site and the surrounding area. Pedestrian access would be maintained on the sidewalks along public roads surrounding the project site. Access to all uses would not be disrupted. The proposed project does not include any elements that would physically divide or block access to or through the community, and no separation of uses or disruption of access between land use types would occur as a result of the proposed project. Therefore, no impact would occur.

b) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project conflicts with applicable land use plans, policies, or regulations in a manner that would result in a significant environmental impact. The project site is in the Urban Center Zone and has an existing General Plan land use designation of Commercial (C). The proposed project would construct a four-story behavioral health facility adjacent to the existing medical center buildings on the project site. The proposed building would be up to 70 feet high. Hospital-related uses are permitted on the project site with approval of a conditional use permit (CUP). Approval of a Precise Plan for the site plan and architecture of the proposed project is also required. The height of the proposed structure is permitted in the Urban Center Zone, which has a maximum height limit of five stories and 70 feet. The proposed project would comply with all applicable Zoning regulations associated with the Urban Center Zone. the requirements of the Urban Center Zone of the City's Downtown Plan and Code, and other City zoning regulations. The proposed project does not involve any General Plan amendments or changes that would conflict with the City's General Plan, Downtown Plan and Code, and applicable regulations in the WCMC. As the proposed project would require a CUP and a Precise Plan, the proposed project would be reviewed by the City's Planning Commission as part of the discretionary review process for a CUP and Precise Plan. The regulatory procedures provide the City with further assurances for review and opportunities to incorporate additional conditions to ensure that the proposed project would improve the character and condition of the project site. Therefore, the proposed project would not conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, and the proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation. Therefore, a less-than-significant impact would occur.

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

a-b) **No Impact**. The project site is developed with a surface parking lot and a medical facility. The surrounding area consists of commercial and health care-related uses. The project site is not located within an area that contains known mineral resources appropriate for mineral extraction that would be of value to the region and the residents of the state. Furthermore, the project site is not located near any oil fields, and no oil extraction and/or quarry activities have historically occurred on or are presently conducted at the project site. Therefore, the proposed project would not result in the loss of availability of any known regionally valuable or locally important mineral resource, and no impact would occur.

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

a) **Less-Than-Significant Impact with Mitigation Incorporated**. Sound is technically described in terms of the loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear.

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

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

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

p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL is always a higher number than the actual 24-hour average. L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the average energy noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

Summary of Applicable Noise Regulations/Standards

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

Construction noise is governed by WCMC Section 15-95 (Construction and Building Projects), which prohibits the use of construction tools, equipment, or the performance of any outside construction on buildings, structures, or projects within 500 feet of a residential zone which would cause the ambient noise level to be exceeded by 5 dB as measured at property lines, except for the hours of 7:00 a.m. to 8:00 p.m. Unloading and loading activity is prohibited within 500 feet of a residential zone, except for the hours of 6:00 a.m. to 8:00 p.m.

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

Existing Noise Levels

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

- Existing West Covina Medical Center facilities on the project site;
- Mauna Loa Garden Apartments, approximately 365 feet to the north; and
- Assisted Home Health and Hospice, approximately 415 feet to the west.

To characterize the existing noise environment around the project site, short-term noise measurements were taken using a SoundPro DL Sound Level Meter on Thursday, March 16, 2023 between 10:30 a.m. and 12:30 p.m. Hourly noise levels within the project area ranged from 55.2 to 70.2 dBA L_{eq}. Roadway noise was the most significant source of noise in the area. Monitoring locations and existing noise levels are shown in **Table 3-7**.

TABLE 3-7: EXISTING AMBIENT NOISE LEVELS

Noise Monitoring Location	Sound Level (dBA, L_{eq})
Cameron Ave. and Garvey Ave.	68.4
Pacific Ave. and Garvey Ave.	69.9
Orange Ave. and Cameron Ave.	70.2
Residence (830 Van Horn Ave.)	55.2
SOURCE: TAHA, 2024.	

Construction Noise

Construction activity would result in temporary increases in ambient noise levels in the area surrounding the project site on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Typical noise levels from various types of equipment that may be used during each construction phase are listed in **Table 3-8**.

TABLE 3-8: CONSTRUCTION EQUIPMENT NOISE LEVEL RANGES

Construction Equipment	Noise Level at 50 feet (dBA, L_{eq})
SITE PREPARATION	
Backhoe	73.6
Excavator	76.7
GRADING PHASE	
Backhoe	73.6
Dozer	77.7
Excavator	76.7
BUILDING CONSTRUCTION PHASE	
Backhoe	73.6
Crane	72.6
Forklift	79.4
Gradall	79.4
PAVING PHASE	
Concrete Mixer Truck	74.8
Backhoe	73.6
ARCHITECTURAL COATING PHASE	
Air Compressor	73.7
Aerial Lift	67.7
SOURCE: FHWA, *Roadway Construction Noise Model, Version 1.1*, 2008.	

Construction activities typically require the use of numerous pieces of noise-generating equipment. In addition, truck trips would be required to remove excavated materials and import fill material. The noise levels shown in **Table 3-9** take into account the likelihood that multiple pieces of construction equipment would be operating simultaneously and the typical overall noise levels that would be expected for each phase of construction. When considered as an entire process with multiple pieces of equipment, building construction would generate the loudest noise level of approximately 82.4 dBA L_{eq} at 50 feet.

TABLE 3-9: CONSTRUCTION PHASE NOISE LEVELS

Construction Phase	Noise Level at 50 Feet (dBA)
Site Preparation	78.4
Grading	80.2
Building Construction	82.4
Paving	77.3
Architectural Coating	74.7

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

Table 3-10 presents the estimated noise levels at off-site sensitive receptors nearest to the project site for informational purposes. The most noise-intensive construction activities would occur during the early phases of construction (e.g., site preparation, grading and structural framing). The majority of the latter phases of construction would occur within the newly constructed building and would result in lower noise levels than exterior construction. The analysis demonstrates that construction noise is expected to be less than existing noise levels at off-site sensitive receptors. The proposed project would be constructed in a manner typical of urban infill projects and would not require unusually noisy activities such as pile driving. In addition, the proposed project would not require nighttime construction activities. Construction would comply with the allowable construction hours of 7:00 a.m. to 8:00 p.m. as defined in the WCMC, which is designed to control noise exposure. Therefore, construction noise would result in a less-than-significant impact to off-site sensitive land uses.

TABLE 3-10: UNMITIGATED CONSTRUCTION NOISE LEVELS AT OFF-SITE SENSITIVE RECEPTORS

Sensitive Receptors	Distance to Construction (Feet)	Existing Ambient Noise Level (dBA, L_{eq})	Typical Construction Noise Level at Sensitive Receptor (dBA, L_{eq})
Mauna Loa Garden Apartments	365	69.2	65.1
Assisted Home Health & Hospice	415	68.4	64.0

SOURCE: TAHA, 2024.

The proposed project would be located on the same property as the existing West Covina Medical Center, which includes medical facilities that are sensitive to increased noise levels. These facilities, which are owned and operated by the applicant, may experience short-term disruptive noise events during construction. To reduce construction noise levels at noise sensitive uses, the proposed project would be required to implement Mitigation Measure **N-1**. This mitigation measure requires the preparation of a Noise Control Plan to minimize exposure to these existing medical facilities. With implementation of Mitigation Measure **N-1**, on-site construction noise impacts would be reduced to less than significant levels.

Operational Noise

Stationary Noise Sources. The proposed project would include several stationary sources of noise, including heating, ventilation, and air conditioning (HVAC) systems; parking lot activities; activities at the patient drop-off area; and activities at the ambulance drop-off area. HVAC equipment typically generates noise levels of approximately 60 dBA at 50 feet.[44] Neither the WCMC nor the City's General Plan Noise Element have established quantitative noise thresholds regarding HVAC equipment. Per WCMC Section 26-53, mechanical equipment, including HVAC systems, are required to be placed behind a parapet wall when located on a rooftop and fully enclosed when located at ground level. The parapet wall and enclosures would further reduce HVAC noise levels by 10 dBA or more, resulting in a noise level of approximately 50 dBA at 50 feet. HVAC equipment would be fully screened and would be approximately 500 feet away from the Assisted Home Health and Hospice and residences along Van Horn Avenue. The existing noise level along Cameron Avenue is approximately 68.4 dBA L_{eq}. HVAC noise levels would not be 5 dBA above the existing noise level and, thus, operations of HVAC equipment would not result in a noticeable change in noise levels that may evoke a community reaction. Therefore, the proposed project would result in a less-than-significant impact related to HVAC equipment.

The proposed project would reduce on-site parking on the east side of the project site from 55 to 4 parking spaces. A patient drop-off from passenger vehicles would be located at the eastern portion of the project site. Sources of noise would include engines accelerating, doors slamming, car alarms, and people talking. Passenger vehicles traveling at 10 miles per hour would generate a noise level of approximately 50 dBA at 50 feet.[45] Activities occurring from the six parking spaces and patient drop-off area are not expected to incrementally increase existing noise level since fewer parking spaces would be provided compared to existing conditions. Therefore, the proposed project would result in a less-than-significant impact related to parking and patient drop-off from passenger vehicles.

The proposed ambulance drop-off area would be located at the rear of the proposed building at the northern portion of the project site. All patients admitted to the proposed facility would arrive via ambulance or non-medical emergency transport van. No sirens would be used. The surrounding land uses, including sensitive receptors, would not have direct line-of-sight to the proposed ambulance drop-off area. Noise from the ambulance drop-off area to land uses to the north would be shielded by freeway infrastructure, including a soundwall on the north side of the I-10 freeway. The existing landscaping and transportation infrastructure would obstruct views of the ambulance drop-off area to the east of the project site. Given the location of the proposed ambulance drop-off area at the rear of the proposed building and that no sirens would be used for ambulances or non-medical emergency transport vans transporting patients to the proposed facility, the proposed project would result in a less-than-significant impact related to the ambulance drop-off.

[44]Cowan, James P., *Handbook of Environmental Acoustics*, 1994.

[45]California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, *Figure 4-1 A-Weighted Baseline FHWA (Federal Highway Administration) TNM (Traffic Noise Model) REMEL (Reference Energy Mean Emission Level) Curves*, September 2013.

Mobile Sources. The proposed project would generate approximately 452 daily trips, 34 AM peak hour trips, and 36 PM peak hour trips. **Table 3-11** shows roadway noise levels for Existing and Year 2026 conditions. As shown in **Table 3-12**, the roadway noise increase attributed to the proposed project would be less than 1 dBA on the local roadway network and is not anticipated to result in a perceptible change in sound level for a person with normal hearing sensitivity or result in a 5 dBA CNEL or more increase. Therefore, the proposed project would result in a less-than-significant impact related to mobile noise levels.

TABLE 3-11: MOBILE SOURCE NOISE LEVELS

	Estimated dBA, L_{eq} at 50 Feet		
Roadway Segment	**Existing (2023)**	**Year 2026 No Project**	**Year 2026 with Project**
Cameron Ave. between Pacific Ave. and Orange Ave.	66.9	67.2	67.3
Cameron Ave. between Orange Ave. and Toluca Ave.	61.6	61.7	61.9
Orange Ave. between Garvey Ave. and Cameron Ave.	67.0	67.4	67.5
Toluca Ave. between Pacific Ave. and Cameron Ave.	59.2	59.5	59.5

SOURCE: TAHA, 2024.

TABLE 3-12: CHANGE IN MOBILE SOURCE NOISE LEVELS

	Estimated dBA, L_{eq} at 50 Feet	
Roadway Segment	**Year 2026 with Project vs. Year 2026 without Project (2023)**	**Existing (2023) vs. Year 2026 with Project**
Cameron Ave. between Pacific Ave. and Orange Ave.	0.3	0.4
Cameron Ave. between Orange Ave. and Toluca Ave.	0.1	0.3
Orange Ave. between Garvey Ave. and Cameron Ave.	0.4	0.5
Toluca Ave. between Pacific Ave. and Cameron Ave.	0.3	0.3

SOURCE: TAHA, 2024.

Summary

Overall, construction noise is expected to be less than existing noise levels at off-site sensitive receptors. The existing West Covina Medical Center facilities may experience short-term disruptive noise events during proposed project construction. Mitigation Measure **N-1** would be required to reduce on-site construction noise impacts to less than significant levels. Therefore, construction noise would result in a less-than-significant impact with mitigation incorporated.

Operational noise, such as noise from HVAC equipment, parking lot, patient drop-off area, and activities and ambulance drop-off area, are not expected to cause ambient noise levels at noise sensitive receptor to noticeably increase. A less-than-significant impact would occur during operations of the proposed project.

b) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would generate excessive groundborne vibration or groundborne noise levels. Operations of the proposed project would not include significant sources of vibration. Vehicle trips associated with the proposed project would not generate perceptible levels of groundborne vibration or groundborne noise as rubber-tired vehicles rarely create ground-borne vibration problems unless there is a discontinuity or bump in the road that causes the vibration.[46]

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

Because construction activity is short-term and equipment moves around a project site, the primary concern regarding construction vibration relates to building damage. Activities that can result in damage include demolition and site preparation in close proximity to sensitive structures. Typical vibration levels associated with relevant construction equipment are provided in **Table 3-13**. Importantly, construction would not require pile driving, which generates elevated vibration levels above what typical construction equipment does.

TABLE 3-13: VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT

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

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

The City has not established vibration standards for construction activities. The Federal Transit Administration has published guidance stating that non-engineered timber and masonry buildings (e.g., typical single-family residential buildings) can withstand peak particle velocity (PPV) vibration of levels of at least 0.2 inches per second without experiencing damage. Reinforced concrete and masonry buildings (e.g. medical centers, commercial buildings) can withstand vibration levels of 0.5 inches per second.

The nearest off-site structure is a commercial building located approximately 300 feet to the southwest of the project site. Vibration levels at this distance would be less than 0.002 inches per second and would not exceed the 0.5 inches per second vibration damage threshold. Similarly, other structures located further away would not experience vibration levels that would exceed the vibration damage threshold. The existing West Covina Medical Center facilities would be located approximately 10 feet from where heavy equipment may be operating. Vibration levels generated by a large bulldozer at 10 feet would be approximately 0.352 inches per second and would be less than the 0.5 inches per second vibration damage threshold.

The City regulates construction disturbances through limiting the allowable hours of activities to between 7:00 a.m. to 8:00 p.m. Commercial construction is typically over by

[46]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.

4:00 p.m. even though later construction is allowed. Complying with the City standards is considered sufficient for limiting exposure to vibration levels.

As the proposed project would not generate perceptible vibration levels during operations and construction activities would not result in vibration levels that would generate elevated vibration levels that would damage existing buildings. Therefore, the proposed project would result in a less-than-significant impact related to vibration.

c) **No Impact**. The proposed project is not located within an airport land use plan and is not within two miles of a private airstrip or public airport. The nearest airport is San Gabriel Valley Airport, approximately 4.9 miles to the west. There is no potential to expose people working or residing in the area to excessive aircraft noise. Therefore, no impact related to excessive airport noise would occur.

MITGATION MEASURES

N-1 The construction contractor shall develop and implement a Noise Control Plan to minimize excessive noise levels at the existing West Covina Medical Center during construction. At a minimum, the Noise Control Plan shall require the following:

- Prior to initiating construction activity, the construction contractor shall coordinate with the West Covina Medical Center administration to discuss construction activities that would generate high noise levels. Coordination between the administration and the construction contractor shall continue on an as-needed basis throughout the construction phase of the proposed project to minimize potential disruption to medical facilities.
- Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with muffling devices consistent with manufacturers' standards. All equipment shall be properly maintained to assure that no additional noise would be generated due to worn or improperly maintained parts.
- The construction contractor shall use "quiet" gasoline-powered compressors or electrically powered compressors as well as electric rather than gasoline- or diesel-powered forklifts for small lifting, where feasible.
- The construction contractor shall locate construction equipment as far as feasible from adjacent or nearby noise-sensitive receptors.

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

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would add a behavioral health building to the eastern portion of the project site. The new building would adjoin and connect to the existing medical hospital building on the project site. Medical offices are also located on the project site. No residential uses are currently located on the project site and no residential uses are being proposed. The proposed building addition would serve to meet the behavioral health needs of the existing population in the surrounding communities. No additional homes would be built as a result of the proposed project. The proposed project would provide a net increase of approximately 50 jobs in the City that can be filled by the local labor force. While the proposed project would increase the number of employees on the project site, it is expected that workers from nearby communities would be available to serve the needs of the proposed project. Employees are not expected to relocate to the surrounding area and, thus, would not result in a substantial permanent increase in population. Additionally, the proposed project is located in a developed portion of the City and is served by existing roads and utility infrastructure. The proposed project does not propose extension of roads or other infrastructure that would encourage development beyond what is already planned in the City and the surrounding communities. Therefore, the proposed project would not directly or indirectly induce substantial unplanned population growth, and impacts would be less-than-significant.

b) **No Impact**. A significant impact would occur if the proposed project would displace substantial numbers of existing people or housing. Medical offices and a medical hospital are currently located on the project site, and the proposed project would add a behavioral health facility to the project site. No residential uses are located on the project site, and no housing would be displaced as a result of the proposed project. The proposed project would not require the construction of replacement housing elsewhere. Therefore, no impact would occur.

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

a.i) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would result in the provision of or need for new or physically altered fire protection services, the construction and/or operation of which would cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives. The WCFD provides fire protection and paramedic services to residents and businesses within the City. The City is divided into five fire districts, and each fire district is served by a fire station. The project site is within the fire district of Fire Station No. 1, located at 819 South Sunset Avenue.[47] The project site is approximately 0.3 "road mile" south of this fire station, which would ensure a maximum response time of five minutes or less.

Construction of the proposed project may generate traffic associated with the movement of construction equipment, removal of materials from site clearing, and construction worker trips. Construction activities associated with the proposed project are not expected to directly block emergency routes since construction would not involve any street closures. Although slow-moving construction-related vehicles may be present along streets, emergency access would remain available along all surrounding streets. Emergency vehicles would be able to circumvent slow-moving construction-related vehicles using sirens during emergencies.

The proposed building addition would incrementally increase demand for fire protection services. However, the proposed project would be constructed to comply with the requirements of the City's Fire Code (Article II of the WCMC), which requires adequate fire flow for the project site, fire prevention and suppression measures, fire access, and a sufficient number of hydrants. The proposed project would be designed to accommodate emergency access to and within the project site. The proposed drive aisles would be designed to meet the minimum width and turning dimensions as required by WCFD. Additionally, the proposed building addition would be constructed to meet the current building code requirements for fire safety. The applicant would be required to submit project plans to WCFD and incorporate WCFD fire protection and suppression features that are appropriate for the proposed project. Compliance with the City's Fire Code and the inclusion of the WCFD fire suppression and suppression

[47]City of West Covina, *Fire Department*, https://www.westcovina.org/departments/fire, accessed August 2023.

measures would ensure that operation of the proposed project would not cause WCFD to expand the existing Fire Station 1, or any other fire stations within the City.

Per Chapter 17, Article IV of the WCMC, new structures constructed as a result of the proposed project would be subject to the payment of development impact fees, which would be used to pay for the construction of any additional fire facilities, fire facility improvements, equipment, and vehicles required as a result of the proposed project.

As the proposed project would be required to comply with the City's Fire Code, WCFD requirements, and pay development impact fees, the proposed project would not increase demand on fire protection services in a manner that would adversely affect WCFD service ratios, response times, or other performance objectives. Therefore, impacts related to fire protection services would be less than significant.

a.ii) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would result in the provision of or need for new or physically altered police protection services, the construction and/or operation of which would cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives. The West Covina Police Department (WCPD) provides police protection services to residents and businesses within the City of West Covina. WCPD headquarters is located at 1444 West Garvey Avenue approximately 0.6 "road mile" southeast from the project site.

Project construction may generate traffic associated with the movement of construction equipment, removal of materials from site clearing, and construction worker trips. However, construction activities are temporary and would not involve the closure of an entire street. Emergency access would remain available along all surrounding streets and would not directly block emergency routes. Although slow-moving construction-related vehicles may be present along streets, emergency access would remain available along all surrounding streets. Emergency vehicles would be able to circumvent slow-moving construction-related vehicles using sirens during emergencies.

Project plans would be submitted to the WCPD Crime Prevention unit for review and appropriate on-site security features would be required by WCPD. Furthermore, as discussed in Response to Checklist Question 3.15a.i, the proposed project would be required to pay development impact fees, which would be used to pay for any additional law enforcement facilities, police facility improvements, vehicles, equipment, and services required as a result of the proposed project. Therefore, a less-than-significant impact related to police protection services would occur.

a.iii) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would induce substantial employment or population growth, which could increase demand for school facilities that would exceed the capacity of the schools, necessitating a new school or physical alteration of an existing school, the construction of which would cause a significant environmental impact. The project site is located within the West Covina Unified School District (WCUSD). Monte Vista Elementary School, Walnut Grove Intermediate School, and Edgewood High School are the closest schools that serve the project site. In the 2021-2022 school year, Monte Vista Elementary School, which serves grades TK through 6, had a total enrollment of 454 students.[48] Walnut Grove Intermediate School, which serves grades 7 and

[48]Monte Vista Elementary School, *Monte Vista Elementary School: 2021-2022 School Accountability Report Card (Published During the 2022-2023 School Year)*, https://drive.google.com/file/d/1OzIpS_shfj3hmvWHTudF2kZNJY-XTj-m/view, accessed August 2023.

8, had a total enrollment of 319 students during the 2021-2022 school year.[49] Edgewood High School, which serves grades 9 through 12, had a total enrollment of 855 students during the same school year.[50]

The need for new school facilities is typically associated with a population increase that generates an increase in enrollment large enough to cause new schools to be constructed. No residential units would be constructed as part of the proposed project. Although the proposed project would increase the number of employees on the project site, the proposed project is not expected to result in a permanent increase in population since workers from nearby communities are expected to serve the needs of the proposed project. Nevertheless, it is possible that employees from the project site may decide to have their children attend schools that serves the project site (rather than from the employees' school of residence), which could potentially increase student population of the schools that serve the project site. In accordance with California Education Code Section 17620, the applicant of the proposed project would be required to pay school district fees to the West Covina Unified School District to fund the construction or reconstruction of school facilities. Pursuant to California Government Code Section 65995(3)(h), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization…on the provision of adequate school facilities." Therefore, impacts related to school facilities would be less than significant.

a.iv) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would induce substantial population growth resulting in the need for and/or the provision of new or physically altered parks, the construction of which would cause significant environmental impacts. The City's Public Services Department is responsible for the provision, maintenance, and operation of public recreational and park facilities and services within the City. As discussed in Response to Checklist Question 3.14a, the proposed project is not expected to result in a permanent increase in population since no residential uses are proposed and employees from the project site would come from nearby communities. Although it is possible that employees from the project site may use nearby parks and recreational facilities, the additional demand on nearby parks and recreational facilities are not expected to increase in a manner that would require the need for or the provision of new or physically altered parks and recreational facilities. Additionally, the proposed project would be required to pay development impact fees, which would contribute funding for parks and recreational facilities. Any additional park services required as a result of the proposed project would be mitigated by the applicant paying the development impact fee. Therefore, impacts would be less than significant.

a.v) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including roads, transit, utilities, and libraries, that would exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. Potential impacts to roads and transit are discussed in Section 3.17, Transportation, and potential impacts to utilities are discussed in Section 3.19, Utilities and Service Systems. With regards

[49]Walnut Grove Intermediate School, *Walnut Grove Intermediate School: 2021-2022 School Accountability Report Card (Published During the 2022-2023 School Year)*, https://drive.google.com/file/d/1BKS0LVdz4yivta56JITKJ0zkHsBTPLLg/view, accessed August 2023.

[50]Edgewood High School, *Edgewood High School: 2021-2022 School Accountability Report Card (Published During the 2022-2023 School Year)*, https://drive.google.com/file/d/1Eh6FyjFcBsbAWih4ohZ6_2SGKaGMfQzZ/view, accessed August 2023.

to libraries, the City is served by the West Covina Library located at 1601 West Covina Parkway approximately 0.2 miles east of the project site.

The proposed project would increase employment on the project site, which could potentially incrementally increase the demand on library facilities. The West Covina Library is part of the County of Los Angeles Public Library system, which is financed by property taxes from the service area, general county funds, parcel tax, grants, feeds, and funds raised by the Library Foundation. As a result, the proposed project would contribute to the financing of library services through property taxes, which would mitigate the need for new or physically altered government facilities that support library use. Therefore, less-than-significant impacts related to library facilities would occur.

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

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would result in an increased use of existing parkland and recreational facilities in a manner that would accelerate or induce their physical deterioration. As discussed in Response to Checklist Question 3.15a.iv, although the proposed project would not result in a permanent increase in population, employees from the project site may use nearby parks and recreational facilities, which would create additional demand on these parks and recreational facilities. However, the potential increase in the use of existing public park and recreational facilities by the proposed project would not be at a level that would result in physical deterioration of existing parks and other recreational facilities and would not require or need new or physically altered facilities. The proposed project would be required to pay development impact fees, which would contribute funding for parks and recreational facilities. Any additional park services required as a result of the proposed project would be mitigated by the applicant paying the development impact fee. Thus, the proposed project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities that would cause or accelerate adverse deterioration of existing parks and recreational facilities. Therefore, a less-than-significant impact is anticipated.

b) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would include or require the construction or expansion of recreational facilities, the construction and operation of which would have an adverse physical effect on the environment. The proposed project does not include any parks and recreational facilities. As discussed in Response to Checklist Question 3.15a.iv, the proposed project would be required to pay development impact fees, which would contribute funding for public parks and recreational facilities. Any additional park services required as a result of the proposed project would be mitigated by the applicant paying the development impact fees. Therefore, a less-than-significant impact would occur.

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

a) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Alternative Transportation Modes

The proposed project would not conflict with alternative transportation modes that serve the area surrounding the project site. The project site and its surrounding area is served by Foothill Transit Line 178 and the City's Go West Shuttle Blue Line. The nearest bus stop for the City's Go West Shuttle Blue Line is on Orange Avenue, approximately 150 feet south of the project site. The nearest bus stop for Foothill Transit Line 178 is on Pacific Ave, north of the I-10 freeway, approximately 600 feet north of the project site. The bus stop for these two transit lines is also located at the West Covina Parkway/Toluca Avenue intersection, south of the I-10 freeway, approximately 950 feet from the project site. Foothill Transit Lines 178, 185, 272, and 281 have a bus stop at the Sunset Avenue/West Covina Parkway intersection, approximately 0.4 mile southeast of the project site. The proposed project does not include components that would disrupt services to Foothill Transit and the City's Go West Shuttle. The bus and shuttle lines would continue to serve the project site and the surrounding area.

According to the City's General Plan, Cameron Avenue (adjacent to the project site) and Orange Avenue (southwest of Cameron Avenue) are designated as Class III bike routes. The proposed project does not involve any components that would affect these or other bikeways in the surrounding area. Additionally, the existing sidewalks along Cameron Avenue and Orange Avenue would remain with implementation of the proposed project and would continue to be used by pedestrians to access the project site and the surrounding uses.

Circulation-related Plans and Policies

The City's General Plan Circulation Element (Our Accessible Community Chapter of the General Plan) sets forth actions and policies pertaining to accident and traffic safety, transit and public transportation, and bicycle routes and pedestrian facilities, among other things. Relevant adopted policies include the following:

- Policy 4.2: Accommodate multimodal mobility, accessibility and safety needs when planning, designing, and implementing transportation improvements, improving access and circulation for all users of City streets.

- Policy 4.3: Establish protection of human life and health as the highest transportation system priorities and seek to improve safety through the design and maintenance of streets, sidewalks, intersections and crosswalks.
- Policy 4.4: Allocate street space equitably among all modes.
- Policy 4.5: Work to eliminate barriers to pedestrian and bicycle travel.
- Policy 4.6: Work with transit providers to develop high-quality facilities for transit users, including access facilities.
- Policy 4.13: Synchronize traffic signals and develop operational enhancements at the I-10 freeway interchanges to reduce traffic congestion.

The City's Active Transportation Plan also sets forth a number of objectives and goals to promote a balanced multi-modal transportation network that serves pedestrians, bicyclists, transit riders and motorists of all ages and abilities. The Active Transportation Plan includes objectives pertaining to programs that support bicycling, including programs that introduce and promote education, encouragement, and outreach, facilitate non-motorized travel to transit stations and stops, and encourage non-motorized travel to shops and restaurants. The Plan also provides specific recommendations for promoting walking and bicycling activities within the City, such as improving street crossings and lightings for pedestrians, implementing pedestrian safety measures in neighborhood streets, closing gaps to enhance crosstown connections for the bicycle network, enhancing bicycle facilities, and linking to other regional routes in adjacent cities.

The proposed project would not conflict with the applicable goals, objectives, and policies of the City's General Plan and the City's Active Transportation Plan. As discussed in Response to Checklist Question 3.17c, Mitigation Measure **T-1** would be implemented to provide greater visibility and safety to pedestrians and motorists at the existing crosswalk at the Orange Avenue/Cameron Avenue intersection. Mitigation Measure **T-2** would be implemented to improve the line of sight at the on-site and off-site parking lots. Implementation of these mitigation measures would improve safety along Orange Avenue and at the Orange Avenue/Cameron Avenue intersection and would support Policies 4.2, 4.3, 4.5 of the City's General Plan Circulation Element.

The proposed project would be accessible by vehicles, pedestrians, bicyclists, and transit users. Sidewalks are located adjacent to the project site along Orange Avenue and Cameron Avenue, and a designated Class III bike route is located on Cameron Avenue adjacent to the project site. The bike routes would not be altered by the proposed project. Walkways would be provided on the project site to connect the proposed project to the public sidewalks and bike routes. The walkways would minimize the extent of pedestrian and bicycle interaction with vehicles at the project site and would provide a comfortable, convenient, and safe environment, which in turn can encourage use of active transportation modes.

The project site is within walking distance (i.e., less than 0.5 mile) of Foothill Transit Line 178 and the City's Go West Shuttle Blue Line. The proposed project is not expected to affect access or safety at the existing bus stops and is not expected to hinder public transit service in the surrounding area. The proposed project is not expected to preclude the City from constructing bicycle facilities or pursuing bicycle network improvements along local roadways within the surrounding area. Development of the proposed project would not prevent the City from completing any proposed transit, bicycle, or pedestrian facilities.

Vehicular circulation on the project site would be designed to comply with the City's Municipal Code and the requirements of the City's Fire Department. As detailed below under "I-10 Off-Ramp Vehicle Queuing," the proposed project would not cause or contribute towards vehicle queuing that would extend back into the I-10 freeway mainline travel lanes.

Level of Service

While delay-based metric (including level of service [LOS]) is no longer used in the determination of significance of transportation impacts, it is used in project planning. The City of West Covina's Transportation Study Guidelines note that the City has established vehicle LOS standards which local infrastructure will strive to maintain. The LOS standards apply to discretionary approvals of new land use projects.[51]

Volume-to-capacity (v/c) ratio is a ratio that compares the number of vehicles using an intersection during peak hour to the capacity of the intersection. The v/c ratio measures whether an intersection has sufficient capacity for the movement of vehicles. A small v/c value indicates excess capacity, while a large v/c value indicates severe congestion. The overall intersection v/c ratio is subsequently assigned an LOS value to describe intersection operations. LOS is typically used to describe the operating conditions of a roadway based on factors such as speed, travel time, and delay.[52]

For signalized intersections, the City may require improvements or other strategies to reduce the v/c ratio to acceptable levels if the proposed project meet the following condition:

- The addition of project traffic results in the increase in v/c ratio equal to or greater than 0.020 at an intersection that degrades from acceptable operations (LOS E or better) to unacceptable operations (LOS F).

For unsignalized intersections, the City may require improvements or other strategies to reduce the LOS to acceptable levels if both of the following conditions are met:

- The addition of project traffic to an intersection results in the degradation of overall intersection operations from acceptable operations (LOS E or better) to unacceptable operations (LOS F), and
- Project-related increase in traffic contributes 10 percent or more to the total peak hour volume at an intersection that is already operating at LOS F.

Operations. According to the Transportation Impact Study for the proposed project, which is included in Appendix C, the proposed project would generate an additional 452 daily vehicle trips, of which 34 trips would be during the AM peak hour and 36 trips would be during the PM peak hour.[53] The Transportation Impact Study evaluated LOS at two study intersections (Orange Avenue/Cameron Avenue and Toluca Avenue/Cameron Avenue) under Existing and Year 2026 conditions. Orange Avenue/Cameron Avenue is a signalized intersection, and Toluca Avenue/Cameron Avenue is an unsignalized intersection.

Year 2026 conditions account for the development of related projects within one mile of the project site and background (or ambient) traffic growth between existing and future year 2026 conditions. Related projects within one mile of the project site were obtained from information on file with the City of West Covina and City of Baldwin Park Community Development Departments. Additionally, the ambient traffic growth rate of one percent per

[51]City of West Covina, *City of West Covina Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment*, September 2020.

[52]LOS varies from LOS A (free flow conditions) to LOS F (jammed conditions). The acceptable operating condition for intersections in the City of West Covina is LOS E or better. Any intersection that operates at LOS F is considered deficient.

[53]Linscott Law & Greenspan, *Transportation Impact Study: West Covina Medical Center – Behavioral Health Addition Project*, September 17, 2024.

year was used to account for typical growth in traffic volumes due to the development that would occur further than one mile of the project site.

Tables 3-14 and **3-15** present traffic conditions at the two study intersections under Existing (2023) and Year 2026 scenarios, respectively. Orange Avenue/Cameron Avenue intersection would operate at LOS B and C during the AM and PM peak hour, respectively, under Existing without and with the proposed project conditions. This intersection would operate at LOS A and B during the AM and PM peak hour, respectively, under Year 2026 conditions without and with proposed project conditions. The Toluca Avenue/Cameron Avenue intersection would operate at LOS B under Existing and Year 2026 without and with proposed project conditions during the weekday AM and PM peak hour conditions. The proposed project is not expected to cause any of the study intersections to operate at a deficient LOS (i.e., LOS F). The incremental increase in vehicle delay, or v/c ratio, would be 0.1 or less during the AM and PM peak hour conditions at the two intersections under Existing and Year 2026 scenarios. The proposed project would maintain acceptable operations (i.e., LOS E or better) at the two study intersections. Thus, intersection operations would not be degraded, and no intersection improvements or transportation demand management measures are proposed or required for the proposed project.[54]

TABLE 3-14: EXISTING WITHOUT AND WITH PROPOSED PROJECT PEAK HOUR TRAFFIC CONDITIONS

Intersection	Peak Hour	Existing without Project		Existing with Project		Change in Delay
		V/C or Delay	LOS	V/C or Delay	LOS	
Orange Ave./Cameron Ave.	AM	0.644	B	0.655	B	0.011
	PM	0.727	C	0.740	C	0.013
Toluca Ave./Cameron Ave.	AM	13.4	B	13.5	B	0.1
	PM	13.8	B	13.9	B	0.1

SOURCE: Linscott Law & Greenspan, *Transportation Impact Study: West Covina Medical Center – Behavioral Heath Addition Project*, September 17, 2024.

TABLE 3-15: YEAR 2026 CONDITIONS WITHOUT AND WITH PROPOSED PROJECT PEAK HOUR TRAFFIC CONDITIONS

Intersection	Peak Hour	Year 2026 without Project		Year 2026 with Project		Change in Delay
		V/C or Delay	LOS	V/C or Delay	LOS	
Orange Ave./Cameron Ave.	AM	0.574	A	0.588	A	0.014
	PM	0.633	B	0.640	B	0.007
Toluca Ave./Cameron Ave.	AM	13.9	B	14.0	B	0.1
	PM	14.7	B	14.7	B	0.0

SOURCE: Linscott Law & Greenspan, *Transportation Impact Study: West Covina Medical Center – Behavioral Heath Addition Project*, September 17, 2024.

Construction. Construction-related vehicle trips would be generated by construction worker vehicles, construction trucks, and miscellaneous/delivery trucks traveling to and from the project site. During peak construction activities, construction of the proposed project is estimated to generate approximately 212 vehicle trips on a daily basis to and from the site by construction workers. This estimated vehicle trips assumes overlapping construction phases. Construction-related activities would typically occur between 7:00 a.m. and 3:00

[54] *Ibid.*

p.m. Mondays through Fridays. Late departures would occur only when overtime is necessary to maintain the construction schedule but would occur no later than 5:00 p.m. A majority of construction worker trips would generally occur outside of peak commute hours of adjacent street traffic. Assuming that 50 percent of the construction worker trips would overlap with the weekday PM peak hour, a maximum of 53 outbound construction worker vehicle trips would occur during the weekday PM peak hour.

The construction workforce would likely be generated from all parts of the Los Angeles region, and construction worker-related traffic is anticipated to be largely freeway-oriented. Construction workers would likely arrive and depart via the on- and off-ramps serving the I-10 freeway. The most commonly used freeway ramps would be on Pacific Avenue and West Covina Parkway as these ramps are closest to the project site.

Construction truck trips may consist of trucks exporting and delivering materials and equipment to and from the project site site. CalEEMod generates default estimates of daily vehicle trips associated with land use development projects when project-specific information is not available. Since the number of construction trucks trips that would be required for the proposed project is currently unknown, CalEEMod was used to obtain the estimated number of truck trips that would occur during construction of the proposed project. CalEEMod estimates a maximum of 10 haul truck trips per day, or approximately 30 passenger car equivalent (PCE) vehicle trips per day, during peak construction activities. It is estimated that no more than 12 PCE vehicle trips would occur during both the weekday AM and PM peak hours.

Additional trips may be generated by miscellaneous/delivery trucks traveling to and from the project site. These trucks may consist of smaller pick-up trucks or four-wheel drive vehicles used by construction supervisors and/or City inspectors who are expected to travel to and from the project site. During peak construction activities, five miscellaneous trucks are anticipated. If these miscellaneous truck trips all occur during a single day, up to 10 truck trips per day, or approximately 20 daily PCE vehicle trips per day, would be generated to and from the project site by miscellaneous/delivery trucks. Of these trips, no more than 4 PCE vehicle trips would occur during both the weekday AM and PM peak hours.

When combined, construction worker vehicles, construction trucks, and miscellaneous trucks are forecasted to generate up to 262 daily PCE trips, 16 AM peak hour PCE vehicle trips, and 69 PM peak hour PCE vehicle trips during a typical weekday. While four related projects are within a one-mile radius of the project site, two of these related projects are located within two blocks of the project site, which is the distance that would typically be expected to result in potential concurrent construction traffic effects. It is possible that construction of some of these related projects could overlap with construction of the proposed project.

Although the proposed construction would generate more peak hour vehicle trips than proposed project operations, daily vehicle trips during the construction period would be less than the proposed project's overall daily operational trips. Construction vehicle trips are not expected to result in any deficiencies in the intersection LOS.

Construction of the proposed project is not expected to result in any street closures. However, portions of the sidewalks or lanes adjacent to the project site may need to be temporarily closed. If temporary sidewalk or lane closures are necessary, a construction staging and traffic management plan would be prepared, as required per City policy. This plan would require review and approval by the City's Department of Public Works. Related projects in the City would also be required to prepare and implement construction staging and traffic management plans to address any anticipated temporary lane closures or re-

routing of vehicle and bicycle traffic, sidewalk closures or pedestrian re-routing. Thus, construction vehicle trips are not expected to result in any deficiencies in the intersection LOS.[55]

I-10 Off-Ramp Vehicle Queuing

The California Department of Transportation (Caltrans) *Interim Local Development Intergovernmental Review Safety Review Practitioners* provides guidance to Caltrans, lead agencies, developers, and consultants conducting safety reviews for land use projects and plans affecting the state highway system. The proposed project is expected to generate new project trips at the following intersections that are closest to the I-10 freeway off- ramps and project site:

- I-10 Freeway Eastbound Off-Ramp-Orange Avenue/Cameron Avenue, and
- I-10 Freeway Westbound Off-Ramp-Garvey Avenue North/West Covina Parkway.

The off-ramp vehicle queuing analysis is presented in the Transportation Impact Study for the proposed project (Appendix C). As discussed in the Transportation Impact Study, total vehicle queuing for the off-ramp lanes at the two I-10 off-ramp intersections closest to the project site would be able to accommodate vehicle queues exiting the I-10 freeway under Existing and Year 2926 without and with project scenarios during the weekday AM and PM peak hours. The proposed project is not expected to cause or contribute towards vehicle queuing which extends back into the I-10 freeway mainline travel lanes resulting in unsafe speed differentials between adjacent lanes.[56]

Vehicle Miles Traveled

VMT measures the amount and distance of vehicle travel attributed to a project or use. The following VMT analysis is based on the Transportation Impact Study for the proposed project, which is included in Appendix C.

The City of West Covina has adopted three screening criteria that may be applied to screen development projects out of detailed VMT analysis:

1) Transit Priority Area (TPA) screening
2) Low VMT area screening
3) Project type screening

Development projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of one criterion is sufficient for screening purposes.

Caltrans *Transportation Impact Study Guide* (TISG) provides guidance on Caltrans' review of land use projects. The TISG references the December 2018 *Technical Advisory* prepared by the state's Office of Planning and Research as the basis for guidance on VMT assessment. The City's adopted VMT methodology and screening criteria are substantially consistent with the recommendations provided in the *Technical Advisory* and also satisfies Caltrans' VMT analysis requirements.

TPA Screening Criteria. TPA is an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional

[55]Linscott Law & Greenspan, *Transportation Impact Study: West Covina Medical Center – Behavioral Health Addition Project*, September 17, 2024.

[56]*Ibid.*

transportation plan. PRC Section 21064.3 defines a major transit stop as an existing rail or bus rapid transit station or the intersection of two or more major bus routes with a service interval of 15 minute or less during the morning and afternoon peak commute periods. Development projects that are located within a TPA are presumed to have a less-than-significant impact, absent substantial evidence to the contrary. This presumption may not be appropriate if:

- The development project has a floor area ratio of less than 0.75;
- The development project includes more parking for use by residents, customers, or employees of the development project than required by the City;
- The development project is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Southern California Association of Governments); or
- The development project replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Although the project site is located within one-half mile of the bus stops for the Foothill Transit and the City's Go West Shuttle lines, these bus stops are not major transit stops as defined by PRC Section 21064.3. Thus, the proposed project would not screen out of the VMT analysis based on the TPA screening criteria.

Low VMT Area Screening Criteria. Low VMT areas are areas in the City where VMT falls below the City's adopted threshold of significance. Development projects that are located within areas that currently exhibit low VMT and incorporate similar features pertaining to density, land use mix, and transit availability would tend to exhibit similarly low VMT. In areas where the existing VMT generation already falls below the applicable thresholds and where development projects are likely to generate similar levels of VMT, projects may be screened out of preparing detailed VMT analysis. The City of West Covina has adopted a low VMT area screening criterion which may apply to residential, office, or other employment-related and mixed-use land use types.

The SCAG Travel Demand Forecasting Model was used to establish VMT performance for individual Traffic Analysis Zones (TAZ). The VMT values for each TAZ are then compared to the applicable City thresholds (i.e., VMT per capita, per employee, or per service population) to determine if the TAZ can be considered a low VMT area.

Based on the results of the SCAG Travel Demand Forecasting Model, which is provided in Appendix C of the Transportation Impact Study for the proposed project, the project site is located in a low VMT area. The project site is situated in a TAZ that currently exhibits 28.8 total VMT per service population, which is below the 29.56 total VMT per service population threshold for office project types. As the project site is located in a low VMT area, the project site satisfies the low VMT area screening criteria.[57]

Project Type Screening Criteria. Consistent with the OPR *Technical Advisory*, the City of West Covina has determined the following potential screening criteria for certain land development projects that may presume to result in a less than significant VMT impact as mentioned in the City's Transportation Study Guidelines:

- Local-serving retail less than 50,000 square feet, including gas stations, banks, restaurants, shopping center
- Local-serving K-12 schools, local parks, daycare centers, etc.

[57]Linscott Law & Greenspan, *Transportation Impact Study: West Covina Medical Center – Behavioral Health Addition Project*, September 17, 2024.

- Local-serving hotels (e.g., non-destination hotels)
- Student housing projects or adjacent to college campuses
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (public libraries, fire stations, local government)
- Affordable, supportive, or transitional housing
- Assisted living facilities, senior housing
- Projects generating less than 110 daily vehicle trips
- Public parking garages and public parking lots

The proposed project would serve the local population and is considered a community institution, thereby shortening travel distances and reducing VMT. The proposed project satisfies the project type screening criteria.

VMT Summary. The proposed project does not satisfy the TPA screening criteria but satisfies the low VMT area and project type screening criteria. Therefore, the proposed project would screen out of further VMT analysis.

Summary

Implementation of Mitigation Measures **T-1** and **T-2** would support Policies 4.2, 4.3, and 4.5 of the City's General Plan Circulation Element and, thus, the proposed project would not conflict with any program plan, ordinance or policy addressing the circulation system. The proposed project would maintain acceptable operations (LOS E or better) at the two study intersections. The proposed project is not expected to cause or contribute towards vehicle queuing which extends back into the I-10 freeway mainline travel lanes. Additionally, the proposed project would be screened out of the VMT analysis based on the low VMT area and project type screening criteria. Therefore, with implementation of Mitigation Measures **T-1** and **T-2**, impacts would be less than significant.

b) **Less-Than-Significant Impact**. A significant impact would occur if the project was inconsistent with CEQA Guidelines Section 15064.3(b). CEQA Guidelines Section 15064.3 identifies VMT as a criteria for evaluating a project's transportation impact. As discussed in Response to Checklist Question 3.17a, above, the proposed project satisfies the low VMT area and project type screening criteria. Therefore, the proposed project screens out of further VMT analysis. Therefore, the proposed project would not conflict with CEQA Guidelines Section 15064.3(b), and impacts would be less than significant.

c) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed project would introduce design features or incompatible uses that would increase hazards. Access and circulation within the project site would be designed and constructed in conformance with all applicable City requirements. Walkways would be provided on the project site to connect the proposed project to the public sidewalks and bike routes. The walkways would minimize the extent of pedestrian and bicycle interaction with vehicles at the project site and would provide a comfortable, convenient, and safe environment.

The proposed project would not require the construction of any new roads or the modification of any existing roads or pedestrian pathways. However, use of the off-site parking lot would increase since the proposed project would reduce the number of on-site parking spaces and would require staff and visitors of the West Covina Medical Center to park at its off-site parking lot. As a result, more pedestrians would use the existing crosswalk at the Orange Avenue/Cameron Avenue intersection to access the project site. To provide greater visibility and safety to pedestrians and motorists, Mitigation Measure **T-1** would be

implemented. This mitigation measure would convert the existing crosswalk at the Orange Avenue/Cameron Avenue intersection to white continental crosswalks.

According to Table 9-8 of the American Association of State Highway and Transportation Officials' *A Policy on Geometric Design of Highways and Streets*, a design speed of 25 miles per hour would require a minimum stopping sight distance of 155 feet and an intersection sight distance of 240 feet for passenger cars. According to the Transportation Impact Study for the proposed project, when an existing motorist's vehicle (i.e., front bumper) traveling along Orange Avenue is placed 15 feet from the edge of the travel way to the motorists' eye, the project site provides a sight distance of 131 feet at the driveway for oncoming southbound approaching vehicles and 172 feet for oncoming northbound approaching vehicles. The minimum line of sight of 240 feet for passenger cars does not exist for the project site driveway. The Transportation Impact Study for the proposed project provides measures that would improve the line of sight between motorists at the project site driveway and motorists along Orange Avenue (assuming a north-south orientation for Orange Avenue). These measures include the following:

- Provide red curb markings and signages to prohibit on-street parking along the west side of Orange Avenue along the project site frontage;
- Remove the existing two-hour parking sign that is located to the north of the existing entrance canopy;
- Clear landscaping, signage, and objects that are taller than 36 inches in height;
- Extend the existing red curb marking immediately south of the project site driveway be extended by approximately 40 feet to connect with the next southerly red curb marking on Orange Avenue; and
- Remove the two-hour parking sign to the north of the existing entrance canopy.[58]

While the minimum intersection sight distances are not met given the location of the existing driveway and the roadway curvature from the freeway off-ramp to Orange Avenue, the majority of visitors and staff parking would be provided at the off-site parking lot at the southwest corner of Orange Avenue/Cameron Avenue, while vehicles utilizing the Orange Avenue driveway on-site would primarily be staff and ambulances that are transporting patients. Due to the expected increased usage of the off-site parking lot, the Transportation Impact Study for the proposed project recommend the following to improve sight distance at the off-site parking lot:

- Install/refresh the red curb markings for 20 feet on either side of the two driveways for the off-site parking lot (i.e., at the Garvey Avenue South and Orange Avenue driveways); and
- Install signs at the two driveways of the off-site parking lots indicating that the usage of the off-site parking lot is for the West Covina Medical Center staff and visitors only.[59]

Implementation of Mitigation Measure **T-2** would ensure that the measures contained within the Transportation Impact Study for the proposed project be implemented to improve the line of sight at the on-site and off-site parking lots.

As discussed in Response to Checklist Question 3.17a, the proposed project is not expected to cause or contribute towards vehicle queuing that extends back into the I-10 freeway mainline travel lanes. Thus, the proposed project would not result in unsafe speed differentials

[58] Linscott Law & Greenspan, *Transportation Impact Study: West Covina Medical Center – Behavioral Health Addition Project*, September 17, 2024.

[59] Linscott Law & Greenspan, *Transportation Impact Study: West Covina Medical Center – Behavioral Health Addition Project*, September 17, 2024

between adjacent lanes, and the proposed project is not anticipated to negatively influence safety on the state highway system.

Implementation of Mitigation Measure **T-1** would be required to provide greater visibility and safety to pedestrians and motorists at the existing crosswalk at the Orange Avenue/Cameron Avenue intersection. Implementation of Mitigation Measure **T-2** would be required to improve the line of sight between the project site and oncoming traffic. Therefore, with implementation of Mitigation Measures **T-1** and **T-2**, a less than-significant impact related to transportation hazards would occur.

d) **No Impact**. A significant impact would occur if the proposed project would result in inadequate emergency access. The proposed project would be designed to accommodate emergency vehicles and would allow adequate emergency access to the project site in accordance with the City's driveway standards and WCFD requirements. Additionally, the proposed drive aisles would be designed to meet the minimum width and turning dimensions as required by WCFD. The turnaround area in front of the proposed building would be designed to accommodate fire trucks. The proposed project design would also be reviewed by the City's Planning Division, Building Division, and WCFD during the plan review process to ensure all applicable requirements are met. No roads would be closed by construction or operation of the proposed project. Emergency vehicles would be able to travel along roadways, and access to all surrounding properties would be maintained.

During construction, emergency vehicle access throughout the surrounding area would be maintained. As required by the California Vehicle Code (specifically Section 21806, Authorized Emergency Vehicles), "upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, under normal atmospheric conditions, from a distance of 1,000 feet in front of a vehicle, the surrounding traffic shall, except as otherwise directed by a traffic officer, do the following:

> (a) (1) Except as required under paragraph (2), the driver of every other vehicle shall yield the right-of-way and shall immediately drive to the right-hand edge or curb of the highway, clear of any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed.
>
> (2) A person driving a vehicle in an exclusive or preferential use lane shall exit that lane immediately upon determining that the exit can be accomplished with reasonable safety.
>
> (b) The operator of every street car shall immediately stop the street car, clear of any intersection, and remain stopped until the authorized emergency vehicle has passed.
>
> (c) All pedestrians upon the highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed."

If required, drivers of emergency vehicles are also trained to utilize center turn lanes, or travel in opposing through lanes to pass through crowded intersections or streets. Therefore, the proposed project would not result in inadequate emergency access, and no impact is expected.

MITGATION MEASURES

T-1 The existing crosswalk at the Orange Avenue/Cameron Avenue intersection shall be converted to white continental crosswalks to provide greater visibility and safety to pedestrians and motorists.

T-2 The applicant shall comply with all measures identified in the Transportation Impact Study for the proposed project. These measures include the following:

- Install red curb markings and signage to prohibit on-street parking along the west side of Orange Avenue along the project site frontage (assuming a north-south orientation for Orange Avenue). The existing red curb marking immediately south of the project site driveway shall be extended by approximately 40 feet to connect with the next southerly red curb marking on Orange Avenue.
- All existing red curb markings on Orange Avenue shall be refreshed for visibility.
- Remove the existing two-hour parking sign that is located to the north of the existing entrance canopy.
- Trim the existing trees and bushes along the west side of the Orange Avenue/freeway off-ramp north of the project site driveway to maintain a clear line of sight between motorists and oncoming motorists.
- Install advance warning signs for southbound approaching vehicles coming from the freeway off-ramp on both sides of Orange Avenue to indicate the presence of an intersection/driveway further ahead (see Figure 2-4, Intersection Sight Distance at Project Driveway, of the Transportation Impact Study for the proposed project for the proposed signs and the location of these signs).
- Install/refresh the red curb markings for 20 feet on either side of the two driveways for the off-site parking lot (i.e., at the Garvey Avenue South and Orange Avenue driveways).
- Install signs at the two driveways of the off-site parking lots to indicate that the usage of the off-site parking lot is for the West Covina Medical Center staff and visitors only.

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

a-b) Less-Than-Significant Impact with Mitigation Incorporated. A significant impact would occur if the proposed project would cause a substantial adverse change in the significance of a tribal cultural resource. The project site is currently developed with a medical center, surface parking, and landscaping. As discussed in Response to Checklist Question 3.5a, the project site was evaluated as a potential historical resource in the City's 2019 Historic Resource Inventory Update. The project site was evaluated according to the established designation criteria for listing in the National Register, California Register, and as a City of West Covina landmark or historic district. The DRP 523 form for the West Covina Medical Center indicates that the project site does not appear to be eligible for listing under any of the criteria for the National Register, California Register, or West Covina Landmark. [60]

To date, no significant tribal cultural resources have been identified on the project site. However, it is possible that tribal cultural resources could be discovered during ground disturbing activities. In accordance with Assembly Bill 52 (AB 52) requirements, California Native American tribes traditionally and culturally affiliated with the geographic area of the project site were notified of the proposed project on August 15, 2023. The Gabrieleno Band of Mission Indians - Kizh Nation responded and recommended that mitigation measures be imposed on the project site to ensure that any inadvertent discovery of tribal cultural resources encountered during ground-disturbing activities are properly documented, salvaged, and protected. Therefore, with implementation of Mitigation Measures **TR-1** through **TR-3**, impacts related to the tribal cultural resources would be less than significant.

MITIGATION MEASURES

TR-1 The project applicant shall retain a Native American monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh). The Native American monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the proposed project at all project locations (i.e., both on-site and any off-site locations that are included in the project description and/or required in connection with the proposed project, such as public improvement work). "Ground-disturbing activity," as defined by the Kizh, includes, but

[60]City of West Covina, *Historic Context Statement, 1945-1978 & Historic Resource Inventory Update*, Attachment 4, December 2019, https://www.westcovina.org/departments/community-development/planning-division/historic-preservation, accessed March 2023.

is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

The Native American monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Kizh. Monitor logs shall identify and describe any discovered tribal cultural resources, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the lead agency upon written request.

On-site tribal monitoring shall conclude upon the latter of the following: (1) written confirmation to the Kizh from a designated point of contact for the project applicant that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the proposed project are complete; or (2) a determination and written notification by the Kizh or Native American monitor to the project applicant and lead agency that no future, planned construction activity and/or construction phase at the project site possesses the potential to impact tribal cultural resources.

TR-2 Upon discovery of any tribal cultural resources, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered tribal cultural resources has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered tribal cultural resources in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TR-3 Native American human remains are defined in PRC Section 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC Section 5097.98, are also to be treated according to this statute.

If Native American human remains and/or grave goods are discovered or recognized on the project site, construction activities shall be diverted at a minimum of 150 feet from the discovery and an exclusion zone shall be placed around the burial. PRC Section 5097.9 and Health and Safety Code Section 7050.5 shall be followed. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. Work shall continue to be diverted while the coroner determines whether the remains are Native American. If the County Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Native American Heritage Commission shall be contacted by telephone within 24 hours. If the finds are determined to be Native American, the coroner will notify the Native American Heritage Commission as mandated by state law, who will then appoint a Most Likely Descendent.

Human remains and grave/burial goods shall be treated alike per PRC Section 5097.98(d)(1) and (2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

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

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would require or result in the relocation or construction of new utilities facilities or service systems, which would cause significant environmental effects.

Water Supply. Water for the project site is served by Suburban Water Systems. Suburban Water Systems serves a population of about 300,000 through a water distribution system that includes 18 wells, 32 reservoirs, and more than 800 miles of pipeline. Their network of facilities pumps and distributes approximately 43,000 acre-feet of water annually.[61,62] Groundwater comes from Suburban-owned wells in the Main San Gabriel Basin and Central Basin. The well water is disinfected and treated prior to entering the distribution system. Water supply is supplemented with water purchased mainly from member agencies of the Metropolitan Water District of Southern California, Covina Irrigated Company, and California Domestic Water Company. Suburban Water Systems is divided into two main service areas: San Jose Hills Service Area and the Whittier/La Mirada Service Area. The project site is located in the San Jose Hills Service Area.

According to the 2020 Urban Water Management Plan for Suburban Water Systems, Suburban Water Systems had an annual water demand of 45,389 acre-feet for a service area population of 298,367 in 2020, while the San Jose Hills Service Area had an annual water demand of 23,371 acre-feet for a service area population of 175,529.

[61]Suburban Water Systems, *Final 2020 Urban Water Management Plan*, June 2021, https://wuedata.water.ca.gov/public/uwmp_attachments/3673902213/Suburban%20Final%202020%20UWMP_2021-06-30.pdf.

[62]One acre-foot is about 326,000 gallons, which meets the annual average indoor/outdoor water needs of one or two households.

Tables 3-16, **3-17**, and **3-18** show the 2020 Urban Water Management Plan projected water supply and demand in the San Jose Hills Service Area under normal year, single dry year, and multiple dry year conditions, respectively, through 2045. As shown, Suburban Water Systems is projected to meet future water demands in the San Jose Hills Service Area for normal, single-dry, and multiple-dry year conditions through 2045.[63]

TABLE 3-16: SAN JOSE HILLS NORMAL YEAR SUPPLY AND DEMAND COMPARISON

Water Supply/Demand	Year				
	2025	2030	2035	2040	2045
Supply Totals (afy)	34,200	34,200	34,200	34,200	34,200
Demand Totals (afy)	24,175	24,415	24,658	24,904	25,151
Difference (afy)	10,025	9,785	9,542	9,296	9,049

afy = acre-feet per year
SOURCE: Suburban Water Systems, Final 2020 Urban Water Management Plan, Table 3.23, June 2021.

TABLE 3-17: SAN JOSE HILLS SINGLE DRY YEAR SUPPLY AND DEMAND COMPARISON

Water Supply/Demand	Year				
	2025	2030	2035	2040	2045
Supply Totals (afy)	29,579	29,579	29,579	29,579	29,579
Demand Totals (afy)	25,535	25,782	26,032	26,283	26,538
Difference (afy)	4,044	3,797	3,547	3,295	3,041

afy = acre-feet per year
SOURCE: Suburban Water Systems, *Final 2020 Urban Water Management Plan*, Table 3.26, June 2021.

TABLE 3-18: SAN JOSE HILLS MULTIPLE DRY YEAR SUPPLY AND DEMAND COMPARISON

Water Supply/Demand	Year				
	2025	2030	2035	2040	2045
FIRST YEAR					
Supply Totals (afy)	33,945	33,945	33,945	33,945	33,945
Demand Totals (afy)	24,374	24,610	24,848	25,088	25,331
Difference	9,571	9,336	9,098	8,857	8,614
SECOND YEAR					
Supply Totals (afy)	32,893	32,893	32,893	32,893	32,893
Demand Totals (afy)	24,374	24,610	24,848	25,088	25,331
Difference	8,519	8,284	8,046	7,805	7,562
THIRD YEAR					
Supply Totals (afy)	32,481	32,481	32,481	32,481	32,481
Demand Totals (afy)	24,374	24,610	24,848	25,088	25,331
Difference	8,107	7,872	7,634	7,393	7,150
FOURTH Year					
Supply Totals (afy)	29,579	29,579	29,579	29,579	29,579
Demand Totals (afy)	24,374	24,610	24,848	25,088	25,331
Difference	5,205	4,969	4,731	4,491	4,248

[63]Suburban Water Systems, *Final 2020 Urban Water Management Plan*, June 2021, https://wuedata.water.ca.gov/public/uwmp_attachments/3673902213/Suburban%20Final%202020%20UWMP_2021-06-30.pdf.

TABLE 3-18: SAN JOSE HILLS MULTIPLE DRY YEAR SUPPLY AND DEMAND COMPARISON

Water Supply/Demand	Year				
	2025	2030	2035	2040	2045
FIFTH YEAR					
Supply Totals (afy)	36,662	36,662	36,662	36,662	36,662
Demand Totals (afy)	24,374	24,610	24,848	25,088	25,331
Difference	12,289	12,053	11,815	11,574	11,331

afy = acre-feet per year
SOURCE: Suburban Water Systems, *Final 2020 Urban Water Management Plan*, Table 3.29, June 2021

The proposed project is estimated to increase water demand by approximately 40,470 gallons per day, or 45.3 afy, which represents 0.4 to 0.5 percent of the Suburban Water Systems' available water supply for the San Jose Hills Service Area for a normal year from 2025 to 2045, 1.1 to 1.5 percent of the available water supply for a single-dry year from 2025 to 2045, and 0.4 to 1.1 percent of the available water supply for multiple-dry year.[64] Sufficient water supplies would be available to serve the proposed project.

The estimated water demand of the proposed project would be typical for a medical center and is not expected to exceed available supplies or the available capacity within the distribution infrastructure that would serve the project site. Prior to the issuance of a building permit, the applicant would be required to verify that the City's water system can accommodate the proposed project's fire flows and all potable water demand. Additionally, water used for irrigation and landscaping purposes would be required to comply with the City's Water Efficient Landscaping Ordinance (WCMC Chapter 26, Article III, Division 5) and the Planning Commission Guidelines for Water Efficient Landscaping. The estimated water demand of the proposed project is not expected to exceed available supplies or the available capacity within the distribution infrastructure that would serve the project site. Adequate water supplies would be available to the proposed project, and new or expanded water facilities would not be required. Therefore, impacts related to water supply infrastructure would be less than significant.

Wastewater. Wastewater generated from the project site is collected by sewer pipelines that are maintained by the City. Wastewater collected by the City is then directed to the Sanitation Districts of Los Angeles County (LACSD) trunk sewer pipelines where wastewater is conveyed to the LACSD San Jose Creek Water Reclamation Plant (SJCWRP). SJCWRP treats approximately 53.6 million gallons per day (mgd) of wastewater and has the capacity to treat up to 100 mgd of wastewater, which leaves an available capacity of 46.4 mgd.[65]

Wastewater generation is typically estimated to be approximately 90 percent of water usage. This estimate accounts for outdoor uses, such as landscape irrigation, where water does not become wastewater, as well as consumptive uses. The proposed project is estimated to generate approximately 36,423 gallons per day of wastewater, which is less than 0.1

[64]Based on a water demand of 570 gallons per bed per day for hospitals (Healthcare Design, "Hospitals Can Tap into Savings through Water Conservation," https://healthcaredesignmagazine.com/architecture/saving-water-saving-money/#:~:text=U.S.%20hospitals%20are%20water%20hogs,per%20staffed%20bed%2C%20per%20day, accessed August 2023).

[65]Los Angeles County Sanitation Districts, *San Gabriel River Watershed Project to Reduce River Discharge in Support of Increased Recycled Water Reuse*, https://files.ceqanet.opr.ca.gov/89269-2/attachment/HNWjbgzSSydtx6C6GMyB0t8xWaW3cPilsA6z7m1IX7AXtQ13GbQ722U2K9pockBuyShwuBHlrqzc_r390, accessed August 2023.

percent of the available capacity at SJCWRP.[66] SJCWRP would have adequate available capacity to serve the proposed project, and the proposed project would not cause SJCWRP to exceed wastewater treatment requirements of the LARWQCB. Thus, new or expanded wastewater treatment facilities would not be required, and impacts would be less than significant.

Stormwater Drainage. Existing stormwater runoff from the project site generally flows south and southwest towards Orange Avenue. Surface runoff from the project site is currently collected by an existing catch basin located in the driveway on the project site and off-site on Orange Avenue, west of Cameron Avenue. A catch basin is also located on Cameron Avenue adjacent to the project site. The proposed project would increase the amount of impervious surfaces on the project site compared to existing conditions. The existing catch basin on the project site would be replaced with a new catch basin at a similar location. Another catch basin would be installed at the northeastern portion of the project site. The proposed project would also install a stormwater infiltration tank on the project site. New storm drain lines would be installed to connect the new on-site catch basins to the stormwater infiltration tank to capture stormwater on-site. Runoff that are not captured on-site would continue to flow off-site into the existing catch basin on Orange Avenue. With the installation and operation of the on-site catch basins and stormwater infiltration tank, stormwater runoff leaving the project site would not substantially increase compared to existing conditions. Construction of the proposed on-site storm drainage infrastructure are within the limits identified for the proposed project and, thus, the potential impacts associated with the proposed storm drain lines have been considered in the respective sections of this IS/MND.

The proposed project would also be subject to the latest requirements of the NPDES permit program, LARWQB, and applicable pollution control and stormwater drainage measures. As the proposed project would not cause a substantial increase in the peak flow rates or volumes that would exceed the drainage capacity of existing stormwater drainage facilities, new or expanded stormwater drainage facilities beyond those that would be installed by the proposed project would not be required, and impacts would be less than significant.

Electric Power and Natural Gas. Energy use associated with operation of the proposed project would be similar to the existing medical center, requiring electricity and natural gas for lighting, medical and other electronic equipment, and natural gas for interior and exterior building lighting, HVAC, machinery, refrigeration, appliances, security systems, and more. The proposed project would be served by Southern California Edison for electricity, and SoCalGas for natural gas. The project site is in a developed, urbanized portion of the City of West Covina that is served by existing electrical power and natural gas services. The proposed project would use the existing electricity and natural gas connections for the existing medical center. Additionally, no substantial electrical or natural gas infrastructure is present on or adjacent to the project site that would need to be relocated to accommodate the proposed project. Therefore, impacts associated with electric power and natural gas facilities would be less than significant.

Telecommunications. Telecommunication services include phone, television, and internet providers. The project site is in a developed, urbanized portion of the City of West Covina that is served by existing telecommunications services. The proposed project would use the same telecommunications services as the existing medical center. Upgrades and/or relocation of

[66]Water demand for a hospital is 570 gallons per bed per day for hospitals (Healthcare Design, "Hospitals Can Tap into Savings through Water Conservation," https://healthcaredesignmagazine.com/architecture/saving-water-saving-money/#:~:text=U.S.%20hospitals%20are%20water%20hogs,per%20staffed%20bed%2C%20per%20day, accessed August 2023).

existing telecommunications infrastructure may be required for the proposed project. Any potential upgrades or relocation of telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the existing system. No upgrades to off-site telecommunications systems are anticipated to occur as a result of the proposed project. Any work that may affect services to the existing telecommunications lines would be coordinated with service providers and is not expected to cause significant environmental effects. Therefore, impacts would be less than significant.

b) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would increase water usage such that the project site would not have enough water supplies during normal, dry and multiple dry years. As discussed in Response to Checklist Question 3.19a, the proposed project would increase water demand by approximately 45.3 afy, which represents 0.4 to 0.5 percent of the Suburban Water Systems' available water supply for the San Jose Hills Service Area for a normal year from 2025 to 2045, 1.1 to 1.5 percent of the available water supply for a single-dry year from 2025 to 2045, and 0.4 to 1.1 percent of the available water supply for multiple-dry year. Sufficient water supplies would be available to serve the proposed project during normal, single dry, and multiple dry years. Additionally, water used for irrigation and landscaping purposes would be required to comply with the City's Water Efficient Landscaping Ordinance (WCMC Chapter 26, Article III, Division 5) and the Planning Commission Guidelines for Water Efficient Landscaping. The estimated water demand of the proposed project is not expected to exceed available supplies or the available capacity within the distribution infrastructure that would serve the project site. Therefore, impacts on water supplies would be less than significant.

c) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project's wastewater demand exceeds the capacity of the project site's wastewater treatment provider. As discussed in Response to Checklist Question 3.19a, wastewater on the project site is treated at the SJCWRP, and the SJCWRP has sufficient remaining available treatment capacity to adequately serve the proposed project. The proposed project is estimated to generate approximately 36,423 gallons per day of wastewater, which is less than 0.1 percent of the available capacity at SJCWRP. It is anticipated that the amount of wastewater that would be generated by the proposed project would be met, and no new entitlements or resources would be required to meet the proposed project's expected wastewater needs. Therefore, less-than-significant impacts would occur.

d-e) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would generate solid waste in excess of state or local standards, in excess of the capacity of local infrastructure, impair the attainment of solid waste reduction goals, or would not comply with federal, state, and local management and reduction statutes and regulations related to solid waste. The City of West Covina is served by Athens Services, which is a private waste hauler contracted by the City to provide solid waste collection and recycling services to residents and businesses. Solid waste collected by Athens Services is not directly disposed of at landfills serving the City but is transported to the Athens Services-owned Materials Recovery Facility (MRF) in the City of Industry. Solid waste received at the MRF is sorted, and all recyclable materials found are removed and recycled. The City of Industry MRF can process 5,000 tons of mixed materials each day.[67] The remaining solid waste that cannot be recycled is sent to the Victorville Sanitary Landfill. The Victorville

[67]City of West Covina, *2016 General Plan Update and Downtown Plan and Code Final Environmental Impact Report,* December 2016.

Sanitary Landfill has a max permitted throughput of 3,000 tons per day, a max permitted capacity of 93,400,000 cubic yards, and a remaining capacity of 79,400,000 cubic yards.[68]

Assuming a solid waste generation factor of 16 pounds per bed per day for hospitals,[69] the proposed project would generate approximately 1,136 pounds of solid waste per day, which represent less than 0.1 percent of the permitted daily intake capacity at the Victorville Sanitary Landfill. The proposed project can be adequately served by the City's solid waste provider.

Construction and operations of the proposed project would comply with all applicable standards and regulations related to solid waste reduction. The applicant of the proposed project would be required to comply with PRC Section 41780.01(a), which states that it is California's policy goal to reduce, recycle, or compost at least 75 percent of solid waste generated by 2020, and annually thereafter. The applicant of the proposed project would also be required to comply with CalGreen Code Section 4.408, which requires that at least 65 percent of demolition and construction debris be diverted from landfills by recycling and/or salvage for reuse. WCMC Chapter 7, Article XVI (Reduction, Reuse and Recycling of Construction and Demolition Debris) requires applicants of projects that involves 1,000 square feet or more of construction and demolition material to divert construction and demolition debris to reduce landfill waste. The proposed project would be required to comply with WCMC Chapter 7, Article XVI since it would involve more than 1,000 square feet of construction. As the proposed project can be adequately served by the City's solid waste provider and would comply with applicable regulations related to solid waste, less-than-significant impacts would occur.

[68]CalRecycle, *Victorville Sanitary Landfill (36-AA-0045)*, https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1870?siteID=2652, accessed September 2023.

[69]CalRecycle, *Estimated Solid Waste Generation Rates*, https://www2.calrecycle.ca.gov/wastecharacterization/general/rates, accessed September 2023.

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

a) **No Impact**. A significant impact would occur if the proposed project would be located in or near a state responsibility area or land classified as a Very High Fire Hazard Severity Zone (VHFHSZ) and would substantially impair an adopted emergency response plan or emergency evacuation plan. A fire hazard severity zone is a mapped area developed by CalFire that designates zones with varying degrees of fire hazard (i.e., moderate, high, and very high). Areas that are designated as Very High or High Fire Hazard Severity Zones are the most likely to experience wildfire. The project site is not located in or near a state responsibility area or in a VHFHSZ, as identified by CalFire. The nearest fire hazard zone (including VHFHSZ) is located approximately 2.6 miles southeast of the project site.[70] Additionally, the proposed project would not involve activities that would expose people or structures to the risk of loss, injury, or death involving wildland fires. Therefore, the project site would not be subject to severe wildfires or wildfires of greater concern.

As discussed in Response to Checklist Question 3.9f, the project site is adjacent to the I-10 freeway, a freeway disaster route. Additionally, the project site is identified as a critical facility in the City's NHMP. The proposed project does not involve any uses or features that would interfere with the NHMP or designated disaster routes near the project site. The proposed project would be designed to accommodate emergency access to the project site. The driveway would be designed to meet the minimum width and turning dimension requirements of WCFD. Furthermore, the proposed building would be constructed to meet the current City's Fire Code and building code requirements for fire safety. The applicant would be required to submit project plans to WCFD and incorporate WCFD fire protection and suppression features that are appropriate for the proposed project.

Emergency access to the project site and the surrounding uses would be maintained during construction and operations of the proposed project and would not interfere with the NHMP or any evacuation routes. As the project site is not located in a VHFHSZ and would not impair an adopted emergency response plan or emergency evacuation plan, no impact would occur.

[70]California Department of Forestry and Fire Protection, *California Fire Hazard Severity Zone Viewer*, https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414, accessed May 2023.

b) **No Impact**. A significant impact would occur if the proposed project would be located in or near a state responsibility area or land classified as VHFHSZ and would exacerbate wildfire risks that would expose project occupants to pollutant concentrations for a wildfire or the uncontrolled spread of a wildfire. As discussed in Response to Checklist Question 3.20a, the proposed project is not located in or near a state responsibility area or in a VHFHSZ. The project site is in an urbanized area. The southern California region, including the City of West Covina, is susceptible to strong wind gusts that typically have little to no accommodating precipitation, which are known as windstorms. The City is typically affected by the Santa Ana winds, which are generally warm, offshore dry winds that originate from the east or northeast.[71] Because southern California is generally a windstorm susceptible region, much of this region encounters winds capable of spreading wildfire and wildfire pollutants. However, areas that are especially susceptible to exacerbating such fire risks are those that receive high gusts of wind and are within a fire hazard severity zone and has been a historically burn area. The project site is not within a fire hazard severity zone or a historic burn area.[72] As a result, it is unlikely that the proposed project would expose project occupants to uncontrolled spread of a wildfire or pollutant concentrations from wildfire. Therefore, no impact would occur.

c) **No Impact**. A significant impact would occur if the proposed project would be located in or near a state responsibility area or land classified as VHFHSZ and would require the installation or maintenance of infrastructure that may exacerbate the risk of fire or ongoing impacts to the environment. As discussed in Response to Checklist Question 3.20a, the project site is not located in or near a state responsibility area or in a VHFHSZ. The project site would be adequately served by existing facilities and utilities and would not require additional installation or maintenance of roads, fuel breaks, emergency water sources, or power lines. Thus, the proposed project would not require installation or maintenance of associated structures that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Furthermore, the proposed project would adhere to relevant building design codes, including the City's Fire Code. Therefore, no impact would occur.

d) **No Impact**. A significant impact would occur if the proposed project would be located in or near a state responsibility area or land classified as VHFHSZ and would expose people or structures to significant risks after a wildfire, such as downslope or downstream flooding or landslides. As discussed in Response to Checklist Question 3.20a, the proposed project is not located in or near a state responsibility area or in a VHFHSZ. Thus, people or structures would not be exposed to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impact would occur.

[71] City of West Covina, *Natural Hazard Mitigation Plan: Section 10: Windstorm*, https://www.westcovina.org/departments/fire/disaster-preparedness/natural-hazard-mitigation-plan/section-10-windstorm, accessed May 2023.

[72] *Ibid.*

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.**21 MANDATORY FINDINGS OF SIGNIFICANCE**. Would the project:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☑	☐	☐
b) Does the project have impacts which are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☑	☐	☐
c) Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐

a) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed project would have the potential to degrade the quality of the environment; substantially reduce, threaten, or eliminate fish, plant, or wildlife habitats or population, including rare or endangered species; or eliminate historical, archaeological, or paleontological resources. The preceding analyses conclude that no significant unmitigated impacts to the environment would occur. The proposed project is located within a highly urbanized area, and the project site is currently developed with medical offices and a medical hospital. As discussed in Response to Checklist Question 3.1c, the proposed project would remove 38 trees, of which 25 trees are classified as significant trees. The proposed project would be required to comply with the City's Preservation, Protection and Removal of Trees Ordinance, which require any significant trees that would be removed to be replaced with trees of comparable species, size, and conditions as the existing trees. If it is not possible to relocate the existing trees or provide replacement trees on or off the project site, the applicant would be required to provide payment of the proper restitution value of the trees, or donation of boxed trees to the City to be used elsewhere in the City. As it is not possible for the applicant to relocate or replace the existing 25 trees that would be removed by the proposed project, the applicant would be required to plant replacement trees off site, provide payment for the restitution value of the trees, or to donate box trees to the City.

Construction of the proposed project has the potential to affect the health or structural integrity, encroach the dripline, encroach the optimal tree protection zone, and/or encroach the structural rooting radius of 15 trees that would remain on the project site. After construction, 4 of these trees may be at increased risk of failure during atypical weather events that produce high winds and oversaturated soils. Mitigation Measure **A-1** would be implemented to ensure that the trees to remain on the project site would not be adversely affected by the proposed project. Additionally, the applicant would be required to comply with the City's landscape requirements. Compliance with Mitigation Measure **A-1**; the City's Preservation, Protection and Removal of Trees Ordinance; the City's landscaping requirements; and other applicable

regulations that governs scenic quality, the proposed project would not degrade the visual character or quality of the project site and its surrounding area.

As discussed in Section 3.4, Biological Resources, of this IS/MND, the project site does not contain suitable habitat for special-status wildlife species (including rare, threatened, and endangered species) and no special-status species were identified or have a high likelihood of occurring on the project site. Additionally, the project site does not contain any riparian habitat or features necessary to support riparian habitat. The proposed project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Although the proposed project would remove trees on the project site, which may provide nesting habitat for birds, Mitigation Measure **BR-1** would be implemented to ensure that nesting birds would not be adversely affected by the proposed tree removal.

As discussed in Response to Checklist Question 3.5a, no historic resources are located on the project site. Similarly, no archaeological, paleontological, and tribal cultural resources are known to exist on the project site (Response to Checklist Questions 3.5b and 3.18a-b). However, it is possible that unanticipated archaeological, paleontological, or tribal cultural resources may be encountered during ground disturbance activities, and Mitigation Measures **CR-1**, **GS-1**, and **TR-1** through **TR-3** would reduce the potential for the destruction of any significant archaeological, paleontological, and tribal cultural resources.

As discussed in Response to Checklist Questions 3.17a and c, Mitigation Measures **T-1** Mitigation Measure **T-2** would improve safety along Orange Avenue, at the Orange Avenue/Cameron Avenue intersection and would support Policies 4.2, 4.3, 4.5 of the City's General Plan Circulation Element.

With implementation of Mitigation Measures **A-1**, **BR-1**, **CR-1**, **GS-1**, **T-1**, **T-2**, and **TR-1** through **TR-3**, the proposed project would not degrade the quality of the environment, substantially reduce the habitat of wildlife species, cause wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory. Therefore, impacts would be less than significant with implementation of mitigation measures.

b) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. **Table 3-19** provides a list of related projects that are near the project site.

TABLE 3-19: CUMULATIVE PROJECTS

Location	Description	Status	Distance from Project Site (miles)
1600 W. Cameron Ave.	84-unit townhomes	Under Construction	0.1
1024 W. Workman Ave.	119-unit townhomes	Under Construction	0.9
1115 S. Sunset Ave.	Queen of the Valley Expansion – 108,361-square-foot medical office building	Under Construction	0.3
1920 Pacific Lane	7-unit townhomes	Proposed	0.2

SOURCE: City of West Covina, 2023; Linscott, Law & Greenspan, 2024.

The environmental topic areas that were found to have no impact are not expected to cause the proposed project to make any contributions to potential cumulative impacts because a no impact conclusion means that the proposed project would have no contribution to that particular environmental topic area. Similarly, the environmental topic areas that were found to have a less-than-significant impact are not expected to cause the proposed project to significantly contribute to cumulative impacts since the proposed project's contribution to that particular environmental topic area is not large enough to contribute to significant cumulative impacts.

As discussed in this Initial Study, the proposed project would have either no impact or less-than-significant impacts to Agriculture and Forestry Resources, Air Quality, Energy, GHG Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfire. Impacts in these issue areas are generally limited to the proposed project, and the proposed project would not contribute to a significant cumulative impact.

Potential impacts to Aesthetics; Migratory Wildlife; and Archaeological, Paleontological, and Tribal Cultural Resources; Noise (construction); and Transportation would be reduced to less than significant levels with implementation of mitigation measures. The following analysis evaluates whether the proposed project would contribute to significant cumulative impacts in these environmental topic areas.

As with the proposed project, related projects would be required to comply with the City's zoning and other regulations that govern scenic quality and would not degrade the visual character and quality of the surrounding area. The proposed project and other related projects would be required to comply with the City's Preservation, Protection and Removal of Trees Ordinance. As with the proposed project, related projects that would involve tree removal would also be required to conduct a tree survey. As discussed in Response to Checklist Question 3.1c, construction of the proposed project has the potential to negatively affect the health and structural integrity, encroach into the dripline and/or the optimal tree protection zone, and/or affect the structural rooting radius of trees that would remain on the project site. The proposed project would implement Mitigation Measure **A-1** to ensure that the proposed project would not adversely affect trees that would remain on the project site. With implementation of Mitigation Measure **A-1**, the proposed project's effect on visual character and quality would be reduced to a level that would not be cumulatively considerable.

While development of related projects, when combined with the proposed project, have the potential to uncover or disturb known or previously unknown archaeological, paleontological, and tribal cultural resources, Mitigation Measures **CR-1**, and **TR-1** through **TR-3** would reduce proposed project impacts on archaeological and tribal cultural resources to less than significant levels. Mitigation Measure **GS-1** would reduce proposed project impacts on paleontological resources to less than significant levels. Therefore, the proposed project's effect on archaeological, paleontological, and tribal cultural resources would be reduced to a level that would not be cumulatively considerable.

The proposed project would be located on the same property as the existing West Covina Medical Center, which includes medical facilities that are sensitive to increased noise levels. These facilities, which are owned and operated by the applicant, may experience short-term disruptive noise events during construction of the proposed project. Mitigation Measure **N-1** would reduce construction noise levels at noise sensitive uses. Construction noise impacts are localized to a project site and sensitive receptors within the immediate vicinity of the project site. The nearest related project is approximately 510 feet south of the project site.

If construction of the proposed project were to occur at the same time as related projects, it is not likely that noise generated from construction of the proposed project and the related projects would result in the exposure of sensitive receptors to excessive construction noise due to the localized nature of noise impacts. Therefore, with implementation of Mitigation Measure **N-1**, the proposed project's effect on construction noise would be reduced to a level that would not be cumulatively considerable.

The proposed project would increase the use of the off-site parking lot that is part of the West Covina Medical Center. As a result, more pedestrians would use the existing crosswalk at the Orange Avenue/Cameron Avenue intersection to access the project site. Mitigation Measure **T-1** would be implemented to provide greater visibility and safety to pedestrians and motorists. Additionally, the project site driveway does not have an adequate line of sight. Implementation of Mitigation Measure **T-2** would improve the line of sight between the project site and oncoming traffic. The nearest related project is located approximately 510 feet south of the project site on Cameron Avenue. The additional vehicles from this and other nearby related project, in combination with the proposed project, is not expected to result in cumulatively considerable impacts related to transportation plans and transportation hazards with implementation of Mitigation Measures **T-1** and **T-2**.

None of the environmental topic areas that would result in less-than-significant impacts with implementation of mitigation measures would cause the proposed project to contribute to significant cumulative impacts. Therefore, the proposed project would not have impacts that are individually limited but cumulatively considerable. Impacts would be less than significant.

c) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact may occur if the proposed project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. As discussed throughout this IS/MND, the proposed project would have less-than-significant impacts (with and without incorporation of mitigation measures) or no impacts on the environment. The proposed project would have a less-than-significant impact with implementation of mitigation measures for the following environmental topic areas: Aesthetics; Migratory Wildlife; and Archaeological, Paleontological, and Tribal Cultural Resources; and Noise (construction). The proposed project would have less-than-significant impacts or no impacts for all other environmental topic areas. All potential impacts of the proposed project have been identified and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less than significant levels. Upon implementation of mitigation measures included in this IS/MND and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly. Therefore, a less-than-significant impact is anticipated with incorporation of the mitigation measures identified in this IS/MND.

4.0 LIST OF PREPARERS AND SOURCES CONSULTED

This section identifies the lead agency and the consultant team members who participated in the preparation of this IS/MND. This section also documents all the sources and references used in the preparation of this IS/MND.

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Appendix A

Air Quality and Greenhouse Gas Emissions Calculations

West Covina Medical Center Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	West Covina Medical Center
Construction Start Date	1/6/2025
Operational Year	2027
Lead Agency	City of West Covina
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	22.4
Location	34.07149996134895, -117.94444172083607
County	Los Angeles-South Coast
City	West Covina
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4958
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Medical Office Building	42.0	1000sqft	0.39	42,000	4,167	—	—	—
Other Asphalt Surfaces	22.0	1000sqft	0.51	22,041	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-9	Use Dust Suppressants
Energy	E-7*	Require Higher Efficacy Public Street and Area Lighting

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.69	1.47	6.05	23.3	0.01	0.18	3.23	3.40	0.16	0.76	0.92	—	4,909	4,909	0.21	0.17	13.1	4,978
Mit.	1.69	1.47	6.05	23.3	0.01	0.18	3.23	3.40	0.16	0.76	0.92	—	4,909	4,909	0.21	0.17	13.1	4,978
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.68	26.7	8.66	20.8	0.01	0.36	3.23	3.40	0.33	1.06	1.40	—	4,737	4,737	0.21	0.18	0.34	4,795
Mit.	1.68	26.7	8.66	20.8	0.01	0.36	3.23	3.40	0.33	1.02	1.35	—	4,737	4,737	0.21	0.18	0.34	4,795

% Reduced	—	—	—	—	—	—	—	—	—	4%	3%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.02	1.73	4.06	13.0	0.01	0.11	2.01	2.12	0.10	0.47	0.57	—	2,914	2,914	0.13	0.11	3.35	2,953
Mit.	1.02	1.73	4.06	13.0	0.01	0.11	1.95	2.07	0.10	0.46	0.57	—	2,914	2,914	0.13	0.11	3.35	2,953
% Reduced	—	—	—	—	—	—	3%	3%	—	1%	1%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.19	0.32	0.74	2.37	< 0.005	0.02	0.37	0.39	0.02	0.09	0.10	—	483	483	0.02	0.02	0.56	489
Mit.	0.19	0.32	0.74	2.37	< 0.005	0.02	0.36	0.38	0.02	0.08	0.10	—	483	483	0.02	0.02	0.56	489
% Reduced	—	—	—	—	—	—	3%	3%	—	1%	1%	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.69	1.47	6.05	23.3	0.01	0.18	3.23	3.40	0.16	0.76	0.92	—	4,909	4,909	0.21	0.17	13.1	4,978
2026	1.52	1.31	5.67	22.1	0.01	0.16	3.23	3.38	0.14	0.76	0.90	—	4,837	4,837	0.20	0.17	11.9	4,905
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.68	1.46	8.66	20.8	0.01	0.36	3.23	3.40	0.33	1.06	1.40	—	4,737	4,737	0.21	0.18	0.34	4,795
2026	1.52	26.7	5.80	19.8	0.01	0.16	3.23	3.38	0.14	0.76	0.90	—	4,668	4,668	0.20	0.17	0.31	4,724
2027	0.37	26.7	2.79	4.31	0.01	0.06	0.69	0.76	0.06	0.09	0.14	—	706	706	0.03	0.01	0.01	710
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.02	0.89	4.06	13.0	0.01	0.11	2.01	2.12	0.10	0.47	0.57	—	2,914	2,914	0.13	0.11	3.35	2,953
2026	0.93	1.73	3.70	12.4	0.01	0.10	1.96	2.06	0.09	0.45	0.54	—	2,850	2,850	0.12	0.10	3.06	2,887
2027	< 0.005	0.05	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.38	1.38	< 0.005	< 0.005	< 0.005	1.39
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.19	0.16	0.74	2.37	< 0.005	0.02	0.37	0.39	0.02	0.09	0.10	—	483	483	0.02	0.02	0.56	489
2026	0.17	0.32	0.68	2.27	< 0.005	0.02	0.36	0.38	0.02	0.08	0.10	—	472	472	0.02	0.02	0.51	478
2027	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.23	0.23	< 0.005	< 0.005	< 0.005	0.23

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.69	1.47	6.05	23.3	0.01	0.18	3.23	3.40	0.16	0.76	0.92	—	4,909	4,909	0.21	0.17	13.1	4,978
2026	1.52	1.31	5.67	22.1	0.01	0.16	3.23	3.38	0.14	0.76	0.90	—	4,837	4,837	0.20	0.17	11.9	4,905

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.68	1.46	8.66	20.8	0.01	0.36	3.23	3.40	0.33	1.02	1.35	—	4,737	4,737	0.21	0.18	0.34	4,795
2026	1.52	26.7	5.80	19.8	0.01	0.16	3.23	3.38	0.14	0.76	0.90	—	4,668	4,668	0.20	0.17	0.31	4,724
2027	0.37	26.7	2.79	4.31	0.01	0.06	0.22	0.28	0.06	0.04	0.10	—	706	706	0.03	0.01	0.01	710
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.02	0.89	4.06	13.0	0.01	0.11	1.95	2.07	0.10	0.46	0.57	—	2,914	2,914	0.13	0.11	3.35	2,953
2026	0.93	1.73	3.70	12.4	0.01	0.10	1.91	2.00	0.09	0.45	0.54	—	2,850	2,850	0.12	0.10	3.06	2,887
2027	< 0.005	0.05	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.38	1.38	< 0.005	< 0.005	< 0.005	1.39
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.19	0.16	0.74	2.37	< 0.005	0.02	0.36	0.38	0.02	0.08	0.10	—	483	483	0.02	0.02	0.56	489
2026	0.17	0.32	0.68	2.27	< 0.005	0.02	0.35	0.37	0.02	0.08	0.10	—	472	472	0.02	0.02	0.51	478
2027	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.23	0.23	< 0.005	< 0.005	< 0.005	0.23

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.17	2.96	1.49	17.0	0.04	0.05	3.29	3.34	0.05	0.83	0.88	255	4,680	4,935	25.7	0.17	12.0	5,640
Mit.	2.17	2.96	1.49	17.0	0.04	0.05	3.29	3.34	0.05	0.83	0.88	255	4,680	4,935	25.7	0.17	12.0	5,640
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.66	2.49	1.58	13.0	0.04	0.05	3.29	3.33	0.04	0.83	0.88	255	4,520	4,774	25.7	0.17	1.36	5,471

Mit.	1.66	2.49	1.58	13.0	0.04	0.05	3.29	3.33	0.04	0.83	0.88	255	4,520	4,774	25.7	0.17	1.36	5,471
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.99	2.79	1.61	15.2	0.04	0.05	3.24	3.29	0.04	0.82	0.87	255	4,568	4,822	25.7	0.18	5.80	5,524
Mit.	1.99	2.79	1.61	15.2	0.04	0.05	3.24	3.29	0.04	0.82	0.87	255	4,568	4,822	25.7	0.18	5.80	5,524
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.36	0.51	0.29	2.78	0.01	0.01	0.59	0.60	0.01	0.15	0.16	42.1	756	798	4.26	0.03	0.96	915
Mit.	0.36	0.51	0.29	2.78	0.01	0.01	0.59	0.60	0.01	0.15	0.16	42.1	756	798	4.26	0.03	0.96	915
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.64	1.48	1.17	13.9	0.03	0.02	3.28	3.31	0.02	0.83	0.85	—	3,566	3,566	0.16	0.13	11.0	3,621
Area	0.50	1.47	0.02	2.79	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	—	11.5
Energy	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,051	1,051	0.10	0.01	—	1,056
Water	—	—	—	—	—	—	—	—	—	—	—	10.1	34.3	44.4	1.04	0.03	—	77.8
Waste	—	—	—	—	—	—	—	—	—	—	—	244	0.00	244	24.4	0.00	—	855
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.07	1.07
Vegetation	—	< 0.005	0.01	—	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	17.6	17.6	—	—	—	17.6
Total	2.17	2.96	1.49	17.0	0.04	0.05	3.29	3.34	0.05	0.83	0.88	255	4,680	4,935	25.7	0.17	12.0	5,640
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.63	1.46	1.28	12.7	0.03	0.02	3.28	3.31	0.02	0.83	0.85	—	3,417	3,417	0.16	0.14	0.28	3,463
Area	—	1.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,051	1,051	0.10	0.01	—	1,056
Water	—	—	—	—	—	—	—	—	—	—	—	10.1	34.3	44.4	1.04	0.03	—	77.8
Waste	—	—	—	—	—	—	—	—	—	—	—	244	0.00	244	24.4	0.00	—	855
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.07	1.07
Vegetation	—	< 0.005	0.01	—	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	17.6	17.6	—	—	—	17.6
Total	1.66	2.49	1.58	13.0	0.04	0.05	3.29	3.33	0.04	0.83	0.88	255	4,520	4,774	25.7	0.17	1.36	5,471
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	1.62	1.45	1.30	13.1	0.03	0.02	3.24	3.26	0.02	0.82	0.84	—	3,457	3,457	0.16	0.14	4.73	3,508
Area	0.34	1.32	0.02	1.91	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.84	7.84	< 0.005	< 0.005	—	7.87
Energy	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,051	1,051	0.10	0.01	—	1,056
Water	—	—	—	—	—	—	—	—	—	—	—	10.1	34.3	44.4	1.04	0.03	—	77.8
Waste	—	—	—	—	—	—	—	—	—	—	—	244	0.00	244	24.4	0.00	—	855
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.07	1.07
Vegetation	—	< 0.005	0.01	—	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	17.6	17.6	—	—	—	17.6
Total	1.99	2.79	1.61	15.2	0.04	0.05	3.24	3.29	0.04	0.82	0.87	255	4,568	4,822	25.7	0.18	5.80	5,524
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.30	0.26	0.24	2.39	0.01	< 0.005	0.59	0.59	< 0.005	0.15	0.15	—	572	572	0.03	0.02	0.78	581
Area	0.06	0.24	< 0.005	0.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.30	1.30	< 0.005	< 0.005	—	1.30
Energy	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	174	174	0.02	< 0.005	—	175
Water	—	—	—	—	—	—	—	—	—	—	—	1.67	5.68	7.35	0.17	< 0.005	—	12.9
Waste	—	—	—	—	—	—	—	—	—	—	—	40.5	0.00	40.5	4.05	0.00	—	142
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Vegetation	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.92	2.92	—	—	—	2.92
Total	0.36	0.51	0.29	2.78	0.01	0.01	0.59	0.60	0.01	0.15	0.16	42.1	756	798	4.26	0.03	0.96	915

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.64	1.48	1.17	13.9	0.03	0.02	3.28	3.31	0.02	0.83	0.85	—	3,566	3,566	0.16	0.13	11.0	3,621
Area	0.50	1.47	0.02	2.79	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	—	11.5
Energy	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,051	1,051	0.10	0.01	—	1,056

Water	—	—	—	—	—	—	—	—	—	—	—	10.1	34.3	44.4	1.04	0.03	—	77.8
Waste	—	—	—	—	—	—	—	—	—	—	—	244	0.00	244	24.4	0.00	—	855
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.07	1.07
Vegetation	—	< 0.005	0.01	—	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	17.6	17.6	—	—	—	17.6
Total	2.17	2.96	1.49	17.0	0.04	0.05	3.29	3.34	0.05	0.83	0.88	255	4,680	4,935	25.7	0.17	12.0	5,640
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.63	1.46	1.28	12.7	0.03	0.02	3.28	3.31	0.02	0.83	0.85	—	3,417	3,417	0.16	0.14	0.28	3,463
Area	—	1.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,051	1,051	0.10	0.01	—	1,056
Water	—	—	—	—	—	—	—	—	—	—	—	10.1	34.3	44.4	1.04	0.03	—	77.8
Waste	—	—	—	—	—	—	—	—	—	—	—	244	0.00	244	24.4	0.00	—	855
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.07	1.07
Vegetation	—	< 0.005	0.01	—	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	17.6	17.6	—	—	—	17.6
Total	1.66	2.49	1.58	13.0	0.04	0.05	3.29	3.33	0.04	0.83	0.88	255	4,520	4,774	25.7	0.17	1.36	5,471
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.62	1.45	1.30	13.1	0.03	0.02	3.24	3.26	0.02	0.82	0.84	—	3,457	3,457	0.16	0.14	4.73	3,508
Area	0.34	1.32	0.02	1.91	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.84	7.84	< 0.005	< 0.005	—	7.87
Energy	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,051	1,051	0.10	0.01	—	1,056
Water	—	—	—	—	—	—	—	—	—	—	—	10.1	34.3	44.4	1.04	0.03	—	77.8
Waste	—	—	—	—	—	—	—	—	—	—	—	244	0.00	244	24.4	0.00	—	855
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.07	1.07
Vegetation	—	< 0.005	0.01	—	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	17.6	17.6	—	—	—	17.6
Total	1.99	2.79	1.61	15.2	0.04	0.05	3.24	3.29	0.04	0.82	0.87	255	4,568	4,822	25.7	0.18	5.80	5,524
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	0.30	0.26	0.24	2.39	0.01	< 0.005	0.59	0.59	< 0.005	0.15	0.15	—	572	572	0.03	0.02	0.78	581
Area	0.06	0.24	< 0.005	0.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.30	1.30	< 0.005	< 0.005	—	1.30
Energy	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	174	174	0.02	< 0.005	—	175
Water	—	—	—	—	—	—	—	—	—	—	—	1.67	5.68	7.35	0.17	< 0.005	—	12.9
Waste	—	—	—	—	—	—	—	—	—	—	—	40.5	0.00	40.5	4.05	0.00	—	142
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Vegetation	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.92	2.92	—	—	—	2.92
Total	0.36	0.51	0.29	2.78	0.01	0.01	0.59	0.60	0.01	0.15	0.16	42.1	756	798	4.26	0.03	0.96	915

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	0.20	1.93	2.92	< 0.005	0.07	—	0.07	0.06	—	0.06	—	432	432	0.02	< 0.005	—	434
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.41	0.41	—	0.06	0.06	—	—	—	—	—	—	—

Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.57	0.57	< 0.005	0.06	0.06	—	8.48	8.48	< 0.005	< 0.005	< 0.005	8.91
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.21	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01	—	47.4	47.4	< 0.005	< 0.005	—	47.5
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.05	0.05	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	0.93	0.93	< 0.005	< 0.005	< 0.005	0.98
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.84	7.84	< 0.005	< 0.005	—	7.87
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.15	0.15	< 0.005	< 0.005	< 0.005	0.16
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	65.5	65.5	< 0.005	< 0.005	0.01	66.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.04	0.01	0.67	0.25	< 0.005	0.01	0.14	0.15	0.01	0.04	0.05	—	527	527	0.03	0.08	0.03	552
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.29	7.29	< 0.005	< 0.005	0.01	7.39
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	57.7	57.7	< 0.005	0.01	0.06	60.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.21	1.21	< 0.005	< 0.005	< 0.005	1.22
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.55	9.55	< 0.005	< 0.005	0.01	10.0

3.2. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	0.20	1.93	2.92	< 0.005	0.07	—	0.07	0.06	—	0.06	—	432	432	0.02	< 0.005	—	434
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.41	0.41	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.09	0.09	< 0.005	0.01	0.01	—	8.48	8.48	< 0.005	< 0.005	< 0.005	8.91

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.21	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01	—	47.4	47.4	< 0.005	< 0.005	—	47.5
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.05	0.05	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.93	0.93	< 0.005	< 0.005	< 0.005	0.98
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.84	7.84	< 0.005	< 0.005	—	7.87
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.15	0.15	< 0.005	< 0.005	< 0.005	0.16
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	65.5	65.5	< 0.005	< 0.005	0.01	66.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	0.01	0.67	0.25	< 0.005	0.01	0.14	0.15	0.01	0.04	0.05	—	527	527	0.03	0.08	0.03	552

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.29	7.29	< 0.005	< 0.005	0.01	7.39
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	57.7	57.7	< 0.005	0.01	0.06	60.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.21	1.21	< 0.005	< 0.005	< 0.005	1.22
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.55	9.55	< 0.005	< 0.005	0.01	10.0

3.3. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.08	0.91	8.60	8.32	0.01	0.36	—	0.36	0.33	—	0.33	—	1,429	1,429	0.06	0.01	—	1,434
Dust From Material Movement	—	—	—	—	—	—	1.92	1.92	—	0.98	0.98	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.57	0.57	< 0.005	0.06	0.06	—	8.48	8.48	< 0.005	< 0.005	< 0.005	8.91
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.12	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.6	19.6	< 0.005	< 0.005	—	19.6

Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.12	0.12	< 0.005	< 0.005	< 0.005	0.12
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.24	3.24	< 0.005	< 0.005	—	3.25
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	< 0.005	0.02
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	98.3	98.3	< 0.005	< 0.005	0.01	99.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.37	1.37	< 0.005	< 0.005	< 0.005	1.38
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.23	0.23	< 0.005	< 0.005	< 0.005	0.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Grading (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.08	0.91	8.60	8.32	0.01	0.36	—	0.36	0.33	—	0.33	—	1,429	1,429	0.06	0.01	—	1,434
Dust From Material Movement	—	—	—	—	—	—	1.92	1.92	—	0.98	0.98	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.09	0.09	< 0.005	0.01	0.01	—	8.48	8.48	< 0.005	< 0.005	< 0.005	8.91
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.12	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.6	19.6	< 0.005	< 0.005	—	19.6
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.12	0.12	< 0.005	< 0.005	< 0.005	0.12
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.24	3.24	< 0.005	< 0.005	—	3.25

Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	< 0.005	0.02
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	98.3	98.3	< 0.005	< 0.005	0.01	99.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.37	1.37	< 0.005	< 0.005	< 0.005	1.38
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.23	0.23	< 0.005	< 0.005	< 0.005	0.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	0.43	4.63	6.43	0.01	0.17	—	0.17	0.16	—	0.16	—	1,258	1,258	0.05	0.01	—	1,262
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	0.43	4.63	6.43	0.01	0.17	—	0.17	0.16	—	0.16	—	1,258	1,258	0.05	0.01	—	1,262
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	0.25	2.69	3.74	0.01	0.10	—	0.10	0.09	—	0.09	—	731	731	0.03	0.01	—	734
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.49	0.68	< 0.005	0.02	—	0.02	0.02	—	0.02	—	121	121	< 0.005	< 0.005	—	121
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.15	1.03	1.04	16.7	0.00	0.00	3.14	3.14	0.00	0.74	0.74	—	3,318	3,318	0.14	0.11	12.1	3,368
Vendor	0.02	0.01	0.38	0.19	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	—	333	333	0.01	0.05	0.91	348
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.14	1.02	1.15	14.2	0.00	0.00	3.14	3.14	0.00	0.74	0.74	—	3,145	3,145	0.15	0.12	0.31	3,185
Vendor	0.02	0.01	0.39	0.19	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	—	333	333	0.01	0.05	0.02	347
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.66	0.59	0.72	8.64	0.00	0.00	1.80	1.80	0.00	0.42	0.42	—	1,855	1,855	0.08	0.07	3.05	1,880
Vendor	0.01	0.01	0.23	0.11	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	194	194	0.01	0.03	0.23	202
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	0.13	1.58	0.00	0.00	0.33	0.33	0.00	0.08	0.08	—	307	307	0.01	0.01	0.51	311
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	32.1	32.1	< 0.005	< 0.005	0.04	33.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	0.43	4.63	6.43	0.01	0.17	—	0.17	0.16	—	0.16	—	1,258	1,258	0.05	0.01	—	1,262
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.52	0.43	4.63	6.43	0.01	0.17	—	0.17	0.16	—	0.16	—	1,258	1,258	0.05	0.01	—	1,262
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	0.25	2.69	3.74	0.01	0.10	—	0.10	0.09	—	0.09	—	731	731	0.03	0.01	—	734
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.49	0.68	< 0.005	0.02	—	0.02	0.02	—	0.02	—	121	121	< 0.005	< 0.005	—	121
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.15	1.03	1.04	16.7	0.00	0.00	3.14	3.14	0.00	0.74	0.74	—	3,318	3,318	0.14	0.11	12.1	3,368
Vendor	0.02	0.01	0.38	0.19	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	—	333	333	0.01	0.05	0.91	348
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.14	1.02	1.15	14.2	0.00	0.00	3.14	3.14	0.00	0.74	0.74	—	3,145	3,145	0.15	0.12	0.31	3,185
Vendor	0.02	0.01	0.39	0.19	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	—	333	333	0.01	0.05	0.02	347
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.66	0.59	0.72	8.64	0.00	0.00	1.80	1.80	0.00	0.42	0.42	—	1,855	1,855	0.08	0.07	3.05	1,880
Vendor	0.01	0.01	0.23	0.11	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	194	194	0.01	0.03	0.23	202

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	0.13	1.58	0.00	0.00	0.33	0.33	0.00	0.08	0.08	—	307	307	0.01	0.01	0.51	311
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	32.1	32.1	< 0.005	< 0.005	0.04	33.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	0.42	4.38	6.40	0.01	0.15	—	0.15	0.14	—	0.14	—	1,258	1,258	0.05	0.01	—	1,262
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	0.42	4.38	6.40	0.01	0.15	—	0.15	0.14	—	0.14	—	1,258	1,258	0.05	0.01	—	1,262
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.25	2.60	3.80	0.01	0.09	—	0.09	0.08	—	0.08	—	746	746	0.03	0.01	—	748
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.05	0.05	0.47	0.69	< 0.005	0.02	—	0.02	0.02	—	0.02	—	123	123	0.01	< 0.005	—	124
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.00	0.88	0.93	15.5	0.00	0.00	3.14	3.14	0.00	0.74	0.74	—	3,252	3,252	0.13	0.11	11.0	3,300
Vendor	0.02	0.01	0.36	0.17	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	—	327	327	0.01	0.05	0.88	342
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.00	0.88	1.04	13.2	0.00	0.00	3.14	3.14	0.00	0.74	0.74	—	3,083	3,083	0.14	0.11	0.29	3,120
Vendor	0.02	0.01	0.38	0.18	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	—	327	327	0.01	0.05	0.02	342
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.59	0.52	0.67	8.21	0.00	0.00	1.83	1.83	0.00	0.43	0.43	—	1,855	1,855	0.08	0.07	2.82	1,880
Vendor	0.01	0.01	0.22	0.10	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.02	—	194	194	0.01	0.03	0.23	203
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.09	0.12	1.50	0.00	0.00	0.33	0.33	0.00	0.08	0.08	—	307	307	0.01	0.01	0.47	311
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	32.1	32.1	< 0.005	< 0.005	0.04	33.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	0.42	4.38	6.40	0.01	0.15	—	0.15	0.14	—	0.14	—	1,258	1,258	0.05	0.01	—	1,262
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	0.42	4.38	6.40	0.01	0.15	—	0.15	0.14	—	0.14	—	1,258	1,258	0.05	0.01	—	1,262
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.25	2.60	3.80	0.01	0.09	—	0.09	0.08	—	0.08	—	746	746	0.03	0.01	—	748
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.47	0.69	< 0.005	0.02	—	0.02	0.02	—	0.02	—	123	123	0.01	< 0.005	—	124
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.00	0.88	0.93	15.5	0.00	0.00	3.14	3.14	0.00	0.74	0.74	—	3,252	3,252	0.13	0.11	11.0	3,300
Vendor	0.02	0.01	0.36	0.17	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	—	327	327	0.01	0.05	0.88	342
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.00	0.88	1.04	13.2	0.00	0.00	3.14	3.14	0.00	0.74	0.74	—	3,083	3,083	0.14	0.11	0.29	3,120
Vendor	0.02	0.01	0.38	0.18	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	—	327	327	0.01	0.05	0.02	342
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.59	0.52	0.67	8.21	0.00	0.00	1.83	1.83	0.00	0.43	0.43	—	1,855	1,855	0.08	0.07	2.82	1,880
Vendor	0.01	0.01	0.22	0.10	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.02	—	194	194	0.01	0.03	0.23	203
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.09	0.12	1.50	0.00	0.00	0.33	0.33	0.00	0.08	0.08	—	307	307	0.01	0.01	0.47	311
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	32.1	32.1	< 0.005	< 0.005	0.04	33.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.21	1.91	< 0.005	0.04	—	0.04	0.04	—	0.04	—	296	296	0.01	< 0.005	—	297
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.57	0.57	< 0.005	0.06	0.06	—	8.34	8.34	< 0.005	< 0.005	< 0.005	8.76
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.14	0.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	34.8	34.8	< 0.005	< 0.005	—	34.9
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	0.98	0.98	< 0.005	< 0.005	< 0.005	1.03
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.76	5.76	< 0.005	< 0.005	—	5.78
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.16	0.16	< 0.005	< 0.005	< 0.005	0.17
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.28	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	64.2	64.2	< 0.005	< 0.005	0.01	65.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.65	7.65	< 0.005	< 0.005	0.01	7.76
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.27	1.27	< 0.005	< 0.005	< 0.005	1.28

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Paving (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.21	1.91	< 0.005	0.04	—	0.04	0.04	—	0.04	—	296	296	0.01	< 0.005	—	297
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.09	0.09	< 0.005	0.01	0.01	—	8.34	8.34	< 0.005	< 0.005	< 0.005	8.76
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.14	0.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	34.8	34.8	< 0.005	< 0.005	—	34.9
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.98	0.98	< 0.005	< 0.005	< 0.005	1.03
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.76	5.76	< 0.005	< 0.005	—	5.78
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.16	0.16	< 0.005	< 0.005	< 0.005	0.17

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.28	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	64.2	64.2	< 0.005	< 0.005	0.01	65.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.65	7.65	< 0.005	< 0.005	0.01	7.76
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.27	1.27	< 0.005	< 0.005	< 0.005	1.28
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.15	0.13	1.18	1.91	< 0.005	0.04	—	0.04	0.04	—	0.04	—	296	296	0.01	< 0.005	—	297
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.57	0.57	< 0.005	0.06	0.06	—	8.18	8.18	< 0.005	< 0.005	< 0.005	8.61
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.58	0.58	< 0.005	< 0.005	—	0.58
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	< 0.005	0.02
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.10	0.10	< 0.005	< 0.005	—	0.10
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.25	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	63.0	63.0	< 0.005	< 0.005	0.01	63.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.13	0.13	< 0.005	< 0.005	< 0.005	0.13
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	< 0.005	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.18	1.91	< 0.005	0.04	—	0.04	0.04	—	0.04	—	296	296	0.01	< 0.005	—	297
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.09	0.09	< 0.005	0.01	0.01	—	8.18	8.18	< 0.005	< 0.005	< 0.005	8.61
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.58	0.58	< 0.005	< 0.005	—	0.58
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	< 0.005	0.02
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.10	0.10	< 0.005	< 0.005	—	0.10

Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.25	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	63.0	63.0	< 0.005	< 0.005	0.01	63.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.13	0.13	< 0.005	< 0.005	< 0.005	0.13
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	< 0.005	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.58	1.91	< 0.005	0.03	—	0.03	0.03	—	0.03	—	281	281	0.01	< 0.005	—	282
Architectural Coatings	—	26.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.90	9.90	< 0.005	< 0.005	—	9.94
Architectural Coatings	—	0.93	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.64	1.64	< 0.005	< 0.005	—	1.65
Architectural Coatings	—	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.25	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	58.3	58.3	< 0.005	< 0.005	0.01	59.0

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.08	2.08	< 0.005	< 0.005	< 0.005	2.11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.35	0.35	< 0.005	< 0.005	< 0.005	0.35
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.58	1.91	< 0.005	0.03	—	0.03	0.03	—	0.03	—	281	281	0.01	< 0.005	—	282
Architectural Coatings	—	26.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.90	9.90	< 0.005	< 0.005	—	9.94
Architectural Coatings	—	0.93	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.64	1.64	< 0.005	< 0.005	—	1.65
Architectural Coatings	—	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.25	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	58.3	58.3	< 0.005	< 0.005	0.01	59.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.08	2.08	< 0.005	< 0.005	< 0.005	2.11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.35	0.35	< 0.005	< 0.005	< 0.005	0.35

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.55	1.90	< 0.005	0.02	—	0.02	0.02	—	0.02	—	281	281	0.01	< 0.005	—	282
Architectural Coatings	—	26.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.55	0.55	< 0.005	< 0.005	—	0.55
Architectural Coatings	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.09	0.09	< 0.005	< 0.005	—	0.09

Architect Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.23	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	57.2	57.2	< 0.005	< 0.005	< 0.005	57.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.11	0.11	< 0.005	< 0.005	< 0.005	0.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	< 0.005	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.55	1.90	< 0.005	0.02	—	0.02	0.02	—	0.02	—	281	281	0.01	< 0.005	—	282
Architectural Coatings	—	26.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.55	0.55	< 0.005	< 0.005	—	0.55
Architectural Coatings	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.09	0.09	< 0.005	< 0.005	—	0.09
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.23	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	57.2	57.2	< 0.005	< 0.005	< 0.005	57.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.11	0.11	< 0.005	< 0.005	< 0.005	0.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	< 0.005	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	1.64	1.48	1.17	13.9	0.03	0.02	3.28	3.31	0.02	0.83	0.85	—	3,566	3,566	0.16	0.13	11.0	3,621

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.64	1.48	1.17	13.9	0.03	0.02	3.28	3.31	0.02	0.83	0.85	—	3,566	3,566	0.16	0.13	11.0	3,621
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	1.63	1.46	1.28	12.7	0.03	0.02	3.28	3.31	0.02	0.83	0.85	—	3,417	3,417	0.16	0.14	0.28	3,463
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.63	1.46	1.28	12.7	0.03	0.02	3.28	3.31	0.02	0.83	0.85	—	3,417	3,417	0.16	0.14	0.28	3,463
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	0.30	0.26	0.24	2.39	0.01	< 0.005	0.59	0.59	< 0.005	0.15	0.15	—	572	572	0.03	0.02	0.78	581
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.30	0.26	0.24	2.39	0.01	< 0.005	0.59	0.59	< 0.005	0.15	0.15	—	572	572	0.03	0.02	0.78	581

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	1.64	1.48	1.17	13.9	0.03	0.02	3.28	3.31	0.02	0.83	0.85	—	3,566	3,566	0.16	0.13	11.0	3,621

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.64	1.48	1.17	13.9	0.03	0.02	3.28	3.31	0.02	0.83	0.85	—	3,566	3,566	0.16	0.13	11.0	3,621
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	1.63	1.46	1.28	12.7	0.03	0.02	3.28	3.31	0.02	0.83	0.85	—	3,417	3,417	0.16	0.14	0.28	3,463
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.63	1.46	1.28	12.7	0.03	0.02	3.28	3.31	0.02	0.83	0.85	—	3,417	3,417	0.16	0.14	0.28	3,463
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	0.30	0.26	0.24	2.39	0.01	< 0.005	0.59	0.59	< 0.005	0.15	0.15	—	572	572	0.03	0.02	0.78	581
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.30	0.26	0.24	2.39	0.01	< 0.005	0.59	0.59	< 0.005	0.15	0.15	—	572	572	0.03	0.02	0.78	581

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	710	710	0.07	0.01	—	714
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	710	710	0.07	0.01	—	714
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	710	710	0.07	0.01	—	714
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	710	710	0.07	0.01	—	714
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	118
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	118

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	710	710	0.07	0.01	—	714
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	710	710	0.07	0.01	—	714
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	710	710	0.07	0.01	—	714
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	710	710	0.07	0.01	—	714
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	118
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	118

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Medical Office Building	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	341	341	0.03	< 0.005	—	342
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	341	341	0.03	< 0.005	—	342
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	341	341	0.03	< 0.005	—	342
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	341	341	0.03	< 0.005	—	342
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	56.5	56.5	< 0.005	< 0.005	—	56.6
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	56.5	56.5	< 0.005	< 0.005	—	56.6

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Medical Office Building	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	341	341	0.03	< 0.005	—	342
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	341	341	0.03	< 0.005	—	342
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	341	341	0.03	< 0.005	—	342
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	341	341	0.03	< 0.005	—	342
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	56.5	56.5	< 0.005	< 0.005	—	56.6
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	56.5	56.5	< 0.005	< 0.005	—	56.6

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.50	0.46	0.02	2.79	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	—	11.5
Total	0.50	1.47	0.02	2.79	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	—	11.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	1.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	0.06	< 0.005	0.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.30	1.30	< 0.005	< 0.005	—	1.30
Total	0.06	0.24	< 0.005	0.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.30	1.30	< 0.005	< 0.005	—	1.30

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.50	0.46	0.02	2.79	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	—	11.5
Total	0.50	1.47	0.02	2.79	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	—	11.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	1.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landsca Equipment	0.06	0.06	< 0.005	0.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.30	1.30	< 0.005	< 0.005	—	1.30
Total	0.06	0.24	< 0.005	0.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.30	1.30	< 0.005	< 0.005	—	1.30

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	10.1	34.3	44.4	1.04	0.03	—	77.8
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10.1	34.3	44.4	1.04	0.03	—	77.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	10.1	34.3	44.4	1.04	0.03	—	77.8
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10.1	34.3	44.4	1.04	0.03	—	77.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	1.67	5.68	7.35	0.17	< 0.005	—	12.9
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.67	5.68	7.35	0.17	< 0.005	—	12.9

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	10.1	34.3	44.4	1.04	0.03	—	77.8
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10.1	34.3	44.4	1.04	0.03	—	77.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	10.1	34.3	44.4	1.04	0.03	—	77.8
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10.1	34.3	44.4	1.04	0.03	—	77.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	1.67	5.68	7.35	0.17	< 0.005	—	12.9
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.67	5.68	7.35	0.17	< 0.005	—	12.9

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	244	0.00	244	24.4	0.00	—	855
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	244	0.00	244	24.4	0.00	—	855
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	244	0.00	244	24.4	0.00	—	855
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	244	0.00	244	24.4	0.00	—	855

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	40.5	0.00	40.5	4.05	0.00	—	142
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	40.5	0.00	40.5	4.05	0.00	—	142

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	244	0.00	244	24.4	0.00	—	855
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	244	0.00	244	24.4	0.00	—	855
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	244	0.00	244	24.4	0.00	—	855
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	244	0.00	244	24.4	0.00	—	855
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	40.5	0.00	40.5	4.05	0.00	—	142
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	40.5	0.00	40.5	4.05	0.00	—	142

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.07	1.07
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.07	1.07
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.07	1.07
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.07	1.07
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.07	1.07
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.07	1.07
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.07	1.07
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.07	1.07
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Weeping Fig (Ficus benjamina)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.64	0.64	—	—	—	0.64
Buddhist Pine (Podocarpus)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.59	0.59	—	—	—	0.59
Carrotwood(Cupaniopsis anacardioides)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.17	0.17	—	—	—	0.17
Indian Laurel Fig (Ficus microcarpa v. nitida)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.48	2.48	—	—	—	2.48
Mexican fan palm(Washingtonia robusta)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.34	0.34	—	—	—	0.34
Red frangipani (Plumeria)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.04	0.04	—	—	—	0.04
Subtotal	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.26	4.26	—	—	—	4.26
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Weeping Fig (Ficus benjamina)	—	—	—	—	—	—	—	—	—	—	—	—	3.14	3.14	—	—	—	3.14
Buddhist Pine (Podocarpus)	—	—	—	—	—	—	—	—	—	—	—	—	0.80	0.80	—	—	—	0.80
Carrotwood(Cupaniopsis anacardioides)	—	—	—	—	—	—	—	—	—	—	—	—	0.27	0.27	—	—	—	0.27
Indian Laurel Fig (Ficus microcarpa v. nitida)	—	—	—	—	—	—	—	—	—	—	—	—	8.16	8.16	—	—	—	8.16
Mexican fan palm(Washingtonia robusta)	—	—	—	—	—	—	—	—	—	—	—	—	0.80	0.80	—	—	—	0.80
Red frangipani (Plumeria)	—	—	—	—	—	—	—	—	—	—	—	—	0.21	0.21	—	—	—	0.21
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	13.4	13.4	—	—	—	13.4
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Weeping Fig (Ficus benjamina)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Buddhist Pine (Podocarpus)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—

Carrotwood(Cupaniopsis anacardioides)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Indian Laurel Fig (Ficus microcarpa v. nitida)	—	—	0.01	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Mexican fan palm(Washingtonia robusta)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Red frangipani (Plumeria)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Subtotal	—	—	0.01	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	< 0.005	0.01	—	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	17.6	17.6	—	—	—	17.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Weeping Fig (Ficus benjamina)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.64	0.64	—	—	—	0.64
Buddhist Pine (Podocarpus)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.59	0.59	—	—	—	0.59
Carrotwood(Cupaniopsis anacardioides)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.17	0.17	—	—	—	0.17

Indian Laurel Fig (Ficus microcarpa v. nitida)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.48	2.48	—	—	—	2.48
Mexican fan palm(Washingtonia robusta)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.34	0.34	—	—	—	0.34
Red frangipani (Plumeria)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.04	0.04	—	—	—	0.04
Subtotal	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.26	4.26	—	—	—	4.26
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Weeping Fig (Ficus benjamina)	—	—	—	—	—	—	—	—	—	—	—	—	3.14	3.14	—	—	—	3.14
Buddhist Pine (Podocarpus)	—	—	—	—	—	—	—	—	—	—	—	—	0.80	0.80	—	—	—	0.80
Carrotwood(Cupaniopsis anacardioides)	—	—	—	—	—	—	—	—	—	—	—	—	0.27	0.27	—	—	—	0.27
Indian Laurel Fig (Ficus microcarpa v. nitida)	—	—	—	—	—	—	—	—	—	—	—	—	8.16	8.16	—	—	—	8.16
Mexican fan palm(Washingtonia robusta)	—	—	—	—	—	—	—	—	—	—	—	—	0.80	0.80	—	—	—	0.80

Red frangipani (Plumeria)	—	—	—	—	—	—	—	—	—	—	—	—	0.21	0.21	—	—	—	0.21
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	13.4	13.4	—	—	—	13.4
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Weeping Fig (Ficus benjamina)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Buddhist Pine (Podocarpus)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Carrotwood(Cupaniopsis anacardioides)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Indian Laurel Fig (Ficus microcarpa v. nitida)	—	—	0.01	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Mexican fan palm(Washingtonia robusta)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Red frangipani (Plumeria)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Subtotal	—	—	0.01	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	< 0.005	0.01	—	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	17.6	17.6	—	—	—	17.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Weeping Fig (Ficus benjamina)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.11	0.11	—	—	—	0.11
Buddhist Pine (Podocarpus)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.10	0.10	—	—	—	0.10
Carrotwood(Cupaniopsis anacardioides)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.03	0.03	—	—	—	0.03
Indian Laurel Fig (Ficus microcarpa v. nitida)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.41	0.41	—	—	—	0.41
Mexican fan palm(Washingtonia robusta)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.06	0.06	—	—	—	0.06
Red frangipani (Plumeria)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.01	0.01	—	—	—	0.01
Subtotal	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.71	0.71	—	—	—	0.71
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Weeping Fig (Ficus benjamina)	—	—	—	—	—	—	—	—	—	—	—	—	0.52	0.52	—	—	—	0.52
Buddhist Pine (Podocarpus)	—	—	—	—	—	—	—	—	—	—	—	—	0.13	0.13	—	—	—	0.13

Carrotwood(Cupaniopsis anacardioides)	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04	—	—	—	0.04
Indian Laurel Fig (Ficus microcarpa v. nitida)	—	—	—	—	—	—	—	—	—	—	—	—	1.35	1.35	—	—	—	1.35
Mexican fan palm(Washingtonia robusta)	—	—	—	—	—	—	—	—	—	—	—	—	0.13	0.13	—	—	—	0.13
Red frangipani (Plumeria)	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04	—	—	—	0.04
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	2.21	2.21	—	—	—	2.21
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Weeping Fig (Ficus benjamina)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Buddhist Pine (Podocarpus)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Carrotwood(Cupaniopsis anacardioides)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Indian Laurel Fig (Ficus microcarpa v. nitida)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—

Mexican fan palm(Washingtonia robusta)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Red frangipani (Plumeria)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Subtotal	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.92	2.92	—	—	—	2.92

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Weeping Fig (Ficus benjamina)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.64	0.64	—	—	—	0.64
Buddhist Pine (Podocarpus)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.59	0.59	—	—	—	0.59
Carrotwood(Cupaniopsis anacardioides)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.17	0.17	—	—	—	0.17

Indian Laurel Fig (Ficus microcarpa v. nitida)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.48	2.48	—	—	—	2.48
Mexican fan palm(Washingtonia robusta)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.34	0.34	—	—	—	0.34
Red frangipani (Plumeria)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.04	0.04	—	—	—	0.04
Subtotal	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.26	4.26	—	—	—	4.26
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Weeping Fig (Ficus benjamina)	—	—	—	—	—	—	—	—	—	—	—	—	3.14	3.14	—	—	—	3.14
Buddhist Pine (Podocarpus)	—	—	—	—	—	—	—	—	—	—	—	—	0.80	0.80	—	—	—	0.80
Carrotwood(Cupaniopsis anacardioides)	—	—	—	—	—	—	—	—	—	—	—	—	0.27	0.27	—	—	—	0.27
Indian Laurel Fig (Ficus microcarpa v. nitida)	—	—	—	—	—	—	—	—	—	—	—	—	8.16	8.16	—	—	—	8.16
Mexican fan palm(Washingtonia robusta)	—	—	—	—	—	—	—	—	—	—	—	—	0.80	0.80	—	—	—	0.80

Red frangipani (Plumeria)	—	—	—	—	—	—	—	—	—	—	—	—	0.21	0.21	—	—	—	0.21
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	13.4	13.4	—	—	—	13.4
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Weeping Fig (Ficus benjamina)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Buddhist Pine (Podocarpus)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Carrotwood(Cupaniopsis anacardioides)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Indian Laurel Fig (Ficus microcarpa v. nitida)	—	—	0.01	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Mexican fan palm(Washingtonia robusta)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Red frangipani (Plumeria)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Subtotal	—	—	0.01	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	< 0.005	0.01	—	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	17.6	17.6	—	—	—	17.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Weeping Fig (Ficus benjamina)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.64	0.64	—	—	—	0.64
Buddhist Pine (Podocarpus)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.59	0.59	—	—	—	0.59
Carrotwood(Cupaniopsis anacardioides)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.17	0.17	—	—	—	0.17
Indian Laurel Fig (Ficus microcarpa v. nitida)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.48	2.48	—	—	—	2.48
Mexican fan palm(Washingtonia robusta)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.34	0.34	—	—	—	0.34
Red frangipani (Plumeria)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.04	0.04	—	—	—	0.04
Subtotal	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.26	4.26	—	—	—	4.26
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Weeping Fig (Ficus benjamina)	—	—	—	—	—	—	—	—	—	—	—	—	3.14	3.14	—	—	—	3.14
Buddhist Pine (Podocarpus)	—	—	—	—	—	—	—	—	—	—	—	—	0.80	0.80	—	—	—	0.80

Carrotwood(Cupaniopsis	—	—	—	—	—	—	—	—	—	—	—	—	0.27	0.27	—	—	—	0.27
Indian Laurel Fig (Ficus microcarpa v. nitida)	—	—	—	—	—	—	—	—	—	—	—	—	8.16	8.16	—	—	—	8.16
Mexican fan palm(Washingtonia robusta)	—	—	—	—	—	—	—	—	—	—	—	—	0.80	0.80	—	—	—	0.80
Red frangipani (Plumeria)	—	—	—	—	—	—	—	—	—	—	—	—	0.21	0.21	—	—	—	0.21
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	13.4	13.4	—	—	—	13.4
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Weeping Fig (Ficus benjamina)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Buddhist Pine (Podocarpus)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Carrotwood(Cupaniopsis anacardioides)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Indian Laurel Fig (Ficus microcarpa v. nitida)	—	—	0.01	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—

Mexican fan palm(Washingtonia robusta)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Red frangipani (Plumeria)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Subtotal	—	—	0.01	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	< 0.005	0.01	—	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	17.6	17.6	—	—	—	17.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Weeping Fig (Ficus benjamina)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.11	0.11	—	—	—	0.11
Buddhist Pine (Podocarpus)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.10	0.10	—	—	—	0.10
Carrotwood(Cupaniopsis anacardioides)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.03	0.03	—	—	—	0.03
Indian Laurel Fig (Ficus microcarpa v. nitida)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.41	0.41	—	—	—	0.41
Mexican fan palm(Washingtonia robusta)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.06	0.06	—	—	—	0.06
Red frangipani (Plumeria)	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.01	0.01	—	—	—	0.01

Subtotal	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.71	0.71	—	—	—	0.71
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Weeping Fig (Ficus benjamina)	—	—	—	—	—	—	—	—	—	—	—	—	0.52	0.52	—	—	—	0.52
Buddhist Pine (Podocarpus)	—	—	—	—	—	—	—	—	—	—	—	—	0.13	0.13	—	—	—	0.13
Carrotwood(Cupaniopsis anacardioides)	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04	—	—	—	0.04
Indian Laurel Fig (Ficus microcarpa v. nitida)	—	—	—	—	—	—	—	—	—	—	—	—	1.35	1.35	—	—	—	1.35
Mexican fan palm(Washingtonia robusta)	—	—	—	—	—	—	—	—	—	—	—	—	0.13	0.13	—	—	—	0.13
Red frangipani (Plumeria)	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04	—	—	—	0.04
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	2.21	2.21	—	—	—	2.21
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Weeping Fig (Ficus benjamina)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Buddhist Pine (Podocarpus)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—

Carrotwood anacardioides)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Indian Laurel Fig (Ficus microcarpa v. nitida)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Mexican fan palm(Washingtonia robusta)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Red frangipani (Plumeria)	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
Subtotal	—	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.92	2.92	—	—	—	2.92

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	1/6/2025	2/28/2025	5.00	40.0	—
Grading	Grading	3/3/2025	3/7/2025	5.00	5.00	—
Building Construction	Building Construction	3/10/2025	10/30/2026	5.00	430	—
Paving	Paving	11/2/2026	1/1/2027	5.00	45.0	—
Architectural Coating	Architectural Coating	12/14/2026	1/1/2027	5.00	15.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Site Preparation	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Building Construction	Rough Terrain Forklifts	Diesel	Average	1.00	8.00	96.0	0.40
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Architectural Coating	Aerial Lifts	Diesel	Average	1.00	8.00	46.0	0.31

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Site Preparation	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29

Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Building Construction	Rough Terrain Forklifts	Diesel	Average	1.00	8.00	96.0	0.40
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Architectural Coating	Aerial Lifts	Diesel	Average	1.00	8.00	46.0	0.31

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	7.60	20.0	HHDT
Site Preparation	Onsite truck	1.00	2.00	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	1.00	2.00	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	240	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	10.5	10.2	HHDT,MHDT

Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	5.00	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	1.00	2.00	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	4.54	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	7.60	20.0	HHDT
Site Preparation	Onsite truck	1.00	2.00	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	1.00	2.00	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	240	18.5	LDA,LDT1,LDT2

Building Construction	Vendor	10.5	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	5.00	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	1.00	2.00	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	4.54	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	57%	57%
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	63,000	21,000	1,322

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Site Preparation	—	—	0.00	1,215	—
Grading	—	—	1.88	0.00	—
Paving	0.00	0.00	0.00	0.00	0.51

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Medical Office Building	0.00	0%
Other Asphalt Surfaces	0.51	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	349	0.03	< 0.005
2026	0.00	346	0.03	< 0.005
2027	0.00	346	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Medical Office Building	452	452	452	165,104	4,631	4,631	4,631	1,690,174
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Medical Office Building	452	452	452	165,104	4,631	4,631	4,631	1,690,174
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	63,000	21,000	1,322

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Medical Office Building	748,452	346	0.0330	0.0040	1,064,552
Other Asphalt Surfaces	0.00	346	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Medical Office Building	748,452	346	0.0330	0.0040	1,064,552
Other Asphalt Surfaces	0.00	346	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Medical Office Building	5,270,183	58,440
Other Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Medical Office Building	5,270,183	58,440
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Medical Office Building	454	—
Other Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Medical Office Building	454	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

Medical Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.45	0.60	0.00	1.00
Medical Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Medical Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.45	0.60	0.00	1.00
Medical Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
Weeping Fig (Ficus benjamina)	-4.00	6,000	29.4

Buddhist Pine (Podocarpus)	-4.00	5,549	26.9
Carrotwood(Cupaniopsis anacardioides)	-1.00	1,549	7.90
Indian Laurel Fig (Ficus microcarpa v. nitida)	-13.0	22,636	116
Mexican fan palm(Washingtonia robusta)	-8.00	3,471	14.2
Red frangipani (Plumeria)	-1.00	460	1.60

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
Weeping Fig (Ficus benjamina)	-4.00	6,000	29.4
Buddhist Pine (Podocarpus)	-4.00	5,549	26.9
Carrotwood(Cupaniopsis anacardioides)	-1.00	1,549	7.90
Indian Laurel Fig (Ficus microcarpa v. nitida)	-13.0	22,636	116
Mexican fan palm(Washingtonia robusta)	-8.00	3,471	14.2
Red frangipani (Plumeria)	-1.00	460	1.60

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	22.5	annual days of extreme heat
Extreme Precipitation	6.00	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	2	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	2	2	2
Wildfire	1	2	2	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	2	2	4

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	3	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	2	2	2
Wildfire	1	2	2	2

Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	2	2	4

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

6.4.1. Temperature and Extreme Heat

User Selected Measures	Co-Benefits Achieved	Exposure Reduction	Sensitivity Reduction	Adaptive Capacity Increase
D-3: Install Drought Resistant Landscaping	Water Conservation	—	1.00	1.00

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	75.1
AQ-PM	79.5
AQ-DPM	65.5
Drinking Water	86.9
Lead Risk Housing	79.5
Pesticides	11.7

Toxic Releases	78.5
Traffic	85.4
Effect Indicators	—
CleanUp Sites	74.9
Groundwater	16.9
Haz Waste Facilities/Generators	46.8
Impaired Water Bodies	33.2
Solid Waste	0.00
Sensitive Population	—
Asthma	64.4
Cardio-vascular	49.6
Low Birth Weights	66.6
Socioeconomic Factor Indicators	—
Education	57.5
Housing	24.5
Linguistic	59.8
Poverty	24.7
Unemployment	47.0

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	54.86975491
Employed	59.69459772
Median HI	64.81457718
Education	—

Bachelor's or higher	40.56204286
High school enrollment	100
Preschool enrollment	1.873476197
Transportation	—
Auto Access	48.06877967
Active commuting	40.21557808
Social	—
2-parent households	45.92583087
Voting	17.18208649
Neighborhood	—
Alcohol availability	69.02348261
Park access	9.842166046
Retail density	55.37020403
Supermarket access	44.01385859
Tree canopy	15.68073912
Housing	—
Homeownership	85.25599897
Housing habitability	59.39946105
Low-inc homeowner severe housing cost burden	65.27653022
Low-inc renter severe housing cost burden	15.38560246
Uncrowded housing	36.04516874
Health Outcomes	—
Insured adults	30.60438855
Arthritis	50.5
Asthma ER Admissions	47.4
High Blood Pressure	58.0
Cancer (excluding skin)	38.7

Asthma	86.2
Coronary Heart Disease	37.1
Chronic Obstructive Pulmonary Disease	65.3
Diagnosed Diabetes	31.9
Life Expectancy at Birth	64.7
Cognitively Disabled	87.2
Physically Disabled	45.1
Heart Attack ER Admissions	36.1
Mental Health Not Good	63.6
Chronic Kidney Disease	45.1
Obesity	63.1
Pedestrian Injuries	47.9
Physical Health Not Good	48.3
Stroke	45.2
Health Risk Behaviors	—
Binge Drinking	76.5
Current Smoker	70.9
No Leisure Time for Physical Activity	45.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	67.0
Elderly	20.7
English Speaking	42.2
Foreign-born	61.5
Outdoor Workers	29.9
Climate Change Adaptive Capacity	—

Impervious Surface Cover	56.5
Traffic Density	84.1
Traffic Access	56.2
Other Indices	—
Hardship	65.8
Other Decision Support	—
2016 Voting	38.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	72.0
Healthy Places Index Score for Project Location (b)	39.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification

Construction: Construction Phases	project specific estimates
Construction: Off-Road Equipment	Project specific estimates
Construction: Trips and VMT	maximum crew size 120
Construction: Paving	—
Land Use	Project specific data
Construction: Demolition	assume 34,404 sf demo'd, 9 in depth, 1.2 tons/cy
Operations: Vehicle Data	trip generation data from traffic consultant

Project Report - i-Tree Planting Calculator

Location: West Covina, California 91790
Electricity Emissions Factor: 556.45 pounds CO2 equivalent/MWh
Fuel Emissions Factor: 114.64 pounds CO2 equivalent/MMBtu
Lifetime: 30 years
Project Lifetime Tree Mortality: 69.999%

All amounts in the tables are for the full lifetime of the project.

Location		CO_2 (Carbon Dioxide) Benefits			
Group Identifier	Tree Group Characteristics	CO_2 (Carbon Dioxide) Avoided (pounds)	CO_2 Avoided ($)	CO_2 Sequestered (pounds)	CO_2 Sequestered ($)
2	• (1.0) Carrotwood(Cupaniopsis anacardioides) at 9.5 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in poor condition and planted in full sun.	1,854.3	$43.13	2,912.4	$67.73
5	• (13.0) Green indian laurel fig(Ficus microcarpa v. nitida) at 18.0 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	27,114.2	$630.59	89,381.3	$2,078.73
6	• (8.0) Mexican fan palm(Washingtonia robusta) at 17.0 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	3,744.8	$87.09	8,735.5	$203.16
9	• (1.0) Plumeria spp(Plumeria) at 7.000000000000001 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	462.3	$10.75	2,315.8	$53.86
10	• (4.0) Benjamin fig(Ficus benjamina) at 14.000000000000002 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	7,037.3	$163.67	34,357.1	$799.04

Location		CO_2 (Carbon Dioxide) Benefits			
Group Identifier	**Tree Group Characteristics**	**CO_2 (Carbon Dioxide) Avoided (pounds)**	**CO_2 Avoided ($)**	**CO_2 Sequestered (pounds)**	**CO_2 Sequestered ($)**
12	• (4.0) Plum Pine spp(Podocarpus) at 6.0 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	6,472.2	$150.52	8,785.5	$204.32
Total		**46,685.1**	**$1,085.75**	**146,487.6**	**$3,406.85**

Location		Energy Benefits			
Group Identifier	Tree Group Characteristics	Electricity Saved (kWh) (Kilowatt-Hours)	Electricity Saved ($)	Fuel Saved (MMBtu) (Millions of British Thermal Units)	Fuel Saved ($)
2	• (1.0) Carrotwood(Cupaniopsis anacardioides) at 9.5 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in poor condition and planted in full sun.	1,549.0	$317.08	7.9	$102.55
5	• (13.0) Green indian laurel fig(Ficus microcarpa v. nitida) at 18.0 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	22,635.9	$4,633.57	116.0	$1,500.36
6	• (8.0) Mexican fan palm(Washingtonia robusta) at 17.0 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	3,470.5	$710.42	14.2	$183.49
9	• (1.0) Plumeria spp(Plumeria) at 7.000000000000001 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	460.3	$94.21	1.6	$20.46
10	• (4.0) Benjamin fig(Ficus benjamina) at 14.000000000000002 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	6,000.4	$1,228.29	29.4	$380.76

Location		Energy Benefits			
Group Identifier	**Tree Group Characteristics**	**Electricity Saved (kWh) (Kilowatt-Hours)**	**Electricity Saved ($)**	**Fuel Saved (MMBtu) (Millions of British Thermal Units)**	**Fuel Saved ($)**
12	• (4.0) Plum Pine spp(Podocarpus) at 6.0 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	5,548.9	$1,135.87	26.9	$348.09
Total		**39,665.0**	**$8,119.43**	**196.0**	**$2,535.71**

Location		Ecological Benefits			
Group Identifier	Tree Group Characteristics	Tree Biomass (short ton)	Rainfall Interception (gallons)	Runoff Avoided (gallons)	Runoff Avoided ($)
2	• (1.0) Carrotwood(Cupaniopsis anacardioides) at 9.5 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in poor condition and planted in full sun.	0.5	6,361.5	2,391.6	$21.37
5	• (13.0) Green indian laurel fig(Ficus microcarpa v. nitida) at 18.0 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	16.9	146,570.9	55,102.6	$492.40
6	• (8.0) Mexican fan palm(Washingtonia robusta) at 17.0 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	1.5	113,380.4	42,624.8	$380.90
9	• (1.0) Plumeria spp(Plumeria) at 7.000000000000001 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	0.3	4,600.7	1,729.6	$15.46
10	• (4.0) Benjamin fig(Ficus benjamina) at 14.000000000000002 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	5.7	38,183.4	14,354.9	$128.28

Location		Ecological Benefits			
Group Identifier	**Tree Group Characteristics**	**Tree Biomass (short ton)**	**Rainfall Interception (gallons)**	**Runoff Avoided (gallons)**	**Runoff Avoided ($)**
12	• (4.0) Plum Pine spp(Podocarpus) at 6.0 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	1.4	18,433.3	6,929.9	$61.93
Total		**26.3**	**327,530.3**	**123,133.4**	**$1,100.32**

Location		Air Benefits									
Group Identifier	Tree Group Characteristics	O_3 (Ozone) Removed (pounds)	NO_2 (Nitrogen Dioxide) Avoided (pounds)	NO_2 (Nitrogen Dioxide) Removed (pounds)	SO_2 (Sulfur Dioxide) Avoided (pounds)	SO_2 (Sulfur Dioxide) Removed (pounds)	VOC (Volatile Organic Compound) Avoided (pounds)	$PM_{2.5}$ (Particulate matter smaller than 2.5 micrometers in diameter) Avoided (pounds)	$PM_{2.5}$ (Particulate matter smaller than 2.5 micrometers in diameter) Removed (pounds)	Avoided Value (Values for avoided pollutants) ($)	Removal Value (Values for removed pollutants) ($)

2	• (1.0) Carrotwood(Cupaniopsis anacardioides) at 9.5 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in poor condition and planted in full sun.	11.04	0.13	2.59	0.47	0.20	0.82	0.51	0.08	$3.11	$63.86
5	• (13.0) Green indian laurel fig(Ficus microcarpa v. nitida) at 18.0 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	234.34	1.95	57.96	6.86	4.13	11.96	7.47	2.42	$45.46	$1,489.50

6	• (8.0) Mexican fan palm(Washingtonia robusta) at 17.0 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	125.76	0.27	28.28	0.95	2.30	1.81	1.14	0.65	$6.81	$684.72
9	• (1.0) Plumeria spp(Plumeria) at 7.000000000000001 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	6.52	0.03	1.47	0.12	0.11	0.24	0.15	0.05	$0.89	$37.63

10	• (4.0) Benjamin fig(Ficus benjamina) at 14.000000000000002 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	60.94	0.51	15.07	1.78	1.07	3.16	1.98	0.63	$11.99	$387.06
12	• (4.0) Plum Pine spp(Podocarpus) at 6.0 inches DBH (Diameter at Breast Height). • Planted 0-19 feet and north (0°) of buildings that were built post-1980 with heating and cooling. • Trees are in fair condition and planted in full sun.	26.83	0.47	6.49	1.64	0.48	2.92	1.83	0.24	$11.08	$163.86
Total		**465.43**	**3.36**	**111.86**	**11.82**	**8.29**	**20.93**	**13.08**	**4.07**	**$79.34**	**$2,826.62**

Sequestration and biomass are gross values that exclude losses to mortality.

Application v2.6.0, powered by engine v0.14.0 (APIv2) and database v12.0.54.

www.fs.fed.us
www.davey.com
www.arborday.org
www.urban-forestry.com
www.isa-arbor.com
www.caseytrees.org
www.esf.edu
www.northeasternforests.org

Use of this tool indicates acceptance of the End-User License Agreement (EULA), which can be found at:
https://help.itreetools.org/eula/

Version 2.6.0

Appendix B

Noise Calculations

Noise Monitoring Data

Site 1: Cameron Avenue and Garvey Avenue



Session Report

3/20/2023

Information Panel

Name	West Covina Med Center_Site 1
Start Time	3/16/2023 10:38:31 AM
Stop Time	3/16/2023 10:53:31 AM
Device Name	BGS100001
Model Type	SoundPro DL
Device Firmware Rev	R.13J
Comments	

Summary Data Panel

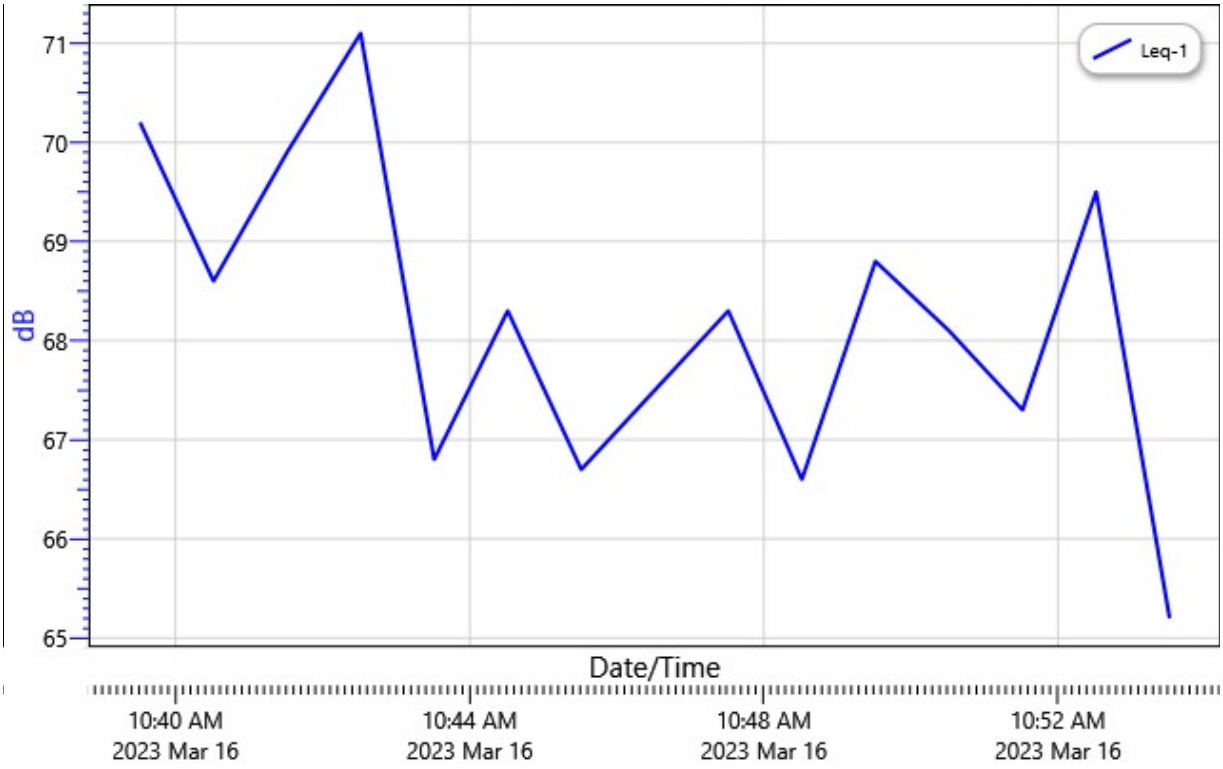
Description	Meter	Value	Description	Meter	Value
Leq	1	68.4 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

Logged Data Table

Date/Time	Leq-1
3/16/2023 10:39:31 AM	70.2
10:40:31 AM	68.6
10:41:31 AM	69.9
10:42:31 AM	71.1
10:43:31 AM	66.8
10:44:31 AM	68.3
10:45:31 AM	66.7
10:46:31 AM	67.5
10:47:31 AM	68.3
10:48:31 AM	66.6
10:49:31 AM	68.8
10:50:31 AM	68.1
10:51:31 AM	67.3
10:52:31 AM	69.5
10:53:31 AM	65.2

Logged Data Chart

West Covina Med Center_Site 1: Logged Data Chart



Site 2: Pacific Avenue and Garvey Avenue



Session Report

3/20/2023

Information Panel

Name	West Covina Med Center_Site 2
Start Time	3/16/2023 11:10:31 AM
Stop Time	3/16/2023 11:25:31 AM
Device Name	BGS100001
Model Type	SoundPro DL
Device Firmware Rev	R.13J
Comments	

Summary Data Panel

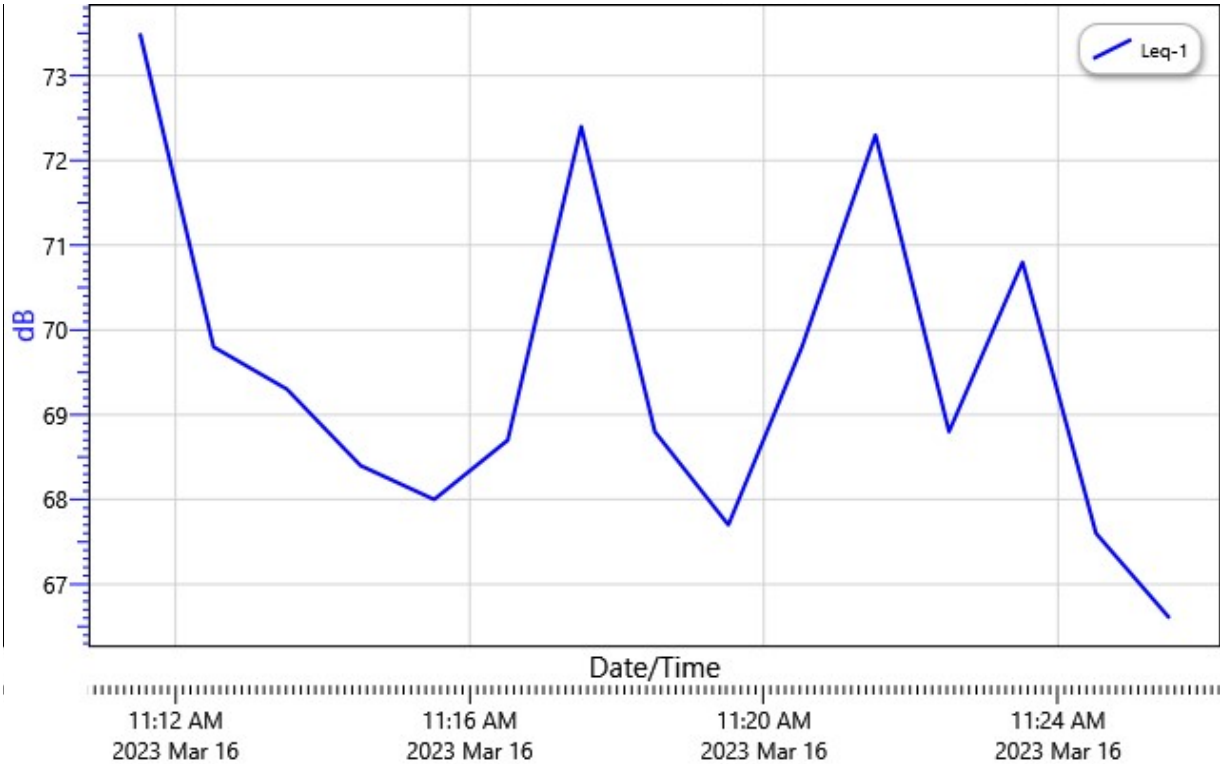
Description	Meter	Value	Description	Meter	Value
Leq	1	69.9 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

Logged Data Table

Date/Time	Leq-1
3/16/2023 11:11:31 AM	73.5
11:12:31 AM	69.8
11:13:31 AM	69.3
11:14:31 AM	68.4
11:15:31 AM	68
11:16:31 AM	68.7
11:17:31 AM	72.4
11:18:31 AM	68.8
11:19:31 AM	67.7
11:20:31 AM	69.8
11:21:31 AM	72.3
11:22:31 AM	68.8
11:23:31 AM	70.8
11:24:31 AM	67.6
11:25:31 AM	66.6

Logged Data Chart

West Covina Med Center_Site 2: Logged Data Chart



Site 3: Orange Avenue and Cameron Avenue



Session Report

3/20/2023

Information Panel

Name	West Covina Med Center_Site 3
Start Time	3/16/2023 11:36:46 AM
Stop Time	3/16/2023 11:51:46 AM
Device Name	BGS100001
Model Type	SoundPro DL
Device Firmware Rev	R.13J
Comments	

Summary Data Panel

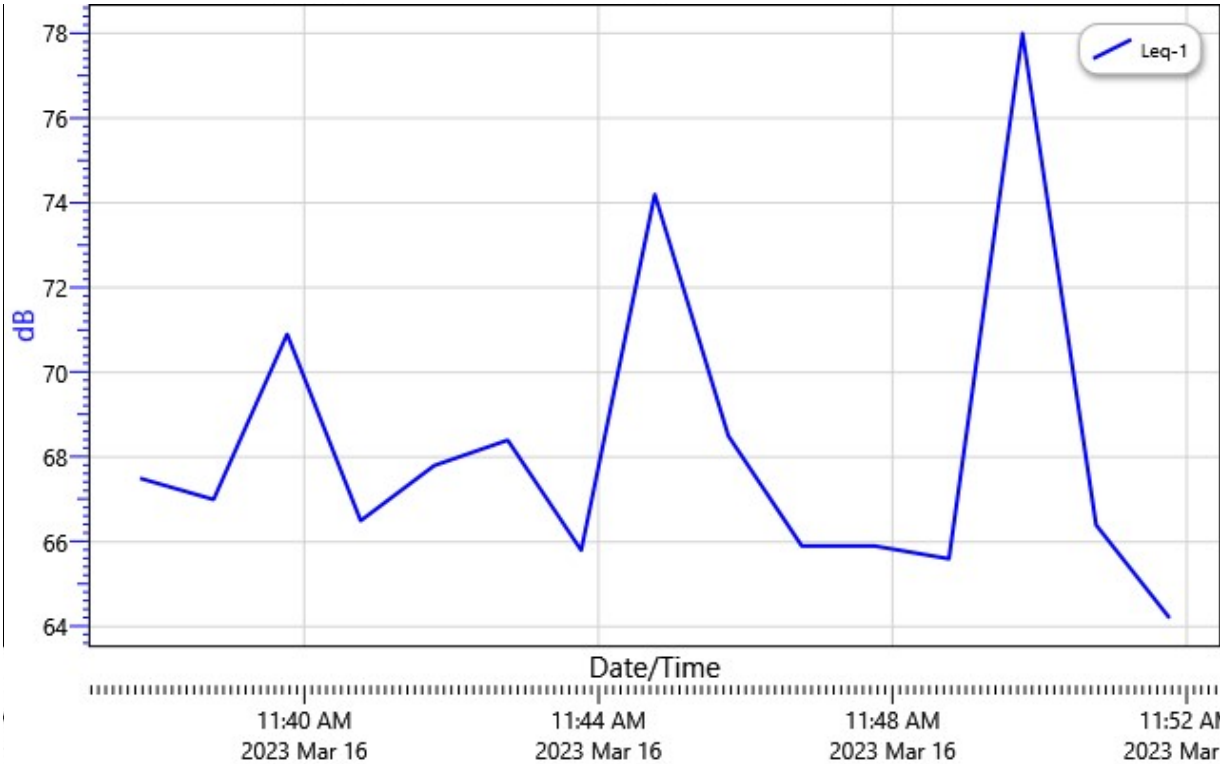
Description	Meter	Value	Description	Meter	Value
Leq	1	70.2 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

Logged Data Table

Date/Time	Leq-1
3/16/2023 11:37:46 AM	67.5
11:38:46 AM	67
11:39:46 AM	70.9
11:40:46 AM	66.5
11:41:46 AM	67.8
11:42:46 AM	68.4
11:43:46 AM	65.8
11:44:46 AM	74.2
11:45:46 AM	68.5
11:46:46 AM	65.9
11:47:46 AM	65.9
11:48:46 AM	65.6
11:49:46 AM	78
11:50:46 AM	66.4
11:51:46 AM	64.2

Logged Data Chart

West Covina Med Center_Site 3: Logged Data Chart



Site 4: 830 Van Horn Avenue



Session Report

3/20/2023

Information Panel

Name	West Covina Med Center_Site 4
Start Time	3/16/2023 12:01:37 PM
Stop Time	3/16/2023 12:16:37 PM
Device Name	BGS100001
Model Type	SoundPro DL
Device Firmware Rev	R.13J
Comments	

Summary Data Panel

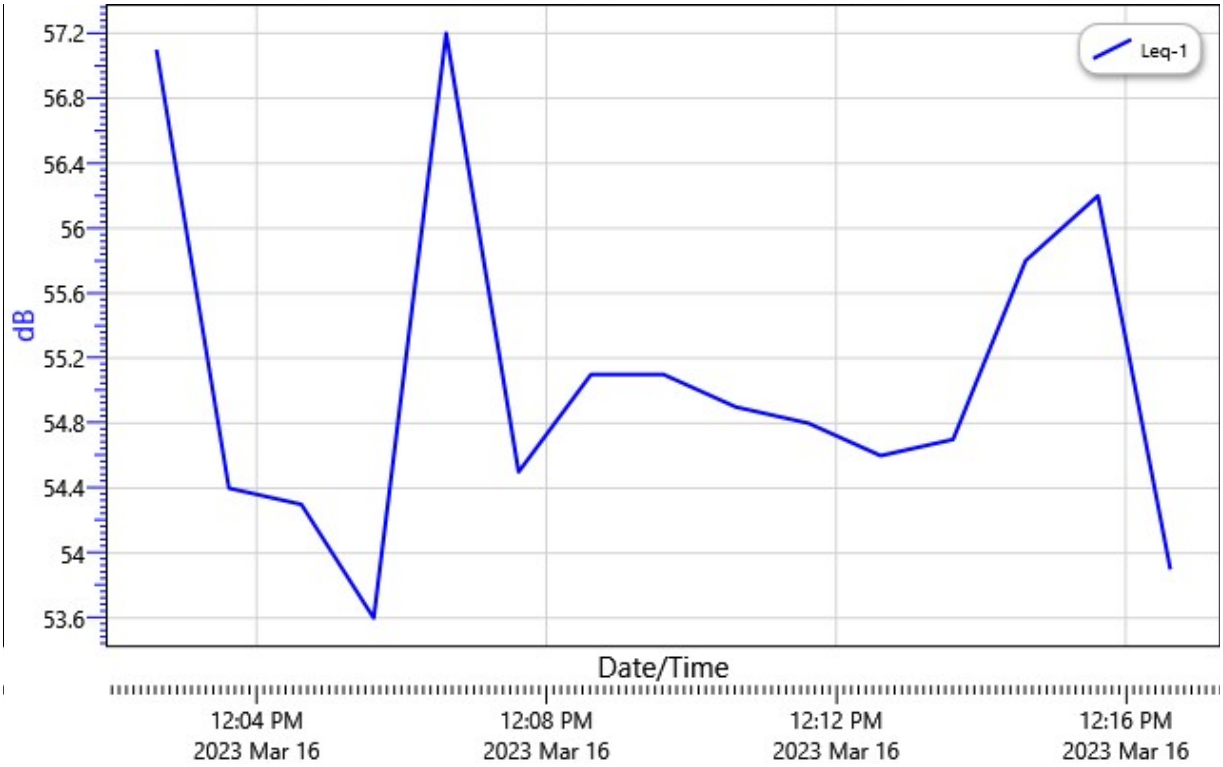
Description	Meter	Value	Description	Meter	Value
Leq	1	55.2 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

Logged Data Table

Date/Time	Leq-1
3/16/2023 12:02:37 PM	57.1
12:03:37 PM	54.4
12:04:37 PM	54.3
12:05:37 PM	53.6
12:06:37 PM	57.2
12:07:37 PM	54.5
12:08:37 PM	55.1
12:09:37 PM	55.1
12:10:37 PM	54.9
12:11:37 PM	54.8
12:12:37 PM	54.6
12:13:37 PM	54.7
12:14:37 PM	55.8
12:15:37 PM	56.2
12:16:37 PM	53.9

Logged Data Chart

West Covina Med Center_Site 4: Logged Data Chart



Noise and Vibration Calculations

Noise Formulas

Noise Distance Attenuation

Hard Site

Ni = No - 20 * LOG(Di/Do)

Ni = attenuated noise level of interest
No = reference noise level
Di = distance to receptor (Di>Do)
Do = reference distance

Source: (Bolt, Beranek, and Newman, 1971)

Summation of Noise Levels

Equation: Ns=10 x LOG10((10^(N1/10))+(10^(N2/10))+(10^(N3/10))+(10^(N4/10)))

Ns = Noise Level Sum
N1 = Noise Level 1
N2 = Noise Level 2
N3 = Noise Level 3
N4 = Noise Level 4

Source: California Department of Transportation, Technical Noise Supplement, 2013

PHASED CONSTRUCTION NOISE LEVELS	
Construction Equipment	**Noise Level at 50 feet (dBA)**
Site Preparation	
Backhoe	73.6
Excavator	76.7
Site Preparation Combined	**78.4**
Grading	
Backhoe	73.6
Dozer	77.7
Excavator	76.7
Grading Combined	**80.2**
Building Construction	
Backhoe	73.6
Crane	72.6
Forklift	79.4
Gradall	79.4
Building Construction Combined	**82.4**
Paving Phase	
Backhoe	73.6
Concrete Mixer Truck	74.8
Paving Combined	**77.3**
Architectural Coating	
Air Compressor	73.7
Aerial Lift	67.7
Architectural Coating Combined	**74.7**
SOURCE: FHWA, *Roadway Construction Noise Model* , 2008	

UNMITIGATED CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS				
Sensitive Receptors	**Distance to Construction (Feet)**	**Existing Ambient Noise Level (dBA, Leq)**	**Reference Construction Noise Level**	**Typical Construction Noise Level at Sensitive Receptor (dBA, Leq)**
Mauna Loa Garden Apartments	365	69.2	82.4	65.1
Assisted Home Health & Hospice	415	68.4	82.4	64
SOURCE: TAHA, 2024.				

Vibration Formulas

Vibration PPV Attenuation

Equation: PPVequip = PPVref x (25/D)^1.5

PPV (equip) is the peak particle velocity in in/sec of the equipment adjusted for distance
PPV (ref) is the reference vibration level in in/sec at 25 feet from Table 12-2
D is the distance from the equipment to the receiver.

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.

Vibration VdB Attenuation

Equation: Lv(D) = Lv(25 ft) – 30log(D/25)
D = Distance (feet)
Lv(D) = Vibration Level

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.

Vibration Damage and Annoyance Analysis

Construction Vibration Damage Criteria	
Building/Structural Category	**PPV, in/sec**
Reinforced-concrete, steel or timber	0.500
Non-engineered timber and masonry buildings	0.200
Buildings extremely susceptible to vibration damage	0.120

Vibration Velocities for Construction Equipment				
Equipment	**PPV at 25 Feet (Inches/Second)**	**PPV at 50 Feet (Inches/Second)**	**VdB at 25 feet (Micro-Inches/Second)**	**VdB at 50 feet (Micro-Inches/Second)**
Caisson Drill	0.089	0.031	87	78
Excavator	0.040	0.014	80	71
Small Bulldozer	0.003	0.001	58	49

Drilling Locations Vibration Analysis				
Receptor	**Distance to Nearest Structure**	**Reference Vibration Level (Inches/Second)**	**PPV at Structure (Inches/Second)**	**Exceed Threshold?**
West Covina Medical Center	10	0.089	0.352	No
Commercial building to the southwest	300	0.089	0.002	No

Traffic Noise Model Runs

REPORT:	**INPUT TRAFFIC FOR TNM VEHICLES (LAeq)**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	6 December 2023
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	12/6/2023 1:58:48 PM
CASE:	West Covina Medical Center Project_Existing	ORGANIZATION:	
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]
Orange Ave. between Garvey Ave. and Cameron Ave.	Point-0	0	891	25	9	25	0	0	0	0	0	0
	Point-1	1	891	25	9	25	0	0	0	0	0	0
	Point-3	2	891	25	9	25	0	0	0	0	0	0
Cameron Ave. between Pacific Ave. and Orange Ave.	Point-6	5	1313	35	13	35	0	0	0	0	0	0
	Point-7	6	1313	35	13	35	0	0	0	0	0	0
	Point-9	7	1313	35	13	35	0	0	0	0	0	0
	Point-11	8	1313	35	13	35	0	0	0	0	0	0
	Point-13	9	1313	35	13	35	0	0	0	0	0	0
Cameron Ave. between Orange Ave. and Toluca Ave.	Point-14	10	1433	35	14	35	0	0	0	0	0	0
	Point-15	11	1433	35	14	35	0	0	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Cameron Ave. between Orange Ave. and Toluca Ave.	Point-17	12	1433	35	14	35	0	0	0	0	0	0
	Point-19	13	1433	35	14	35	0	0	0	0	0	0
Toluca Ave. between Cameron Ave. and Pacific Ave.	Point-20	14	486	25	5	25	0	0	0	0	0	0
	Point-21	15	486	25	5	25	0	0	0	0	0	0
	Point-23	16	486	25	5	25	0	0	0	0	0	0

REPORT:	**Results: Sound Levels - No Barrier Objects**		
TNM VERSION	3.1.7970.37608	REPORT DATE:	6 December 2023
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	12/6/2023 1:58:48 PM
CASE:	West Covina Medical Center Project_Existing	ORGANIZATION:	
UNITS:	English	ANALYSIS BY:	kbartholow
DEFAULT GROUND TYPE:	Pavement	PROJECT/CONTRACT	
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency substantiates the use of a different type with approval FHWA.	
PAVEMENT TYPE(S) USED:	Average		

Receiver				Modeled Traffic Noise Levels				
				LAeq		Increase over Existing		
Name	No.	Nb. R.R.	Existing LAeq	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact
			dBA	dBA	dBA	dBA	dBA	
Cameron Ave. between Pacific Ave. and Orange Ave.	1	1	---	66.9	0.0	---	---	Sound Level
Orange Ave. between Garvey Ave. and Cameron Ave.	2	1	---	61.6	0.0	---	---	Sound Level
Cameron Ave. between Orange Ave. and Toluca Ave.	3	1	---	67.0	0.0	---	---	Sound Level
Toluca Ave. between Cameron Ave. and Pacific Ave.	4	1	---	59.2	0.0	---	---	Sound Level

REPORT:	**INPUT TRAFFIC FOR TNM VEHICLES (LAeq)**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	6 December 2023
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	12/6/2023 2:01:42 PM
CASE:	West Covina Medical Center Project_FutureWithoutProjecf	ORGANIZATION:	
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]
Orange Ave. between Garvey Ave. and Cameron Ave.	Point-0	0	917	25	9	25	0	0	0	0	0	0
	Point-1	1	917	25	9	25	0	0	0	0	0	0
	Point-3	2	917	25	9	25	0	0	0	0	0	0
Cameron Ave. between Pacific Ave. and Orange Ave.	Point-6	5	1392	35	14	35	0	0	0	0	0	0
	Point-7	6	1392	35	14	35	0	0	0	0	0	0
	Point-9	7	1392	35	14	35	0	0	0	0	0	0
	Point-11	8	1392	35	14	35	0	0	0	0	0	0
	Point-13	9	1392	35	14	35	0	0	0	0	0	0
Cameron Ave. between Orange Ave. and Toluca Ave.	Point-14	10	1589	35	16	35	0	0	0	0	0	0
	Point-15	11	1589	35	16	35	0	0	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Cameron Ave. between Orange Ave. and Toluca Ave.	Point-17	12	1589	35	16	35	0	0	0	0	0	0
	Point-19	13	1589	35	16	35	0	0	0	0	0	0
Toluca Ave. between Cameron Ave. and Pacific Ave.	Point-20	14	513	25	5	25	0	0	0	0	0	0
	Point-21	15	513	25	5	25	0	0	0	0	0	0
	Point-23	16	513	25	5	25	0	0	0	0	0	0

REPORT:	**Results: Sound Levels - No Barrier Objects**		
TNM VERSION	3.1.7970.37608	REPORT DATE:	6 December 2023
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	12/6/2023 2:01:42 PM
CASE:	West Covina Medical Center Project_FutureWithout Projecf	ORGANIZATION:	
UNITS:	English	ANALYSIS BY:	kbartholow
DEFAULT GROUND TYPE:	Pavement	PROJECT/CONTRACT	
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency substantiates the use of a different type with approval FHWA.	
PAVEMENT TYPE(S) USED:	Average		

Receiver				Modeled Traffic Noise Levels				
				LAeq		Increase over Existing		
Name	No.	Nb. R.R.	Existing LAeq	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact
			dBA	dBA	dBA	dBA	dBA	
Cameron Ave. between Pacific Ave. and Orange Ave.	1	1	---	67.2	0.0	---	---	Sound Level
Orange Ave. between Garvey Ave. and Cameron Ave.	2	1	---	61.7	0.0	---	---	Sound Level
Cameron Ave. between Orange Ave. and Toluca Ave.	3	1	---	67.4	0.0	---	---	Sound Level
Toluca Ave. between Cameron Ave. and Pacific Ave.	4	1	---	59.5	0.0	---	---	Sound Level

REPORT:	**INPUT TRAFFIC FOR TNM VEHICLES (LAeq)**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	6 December 2023
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	12/6/2023 2:03:47 PM
CASE:	West Covina Medical Center Project_FutureWithProjecf	ORGANIZATION:	
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]
Orange Ave. between Garvey Ave. and Cameron Ave.	Point-0	0	944	25	10	25	0	0	0	0	0	0
	Point-1	1	944	25	10	25	0	0	0	0	0	0
	Point-3	2	944	25	10	25	0	0	0	0	0	0
Cameron Ave. between Pacific Ave. and Orange Ave.	Point-6	5	1411	35	14	35	0	0	0	0	0	0
	Point-7	6	1411	35	14	35	0	0	0	0	0	0
	Point-9	7	1411	35	14	35	0	0	0	0	0	0
	Point-11	8	1411	35	14	35	0	0	0	0	0	0
	Point-13	9	1411	35	14	35	0	0	0	0	0	0
Cameron Ave. between Orange Ave. and Toluca Ave.	Point-14	10	1600	35	16	35	0	0	0	0	0	0
	Point-15	11	1600	35	16	35	0	0	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Cameron Ave. between Orange Ave. and Toluca Ave.	Point-17	12	1600	35	16	35	0	0	0	0	0	0
	Point-19	13	1600	35	16	35	0	0	0	0	0	0
Toluca Ave. between Cameron Ave. and Pacific Ave.	Point-20	14	521	25	5	25	0	0	0	0	0	0
	Point-21	15	521	25	5	25	0	0	0	0	0	0
	Point-23	16	521	25	5	25	0	0	0	0	0	0

REPORT:	**Results: Sound Levels - No Barrier Objects**		
TNM VERSION	3.1.7970.37608	REPORT DATE:	6 December 2023
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	12/6/2023 2:03:47 PM
CASE:	West Covina Medical Center Project_FutureWithProjecf	ORGANIZATION:	
UNITS:	English	ANALYSIS BY:	kbartholow
DEFAULT GROUND TYPE:	Pavement	PROJECT/CONTRACT	
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency substantiates the use of a different type with approval FHWA.	
PAVEMENT TYPE(S) USED:	Average		

Receiver				Modeled Traffic Noise Levels				
				LAeq		Increase over Existing		
Name	No.	Nb. R.R.	Existing LAeq	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact
			dBA	dBA	dBA	dBA	dBA	
Cameron Ave. between Pacific Ave. and Orange Ave.	1	1	---	67.3	0.0	---	---	Sound Level
Orange Ave. between Garvey Ave. and Cameron Ave.	2	1	---	61.9	0.0	---	---	Sound Level
Cameron Ave. between Orange Ave. and Toluca Ave.	3	1	---	67.5	0.0	---	---	Sound Level
Toluca Ave. between Cameron Ave. and Pacific Ave.	4	1	---	59.5	0.0	---	---	Sound Level

Appendix C

Transportation Impact Study

LINSCOTT LAW & GREENSPAN engineers

TRANSPORTATION IMPACT STUDY

WEST COVINA MEDICAL CENTER – BEHAVIORAL HEALTH ADDITION PROJECT

City of West Covina, California
September 17, 2024

Prepared for:

Terry A. Hayes & Associates
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LLG Ref. 1-23-4524-1



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APPENDIX

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TRANSPORTATION IMPACT STUDY

WEST COVINA MEDICAL CENTER – BEHAVIORAL HEALTH ADDITION PROJECT

City of West Covina, California
September 17, 2024

1.0 INTRODUCTION

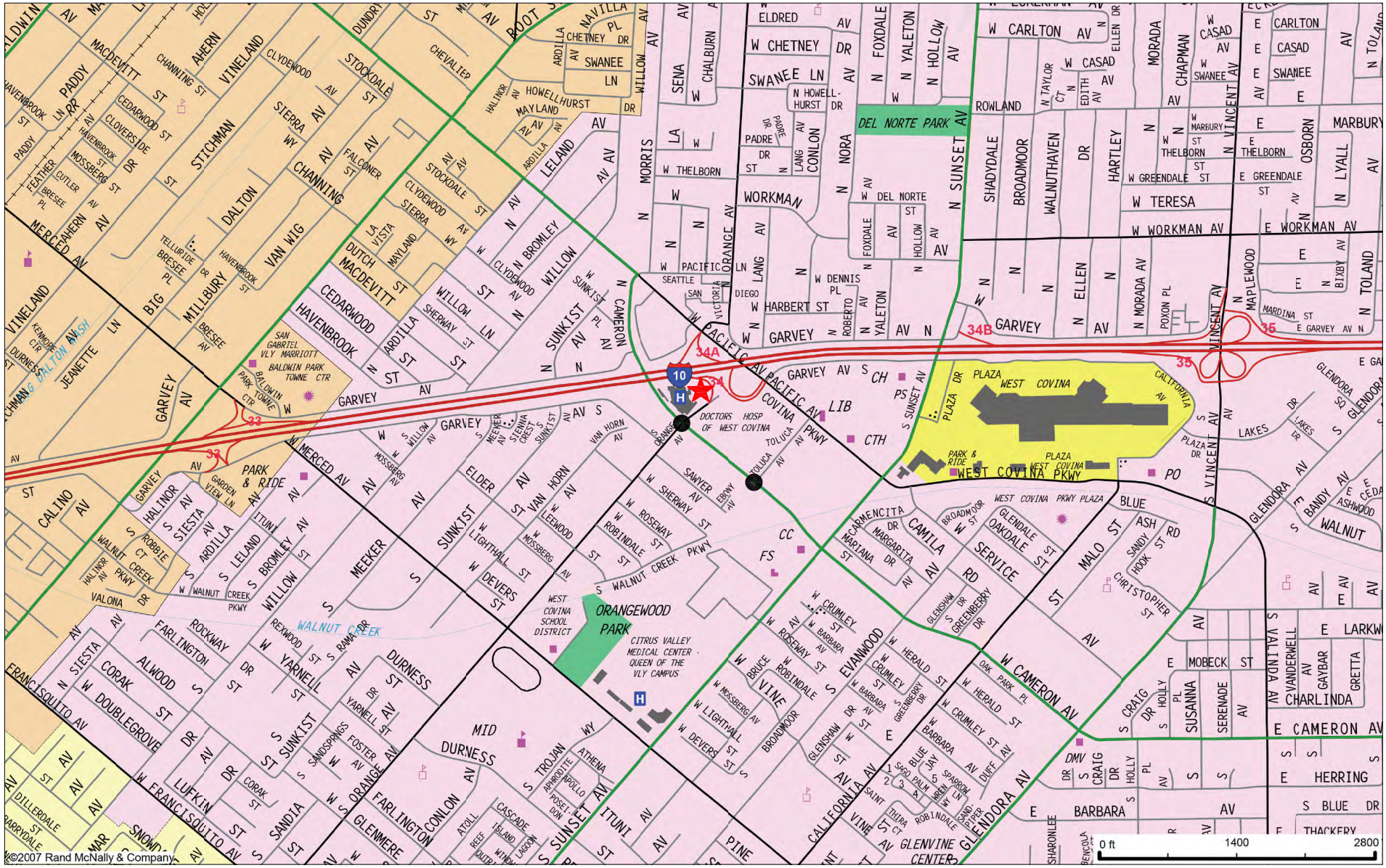
1.1 Transportation Study Overview

This transportation impact study has been conducted to identify and evaluate the potential transportation impacts of the proposed West Covina Medical Center Behavioral Health Addition project ("proposed project"). The project site is located at 725 South Orange Avenue, adjacent to the I-10 Freeway eastbound off-ramp to Orange Avenue, in the City of West Covina. The proposed project site is generally bounded by the I-10 Freeway and the eastbound off-ramp to the north and west, Cameron Avenue and an existing surface parking lot to the south, and Orange Avenue to the east (assuming a north-south orientation for Orange Avenue). The project site and general vicinity are shown in ***Figure 1-1***.

The transportation assessment follows the analysis methodology that is consistent with the *City of West Covina Transportation Study Guidelines*[1]. In compliance with the California Environmental Quality Act (CEQA) Sections 15064.3 and 15064.7, the City of West Covina has adopted Vehicle Miles Traveled (VMT) for the purpose of analyzing transportation impacts under CEQA. In addition, the City maintains vehicle Level of Service (LOS) standards for local transportation infrastructure. Therefore, the Guidelines identify both CEQA based analysis requirements and non-CEQA based analysis requirements for analyzing the potential transportation impacts of proposed development projects.

This study evaluates potential project-related VMT impacts pursuant to the screening criteria, analysis tools, and thresholds adopted and approved for use by the City of West Covina. The study also evaluates potential project-related effects on LOS at two (2) key intersections in the vicinity of the project site. The study intersections were determined in consultation with City of West Covina staff. The Intersection Capacity Utilization (ICU) method and the Highway Capacity Manual (HCM) method were used to determine LOS for the signalized intersection and unsignalized intersection, respectively.

[1] *City of West Covina Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment*, September 2020.



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Figure 1-1
Vicinity Map

This report (i) presents the proposed project's existing transportation network context, (ii) presents existing traffic volumes, (iii) forecasts cumulative baseline conditions, (iv) forecasts project-generated traffic, (v) assesses the potential for project-related transportation impacts consistent with the CEQA compliant and non-CEQA compliant metrics set forth by the City of West Covina, and (vi) recommends transportation mitigation and/or improvement measures, where necessary.

1.2 Study Methodology

The CEQA and non-CEQA analysis criteria for this transportation assessment were identified in consultation with City of West Covina staff. The analysis criteria were determined based on the City's Guidelines, the proposed project description and location, and the characteristics of the surrounding transportation system. As the Lead Agency under CEQA, the City of West Covina confirmed the appropriateness of the analysis criteria when it approved the transportation assessment Scope of Work Memorandum of Understanding (MOU).

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013). Among other things, SB 743 created a process to change the methodology to analyze transportation impacts under CEQA (Public Resources Code section 21000 and following) in order to promote: 1) the reduction of greenhouse gas emissions, 2) the development of multimodal transportation networks, and 3) a diversity of land uses. On December 30, 2013, the State of California Governor's Office of Planning and Research (OPR) released a preliminary evaluation of alternative methods of transportation analysis, which included analysis based on project VMT rather than impacts to intersection Level of Service. OPR issued other draft discussion documents in March 2015 and January 2016, suggesting some new revisions to the state CEQA Guidelines. In November 2017, OPR submitted the proposed amendments to the CEQA Guidelines to the State's Natural Resources Agency (that include a proposed new Guidelines section 15064.3 which governs how VMT-based analyses of potential traffic impacts should be conducted). On January 26, 2018, the Natural Resources Agency published a Notice of Rulemaking, commencing the formal rulemaking process for the amendments to the CEQA Guidelines. On December 28, 2018, the California Office of Administrative Law adopted the proposed amendments, formally implementing the use of VMT as the metric for transportation analysis under CEQA and providing a grace period allowing local agencies to opt-in to the new metrics. State-wide implementation of the new metric was required by July 1, 2020.

In anticipation of the mandated change to VMT, the San Gabriel Valley Council of Governments (SGVCOG), of which the City of West Covina is a member agency, undertook the SGVCOG SB 743 Implementation Study to assist with answering important implementation questions about the methodology, thresholds, and mitigation approaches for VMT impact analysis in the member agencies. The City of West Covina utilized the information produced through the Implementation Study to adopt a methodology and significance thresholds for use in CEQA compliant transportation analyses. In alignment with the goals of SB 743, the City also requires an evaluation of a project's impact on the multi-modal pedestrian, bicycle, and transit network.

The City's Guidelines further note that SB 743 does not prevent agencies from continuing to analyze delay or LOS outside of CEQA review for other transportation planning or analysis purposes (i.e., general plans, impact fee programs, corridor studies, congestion reduction, or ongoing network monitoring). The City has LOS standards which local transportation infrastructure should strive to maintain. The LOS standards apply to discretionary approvals of new land use development projects. Therefore, the City's Guidelines also include requirements for non-CEQA analyses. Specifically, the City requires utilization of the Intersection Capacity Utilization (ICU) methodology and the latest version of the Highway Capacity Manual (HCM) methodology to evaluate LOS at signalized and unsignalized intersections, respectively.

The proposed project's CEQA transportation impacts have been evaluated based on the City of West Covina's adopted VMT screening criteria, methodology, and thresholds. In order to evaluate the proposed project's effect on local transportation infrastructure, a non-CEQA analysis of two (2) study intersections has been conducted for the weekday AM and PM peak hours, utilizing the ICU/HCM analysis methodologies for signalized and unsignalized intersections.

1.3 Los Angeles County Congestion Management Program Status

The Los Angeles County Congestion Management Program (CMP) was previously a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990 that primarily utilized a level of service (LOS) performance metric. Pursuant to California Government Code §65088.3, local jurisdictions may opt out of the CMP requirement without penalty if a majority of the local jurisdictions representing a majority of the County's population formally adopt resolutions requesting to opt out of the program. As stated in a letter from the Los Angeles County Metropolitan Transportation Authority (Metro)[2], by August 28, 2019, 57 local jurisdictions, which in total represent 8.5 million in population, had adopted resolutions electing to be exempt from the CMP. With the Los Angeles County region having reached the statutorily required threshold, the provisions of the CMP are no longer applicable to any of the 89 local jurisdictions within Los Angeles County, regardless of whether or not a jurisdiction adopted an opt-out resolution. Therefore, CMP Traffic Impact Analysis is no longer required in Environmental Impact Reports.

[2] Kalieh Honish, Los Angeles County Metropolitan Transportation Authority, to Seleta Reynolds, City of Los Angeles Department of Transportation, "Re: Dissolution of the Congestion Management Program in Los Angeles County," August 28, 2019.

2.0 PROJECT DESCRIPTION

2.1 Existing Project Site

The existing project site of approximately 2.83 acres is located at 725 South Orange Avenue, adjacent to the I-10 Freeway eastbound off-ramp to Orange Avenue, in the City of West Covina. The site is generally bounded by the I-10 Freeway and the eastbound off-ramp to the north and west, Cameron Avenue and an existing surface parking lot to the south, and Orange Avenue to the east. The proposed project site and general vicinity are shown in *Figure 1-1*.

The assessor's parcel number for the project site is 8474-001-022. The site is currently developed with the existing West Covina subacute hospital building (28,000 square feet with 33 beds), an existing single-story medical office building (15,000 square feet), and another three-story medical office building (18,000 square feet). The prior West Covina general acute hospital building (46 beds), transitioned to a subacute hospital when it eliminated 13 medical surgical beds and the two operating rooms in January 2023. An aerial photograph of the existing project site is presented in ***Figure 2-1***.

2.2 Proposed Project Description

The proposed project consists of expanding the existing West Covina Medical Center to include an approximate 42,000 square-foot four-story behavioral health transition facility to the northeast side of the existing building. The proposed building addition would remove a portion of the existing surface parking lot currently located at the northeast portion of the site. The expansion would feature three levels of nursing units over an at-grade arrival lobby and include an additional 71 licensed beds which would increase the total to 104 licensed beds (i.e., 33 existing beds plus 71 additional beds). All patients are expected to be transported via emergency service vehicles from their institutional place of living (i.e., other skilled nursing and residential care facilities) to this transitional facility for treatment.

Vehicular access to the project site will continue to be provided via the existing driveway on Orange Avenue. All drop-off/pick-up of patients for the project and other existing uses on-site will utilize the designated on-site loading area and no drop-off/pick-up activities are permitted on Orange Avenue. The conceptual site plan is illustrated in ***Figure 2-2***. The project build-out and occupancy year is anticipated by the year 2026.

2.3 Project Site Access

2.3.1 *Vehicular Site Access*

Direct vehicular access to the project site is planned to be accommodated by an existing driveway on Orange Avenue as well as two driveways for the off-site surface parking lot as shown in *Figure 2-1*. The site access and circulation plan for the proposed project is also displayed in *Figure 2-2*. The access for the off-site surface parking lot is accommodated by an existing driveway on Orange Avenue, south of Cameron Avenue, and another existing driveway on Garvey Avenue South, west



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MAP SOURCE: GOOGLE EARTH PRO

Project Site

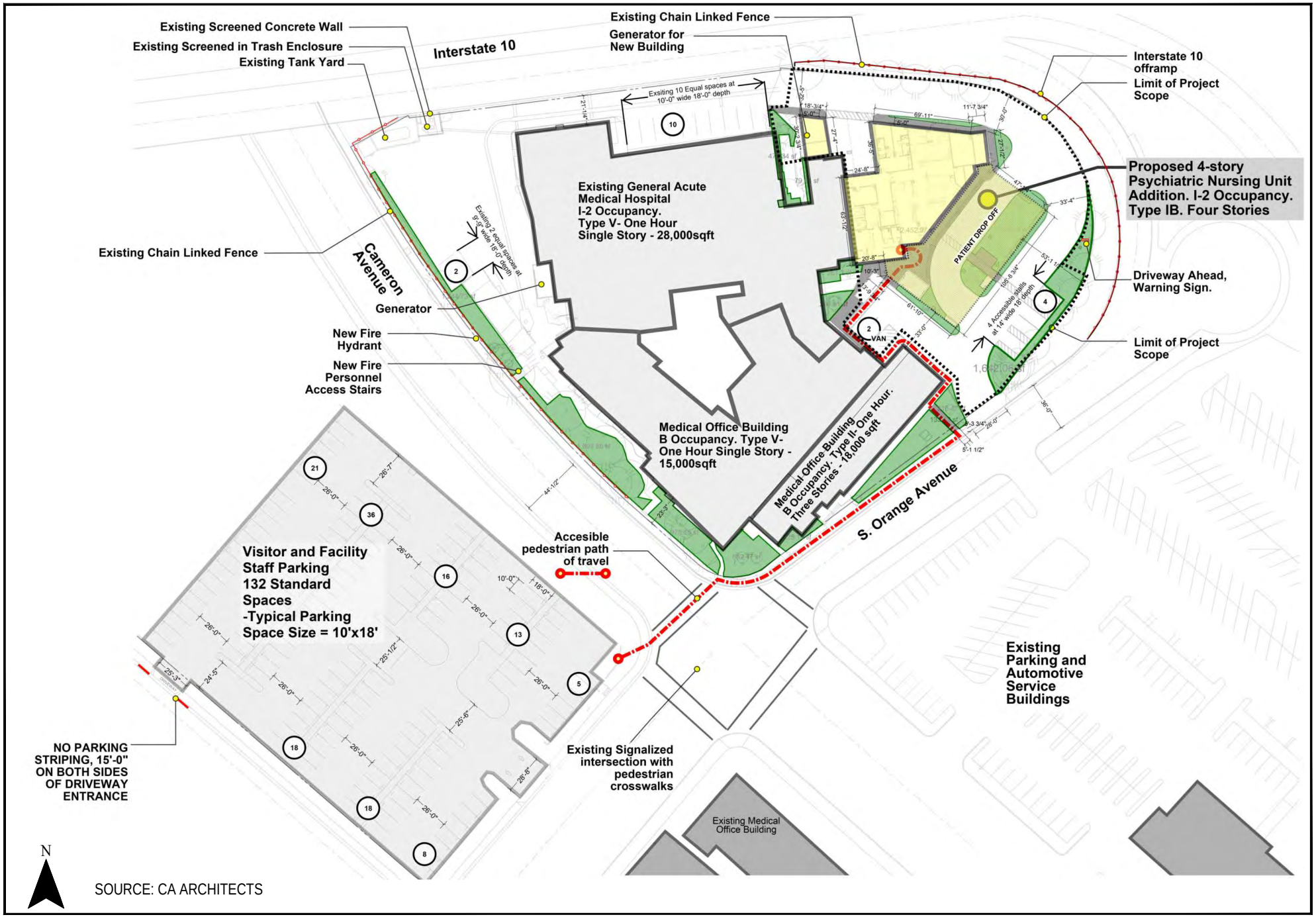
Off-Site Parking Lot

Existing Driveway

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Figure 2-1
Aerial Photograph of Existing Project Site

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SOURCE: CA ARCHITECTS

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Figure 2-2
Site Plan

of Orange Avenue. Descriptions of the project site access points are provided in further detail below:

- Orange Avenue Driveway
  An existing driveway along the west side of Orange Avenue will continue to provide access to the on-site parking area/s. The Orange Avenue driveway currently accommodates full access (i.e., inbound and outbound left-turn and right-turn movements) from Orange Avenue. A sight distance review is prepared for the Orange Avenue project driveway. Access to the on-site surface parking lot (i.e., which includes 18 parking spaces designated primarily for staff) will also be provided by the 28-foot wide Orange Avenue driveway.

- Orange Avenue Off-Site Lot Driveway
  An existing driveway along the west side of Orange Avenue approximately mid-way between Cameron Avenue and Garvey Avenue South will continue to provide access to the off-site parking lot for visitors/staff parking. The 29-foot wide driveway currently accommodates full access (i.e., inbound and outbound left-turn and right-turn movements) from Orange Avenue.

- Garvey Avenue South Off-Site Lot Driveway
  An existing driveway along the north side of Garvey Avenue South, west of Orange Avenue, will continue to provide access to the off-site parking lot. The 25-foot wide driveway currently accommodates full access (i.e., inbound and outbound left-turn and right-turn movements) from Garvey Avenue South.

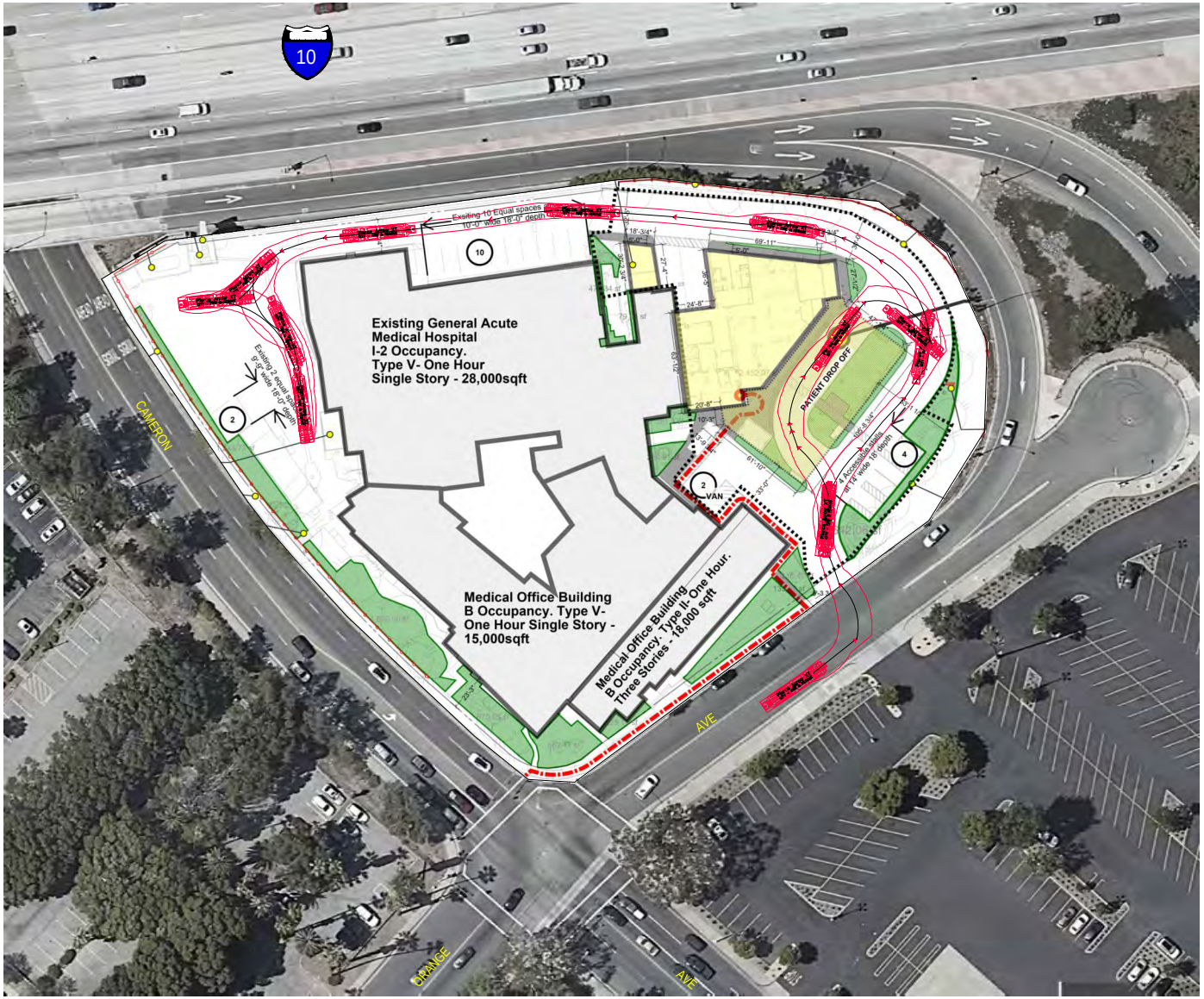
Within the project site, vehicle circulation will continue to be accommodated by the drive aisle situated along the perimeter of the building in the northeast portion of the site. As mentioned previously, no drop-off/pick-up activities will be permitted on Orange Avenue.

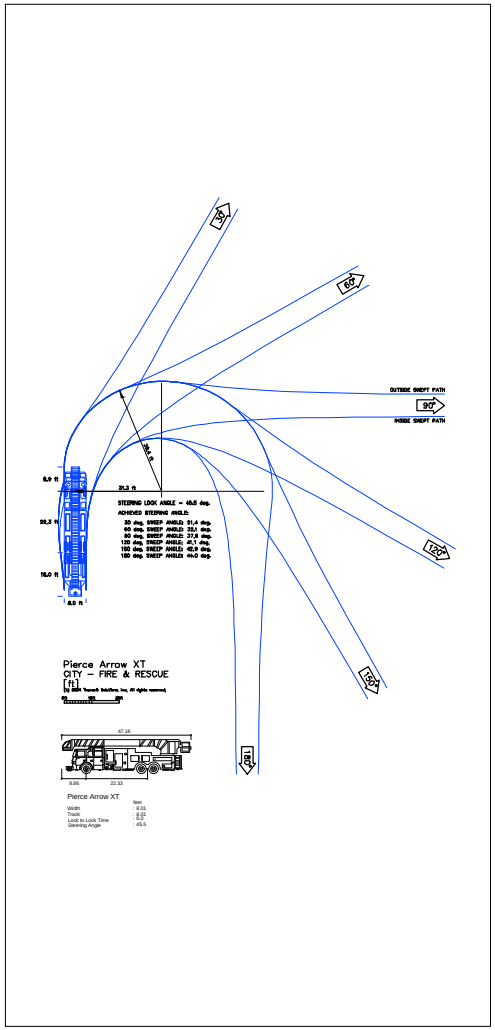
2.3.2 *Fire Truck/Emergency Site Access*

Fire truck/emergency vehicles would also access the site via the Orange Avenue driveway. As shown in ***Figure 2-3***, the turnaround area in front of the building could accommodate the fire truck access. The Fire Department access lane is also provided along the northerly perimeter of the site as well as behind the existing subacute hospital building where a turnaround area is provided in the western portion of the site.

2.3.3 *Non-Vehicular Site Access*

The project is designed to accommodate non-vehicular access to the proposed project site. Pedestrian access within the project site will be accommodated by Americans with Disabilities Act (ADA) compliant walkways near the eastern portion of the site. As shown in *Figure 2-2*, an accessible pedestrian path of travel is provided from the off-site parking lot to the entrance of the proposed project building by utilizing the existing crosswalk at the Orange Avenue/Cameron Avenue intersection and the existing sidewalk on the west side of Orange Avenue and then





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Figure 2-3

Vehicle Turning Maneuvers for Fire Truck Access

connecting to planned walkways onsite. These walkways will provide exclusive pedestrian and bicycle access to/from the existing public sidewalk along the project site frontage. The walkways thus minimize the extent of pedestrian and bicycle interaction with vehicles at the site and provide a comfortable, convenient, and safe environment for pedestrians and bicyclists accessing the building from outside the project site. Due to the anticipated increased usage of the off-site parking lot, more pedestrians are expected to utilize the existing crosswalk at the Orange Avenue/Cameron Avenue intersection to access the site as shown in *Figure 2-2*. As such, it is recommended that the existing crosswalk at the Orange Avenue/Cameron Avenue intersection be converted to white continental crosswalks to provide greater visibility and safety to both pedestrians and motorists.

2.4 Sight Distance Review

A review has been conducted to evaluate the adequacy of sight distance at the project driveway intersection with Orange Avenue, which is planned to serve as the access to and from the project site for those being transported as well as some staff parking behind the buildings. The critical sight distance was determined to be between exiting motorists and motorists traveling on Orange Avenue or from the I-10 Freeway eastbound off-ramp. Specifically, a sight distance analysis has been prepared at the subject location in order to determine the adequacy of motorists' lines of sight and focuses on the northbound and southbound approaching vehicles on Orange Avenue (assuming a north-south orientation for Orange Avenue) as well as the exiting right-turn vehicles at the project site driveway (i.e., intersection sight distance). The sight distance analysis is based on the criteria set forth in the American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*.[3] Stopping sight distance is the distance that a driver of a vehicle, traveling at a certain speed, is able to bring the vehicle to a stop after an object on the road becomes visible. Sight distance is also provided for intersections (including private streets and driveways) to allow the drivers of stopped vehicles a sufficient view of the intersecting roadway to decide when to enter the intersecting roadway or to cross it. If available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major roadway, then drivers have sufficient sight distance to anticipate and avoid collisions.

2.4.1 *Intersection Sight Distance at Project Driveway*

According to Table 9-8 *(Design Intersection Sight Distance-Case B2-Right Turn from Stop, Case B3-Crossing Maneuver)* of the AASHTO document, a design speed of 25 miles per hour would require a minimum stopping sight distance of 155 feet and an intersection sight distance of 240 feet for passenger cars. The sight distance values summarized in Table 9-8 of the AASHTO document are for a stopped vehicle to turn right onto or to cross a two-lane highway without a raised median island. No adjustments were necessary to be made for Orange Avenue.

[3] *A Policy on Geometric Design of Highways and Streets*, Chapter 9, American Association of State Highway and Transportation Officials (AASHTO), 7th Edition, 2018.

Figure 2-4 displays the conceptual plan of the proposed project with the adjacent street system and the minimum required intersection sight distances for the project site driveway. The existing lines of sight for the northbound and southbound motorists approaching the Orange Avenue project driveway are also illustrated in *Figure 2-4*. *Figure 2-4* shows that when an exiting motorist's vehicle (i.e., front bumper) is placed 15 feet from the edge of the travel way to the motorists' eye according to AASHTO guidelines, a line of sight to meet the stated minimum would not exist for the project site driveway for the critical case, which is Case B2 – Right Turn from Stop and Case B3 – Crossing Maneuver. As shown in *Figure 2-4*, the line of sight should be clear of any tall landscaping, signage, or objects (i.e., be less than 36 inches in height) so as to maintain a clear line of sight between exiting motorists and oncoming motorists.

Based on the utilization of a design speed of 25 mph along Orange Avenue, the sight distance analyses contained herein, and strict application of the AASHTO guidelines, it can be concluded that the existing intersection sight distance at the Orange Avenue project driveway does not meet the minimum requirements for exiting project driveway motorists and oncoming northbound and southbound (approaching) vehicles on Orange Avenue. While the intersection sight distance of less than 240 feet is provided for the oncoming northbound (approaching) vehicles on Orange Avenue, these vehicles will be controlled by the existing intersection of Orange Avenue/Cameron Avenue and thus will not likely be traveling at the design speed just north of Cameron Avenue.

In order to maintain the clear lines of sight at the project driveway, it is therefore recommended that red curb markings and signage be installed to prohibit on-street parking along the west side of Orange Avenue along the project frontage. It is recommended that the existing red curb marking immediately south of the project driveway be extended by approximately 40 feet to connect with the next southerly red curb marking on Orange Avenue. All existing red curb markings on Orange Avenue are to be refreshed for visibility. The two-hour parking sign that is located to the north of the existing entrance canopy is to be removed. It is also recommended that the existing trees and bushes along the west side of Orange Avenue/freeway off-ramp north of the project driveway be trimmed as they currently obstruct the required line of sight of approaching southbound vehicles on Orange Avenue. There is currently a 20 miles per hour speed advisory sign at the beginning of the freeway off-ramp north of the driveway. As shown in ***Figure 2-4***, the installation of an advance warning signs (i.e., W2-1 and W70, Cross Traffic Ahead) on both sides of Orange Avenue would also be recommended for southbound approaching vehicles coming from the freeway off-ramp to indicate the presence of an intersection/driveway further ahead. With the on-street parking removal, trimming of the existing vegetation and advance warning signages, intersection sight distance would be improved between exiting motorists at the project driveway and oncoming (approaching) vehicles in both directions on Orange Avenue. Further, while the minimum intersection sight distances are not met given the location of the existing driveway and the roadway curvature from the freeway off-ramp to Orange Avenue, the majority of visitors/staff parking will be provided at the off-site parking lot at the southwest corner of Orange Avenue/Cameron Avenue, while vehicles utilizing the Orange Avenue driveway on-site will primarily be staff and ambulances that are transporting patients. Due to the expected increased usage of the off-site parking lot, red curb markings are to be installed/refreshed for 20 feet on either side of both driveways for the off-site parking lot (i.e., at



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PROPOSED SIGNS



W2-1 W70-(CA) W16-5P

LINSCOTT LAW & GREENSPAN engineers

Figure 2-4

Intersection Sight Distance at Project Driveway

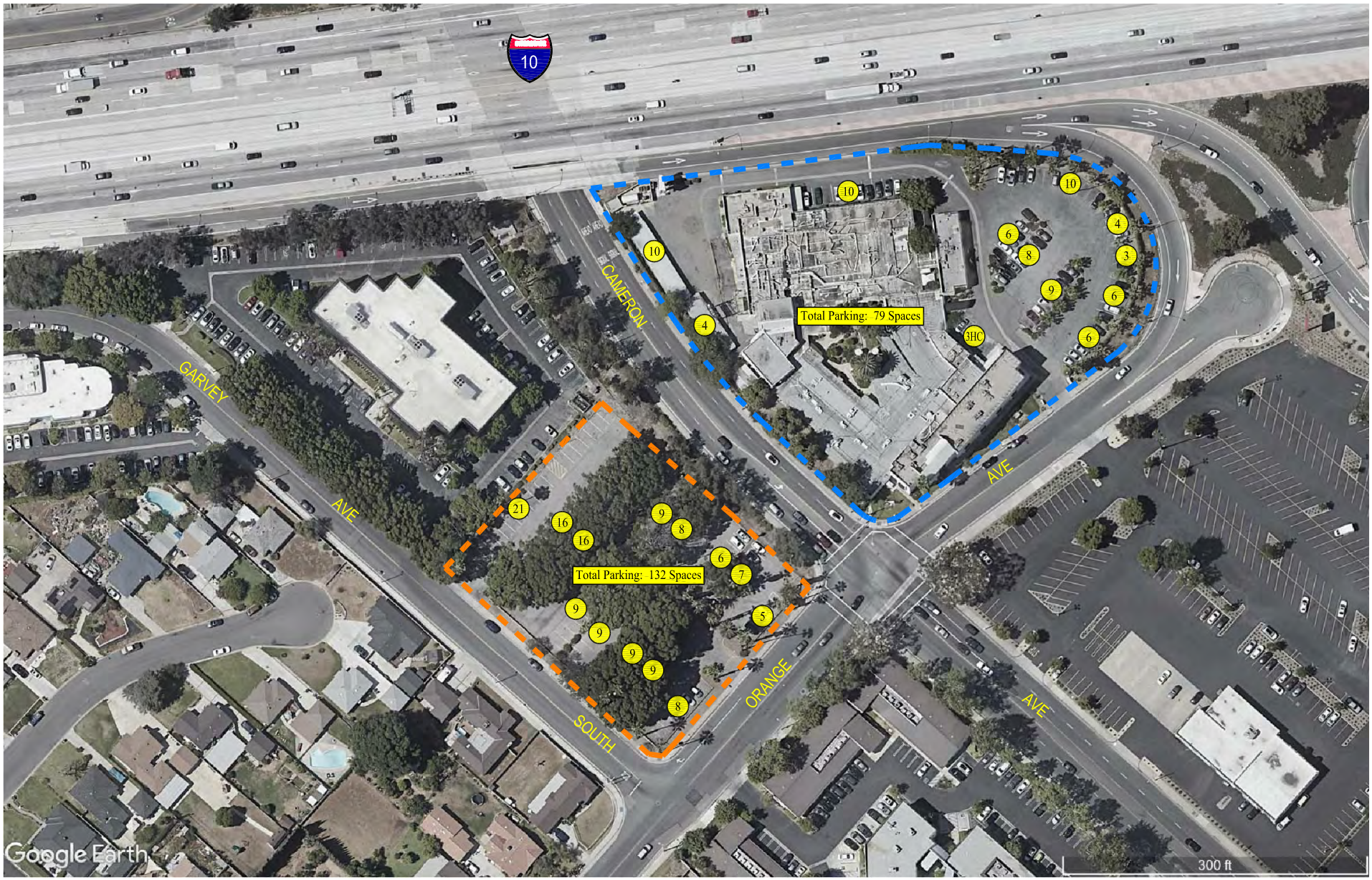
Garvey Avenue South and Orange Avenue driveways). Appropriate signages will also be installed at both driveways indicating the usage of the off-site parking lot for the West Covina Medical Center staff and visitors only. The number of entering and exiting (i.e., inbound and outbound) vehicles forecast with the development of the proposed project is discussed in detail in Section 2.11 of this report.

Collision data were requested from the California Highway Patrol's (CHP) Statewide Integrated Traffic Records System (SWITRS) for the City of West Covina for the most recent five (5) year period. According to SWITRS, data from seven (7) months prior to the date of request should be considered incomplete due to a collision records processing backlog. Therefore, the most recent five-year period is assumed to include September 1, 2019 through April 10, 2023. Collisions which occurred after April 10, 2023 to the date of request are included for informational purposes only. A summary of the collision records was compiled in order to identify any collisions which occurred adjacent to the project site, along Orange Avenue, Cameron Avenue, and at the intersection of Orange Avenue/Cameron Avenue. The collisions which were identified are presented in ***Appendix A***. During the five-year period, a total of ten (10) collisions were identified of which four (4) occurred at the intersection, four (4) occurred north of the intersection, and two (2) occurred south of the intersection. Development of the proposed project will not change the existing roadway conditions along this roadway segment with the majority of project trips anticipated to/from the off-site parking lot. Sight distances recommendations at the Orange Avenue driveway intersection (i.e., on-street parking removal, trees/brush trimming, and advance warning signage) will also improve the visibility and safety at the project driveway and along the project frontage on Orange Avenue.

2.5 Existing and Future Total Parking Supply

Figure 2-5 provides an aerial photograph illustration of the overall existing site as well as the various surface parking areas provided on-site and off-site. As illustrated in *Figure 2-5*, the on-site surface parking lot for the WCMC currently provides a total of 79 spaces (i.e., 62 standard spaces, 14 reserved spaces, and 3 handicap accessible spaces). In addition to the on-site parking spaces, a total of 132 parking spaces are currently provided in the off-site surface lot located at the southwest corner of Orange Avenue/Cameron Avenue. A total of six (6) spaces are provided on-street, along the west side of Orange Avenue north of Cameron Avenue. For purposes of this parking analysis, when accounting for the off-site spaces, the total off-site lot and on-street parking supply consists of 138 spaces. Therefore, the combined existing site-wide parking supply totals 217 spaces (i.e., 79 on-site spaces, 6 on-street spaces, 132 off-site spaces).

Parking for the existing Medical Center as well as the proposed behavioral health building addition will be provided at the on-site and off-site surface parking lots. With the proposed building addition for the project, the on-site parking spaces would be reduced to 18 spaces from the existing 79 spaces. As shown in *Figure 2-2*, the future on-site parking supply consists of 12 standard spaces and 6 handicap accessible spaces. Therefore, the combined future site-wide parking supply for the overall site is 150 parking spaces (i.e., 18 on-site spaces and 132 off-site spaces).



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MAP SOURCE: GOOGLE EARTH PRO

Project Site

Off-Site Parking Lot

Figure 2-5
Existing Parking Supply

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2.6 City Code Parking Requirements

A calculation of the Code parking requirement was prepared in accordance with the City of West Covina Municipal Code off-street parking requirements (Section 26-582, Parking Ratios, nonresidential). In accordance with the Municipal Code parking regulations, the following parking requirements most applicable to the existing site and proposed project are as follows:

- Medical and dental office — For buildings having less than 20,000 square feet of gross floor area: 1 space for every 150 square feet of gross floor area.

  For buildings having more than 20,000 square feet of gross floor area: 1 space for every 200 square feet of gross floor area.
- Hospitals and sanitariums — 1.5 spaces per bed.

Source: City of West Covina Municipal Code (Section 26-582, Parking ratios, nonresidential).

Through strict application of the Municipal Code parking regulations, the following parking requirement would be calculated for the existing hospital and medical office along with the proposed project. The net square footage applied below for the medical office excludes the space allocated to restrooms, janitor and mechanical closets, and stairwells. As noted previously in the project description, the total gross floor area of the behavioral health building addition is 42,000 square feet with 71 beds:

- Existing Subacute Hospital: 33 beds x 1.5 spaces/bed = 50 spaces
- Existing Medical Offices: 29,200 SF x 1.0 space/200 SF = 146 spaces
- Proposed Project Addition: 71 beds x 1.5 spaces/bed = rounded to 107 spaces

  Total Code Required Parking = 303 spaces

As summarized above, a total of 303 spaces would be required for the existing subacute hospital, existing medical offices, and proposed behavioral health addition based on direct application of the Zoning Code parking requirements. Specifically, the Code parking requirement for the proposed behavioral health building addition is 107 spaces of the total 303 required spaces for the overall medical campus.

When comparing the above Municipal Code parking requirement of 303 spaces to the proposed overall sitewide future parking supply of 150 spaces, a theoretical deficit of 153 parking spaces is calculated. However, it is important to note that the City of West Covina Municipal Code also contains provisions which allow for the joint use of parking spaces, dependent upon the land uses and nature of offset parking demands. Empirical parking demands for the existing site and future projections for the proposed use based on information pertaining to the site operations were also reviewed.

2.7 Comparison of Industry Standard Parking Ratios

2.7.1 *ITE Parking Demand Ratios*

In addition to reviewing Code parking requirements, the average peak parking demands for various land uses are often estimated using parking ratios contained in other industry standard parking publications. LLG reviewed parking ratios contained in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*[4] publication. The *Parking Generation Manual* presents the state-of-the-practice understanding of the relationship between parking demand and various characteristics associated with individual land use developments, based on parking studies conducted at locations throughout North America. While the *Parking Generation Manual* contains a parking ratio for hospital facilities, this land use type may not be directly applicable for the proposed project site operations. Nonetheless, the ITE Land Use 610 (Hospital) average peak parking demand ratios were reviewed and compared with that expected through application of the Code parking requirements. When utilizing the ITE publication, the parking demand can be calculated through application of the average peak parking demand ratios based on the total building gross floor area. The average weekday parking demand ratios for the two land use types are summarized below:

- ITE Land Use Code 610 (Hospital) average weekday peak period parking demand ratio: 2.25 spaces for every 1,000 square feet of gross floor area (15 study sites, average building size: 449,000 SF); 3.89 spaces per bed (51 study sites, average number of 390 beds)

- ITE Land Use Code 720 (Medical-Dental Office Building-Hospital Campus) average weekday peak period parking demand ratio: 3.58 spaces for every 1,000 square feet of gross floor area (16 study sites, average building size: 53,000 SF)

Application of the ITE published parking demand ratios above to the existing site and proposed project would yield an average weekday peak parking demand of 263 spaces for the overall site as calculated below.

- Existing Hospital: 28,000 x 2.25 spaces/1,000 SF = 63 spaces
- Existing Medical Offices: 29,200 SF x 3.58 spaces/1,000 SF = rounded to 105 spaces
- Proposed BH Addition: 42,000 SF x 2.25 spaces/1,000 SF = rounded to 95 spaces

  Total ITE Parking Demand = 263 spaces

Thus, the Code parking requirement for the proposed project (i.e., 303 spaces) is 40 spaces more than the parking demand forecast utilizing the ITE parking demand ratios (i.e., 263 spaces).

[4] *Parking Generation Manual*, 6th Edition, Institute of Transportation Engineers, Washington D.C., October 2023.

2.8 Site Specific Operations and Forecast Parking Demand

Due to the unique characteristics of the project, parking spaces are expected to be shared with the existing subacute general hospital, medical office, and the proposed project. Details pertaining to site-specific operations for the proposed behavioral health building as well as the existing subacute hospital and medical office was provided by the Project Applicant team to forecast the future parking demand for the proposed project and the overall site as a whole. The site-specific parking demand analysis was prepared to determine whether adequate site-wide parking supply would be provided to accommodate the peak parking demand considering the existing parking demands of the subacute hospital, the medical office, and the proposed behavioral health building addition. The forecast parking needs of each user group for the subacute hospital, medical office, and the proposed behavioral health building addition are summarized below in ***Table 2-1***.

Table 2-1
Existing and Project Peak Parking Demands

Existing Subacute Hospital User Groups		**# Parking Spaces**
Employees/Staff	10 employees/peak shift	20 spaces
Visitors	3 visits/day	3 spaces
Inspectors/Maintenance/Other	--	5 spaces
Total Parking for Existing Subacute Hospital		**28 spaces**
Existing Medical Office (starting 1/2025) User Groups		**# Parking Spaces**
Employees/Staff	8 employees/daily shift	8 spaces
Visitors	0 visits/day	0 spaces
Day Care Patients	10 visits/day	Mini-vans Drop-Off
Total Parking for Medical Office		**8 spaces**
Proposed Behavioral Health Addition User Groups		**# Parking Spaces**
Employees/Staff	16 employees/peak shift	32 spaces
Visitors	5 visits/day	5 spaces
Emergency Ambulance	10 visits/day	Ambulance Drop-Off Area
Total Parking for Behavioral Health Addition		**37 spaces**
Total Parking for Subacute Hospital, Medical Office and Proposed Behavioral Health Addition Project		**73 spaces**

For the proposed project, the Applicant anticipates that a total of 50 employees would be required for the project and two (2) shifts would be expected for typical site operations. Thus, with two planned shifts per day (i.e., from 7:00 AM to 7:00 PM and 7:00 PM to 7:00 AM), an average of 16 employees is expected per peak shift. It is noted that the site-specific expected employee figure during the peak shift was utilized to estimate the number of parking spaces/vehicles based on an average vehicle ridership (AVR) of 1.0 persons per vehicle without application of an absenteeism rate adjustment. It was also conservatively assumed that all employees would drive alone to the site and does not account for utilization of other modes of transportation (i.e., walk, bike, arriving via public transportation, carpool, etc.). The 32 staff spaces allocated also account for any potential overlap that could occur between the shift changes. The patients are transported to the site by ambulances and no more than ten (10) emergency ambulance visits are anticipated on a given day. The ambulance or non-emergency transport vans will arrive to awaiting staff in the rear entrance on the east side of the property in the drop-off area and thus will not utilize parking spaces on-site. Based on the site-specific parking needs for each of the user groups, a total peak parking demand for the project is forecasted to be 37 spaces. Altogether, the site-specific parking needs for the site as a whole is forecast to be 73 spaces.

2.9 Existing Site Parking Demand

The existing parking demand was also measured at the on-site parking spaces as well as the adjacent surface parking lot in order to determine the adequacy of the future planned parking supply to accommodate the peak parking demand generated by the existing occupied subacute hospital and medical office buildings along with the proposed project. Additionally, the parking demand data were used as a basis for forecasting future parking demand following the full occupancy of the overall site.

The existing parking demand was determined by conducting parking accumulation counts of the on-site and off-site surface lot parking areas. Parking demand associated with the existing WCMC that were observed to utilize street parking (i.e., along the west side of Orange Avenue north of Cameron Avenue) or off-site parking lots (i.e., at the surface parking lot at the southwest corner of the Orange Avenue/Cameron Avenue intersection or the surface parking lot at the northeast corner of the Orange Avenue/Cameron Avenue intersection) were also included as part of the total existing parking demand for the WCMC. The parking accumulation counts were conducted by a subconsultant (City Traffic Counters) in 60-minute increments from 9:00 AM to 7:00 PM during two consecutive weekdays and one weekend day (Saturday) in April 2023. These days and time periods were selected so as to capture the hourly parking trend in order to determine the peak facility usage periods. Summaries of the parking accumulation surveys for the observation days are presented in ***Tables 2-2(a)***, ***2-2(b)*** for the weekdays and ***Table 2-3*** for the weekend (Saturday). As noted in *Tables 2-2* and *2-3* and shown in *Figure 2-5*, the parking areas were disaggregated so as to gain a better understanding of parking demand and usage within the site and off-site parking areas. As can be expected, the areas of highest utilization are nearest to the existing building entrances, which are the most conveniently located spaces in the parking areas.

Table 2-2(a)
WEEKDAY PARKING ACCUMULATION SURVEY
OBSERVATION DATE: TUESDAY, APRIL 4, 2023

NUMBER OF PARKING SPACES																							
	PKG	9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM	
PARKING LOCATIONS	SUPPLY	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
On-Site Parking Locations																							
Rear of Bldg 725 & 741 Orange Ave - Reserved	14	9	64.3%	10	71.4%	11	78.6%	10	71.4%	9	64.3%	8	57.1%	10	71.4%	10	71.4%	7	50.0%	7	50.0%	7	50.0%
Northside of Bldg 725 & 741 Orange Ave	10	7	70.0%	7	70.0%	6	60.0%	8	80.0%	5	50.0%	5	50.0%	4	40.0%	4	40.0%	4	40.0%	3	30.0%	2	20.0%
Bldg 725 & 741 Orange Ave - HC	3	1	33.3%	1	33.3%	1	33.3%	3	100.0%	1	33.3%	1	33.3%	1	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Bldg 725 & 741 Orange Ave - Standard	52	50	96.2%	49	94.2%	49	94.2%	48	92.3%	41	78.8%	39	75.0%	39	75.0%	24	46.2%	21	40.4%	21	40.4%	15	28.8%
TOTAL ON-SITE PARKING	**79**	**67**	**84.8%**	**67**	**84.8%**	**67**	**84.8%**	**69**	**87.3%**	**56**	**70.9%**	**53**	**67.1%**	**54**	**68.4%**	**38**	**48.1%**	**32**	**40.5%**	**31**	**39.2%**	**24**	**30.4%**
On-Street/Off-Site Parking Locations																							
W/s of Orange Ave N/o Cameron Ave	6	5	83.3%	2	33.3%	2	33.3%	6	100.0%	1	16.7%	1	16.7%	1	16.7%	1	16.7%	2	33.3%	2	33.3%	0	0.0%
Surface Lot (SWC of Orange Ave/Cameron Ave)	132	6	4.5%	11	8.3%	12	9.1%	18	13.6%	11	8.3%	9	6.8%	10	7.6%	9	6.8%	6	4.5%	4	3.0%	2	1.5%
Surface Lot (Floor & Décor Lot)	[C]	19	--	24	--	23	--	17	--	17	--	17	--	13	--	11	--	7	--	4	--	1	--
TOTAL ON-STREET & OFF-SITE PARKING	**138**	**30**	**21.7%**	**37**	**26.8%**	**37**	**26.8%**	**41**	**29.7%**	**29**	**21.0%**	**27**	**19.6%**	**24**	**17.4%**	**21**	**15.2%**	**15**	**10.9%**	**10**	**7.2%**	**3**	**2.2%**
TOTAL ON-SITE & OFF-SITE PARKING	**217**	**97**	**44.7%**	**104**	**47.9%**	**104**	**47.9%**	**110**	**50.7%**	**85**	**39.2%**	**80**	**36.9%**	**78**	**35.9%**	**59**	**27.2%**	**47**	**21.7%**	**41**	**18.9%**	**27**	**12.4%**

Notes: [A] Inventory conducted by LLG Engineers March 23, 2023.
[B] Parking counts conducted by City Traffic Counters.
[C] Parking spaces at the Floor & Décor Lot utilized by WCMC staff are excluded from the total parking supply but included in the parking demand.

Table 2-2(b)
WEEKDAY PARKING ACCUMULATION SURVEY
OBSERVATION DATE: WEDNESDAY, APRIL 5, 2023

NUMBER OF PARKING SPACES																							
	PKG	9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM	
PARKING LOCATIONS	SUPPLY	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
On-Site Parking Locations																							
Rear of Bldg 725 & 741 Orange Ave - Reserved	14	12	85.7%	14	100.0%	14	100.0%	13	92.9%	11	78.6%	11	78.6%	13	92.9%	11	78.6%	11	78.6%	7	50.0%	6	42.9%
Northside of Bldg 725 & 741 Orange Ave	10	7	70.0%	10	100.0%	8	80.0%	8	80.0%	9	90.0%	10	100.0%	7	70.0%	6	60.0%	5	50.0%	2	20.0%	2	20.0%
Bldg 725 & 741 Orange Ave - HC	3	2	66.7%	3	100.0%	3	100.0%	2	66.7%	3	100.0%	3	100.0%	2	66.7%	1	33.3%	1	33.3%	1	33.3%	2	66.7%
Bldg 725 & 741 Orange Ave - Standard	52	50	96.2%	50	96.2%	49	94.2%	50	96.2%	42	80.8%	51	98.1%	47	90.4%	30	57.7%	21	40.4%	16	30.8%	16	30.8%
TOTAL ON-SITE PARKING	**79**	**71**	**89.9%**	**77**	**97.5%**	**74**	**93.7%**	**73**	**92.4%**	**65**	**82.3%**	**75**	**94.9%**	**69**	**87.3%**	**48**	**60.8%**	**38**	**48.1%**	**26**	**32.9%**	**26**	**32.9%**
On-Street/Off-Site Parking Locations																							
W/s of Orange Ave N/o Cameron Ave	6	6	100.0%	5	83.3%	6	100.0%	5	83.3%	5	83.3%	4	66.7%	4	66.7%	3	50.0%	2	33.3%	1	16.7%	0	0.0%
Surface Lot (SWC of Orange Ave/Cameron Ave)	132	4	3.0%	8	6.1%	9	6.8%	12	9.1%	9	6.8%	7	5.3%	5	3.8%	6	4.5%	5	3.8%	2	1.5%	2	1.5%
Surface Lot (Floor & Décor Lot)	[C]	27	--	33	--	32	--	29	--	27	--	25	--	24	--	22	--	14	--	2	--	2	--
TOTAL ON-STREET & OFF-SITE PARKING	**138**	**37**	**26.8%**	**46**	**33.3%**	**47**	**34.1%**	**46**	**33.3%**	**41**	**29.7%**	**36**	**26.1%**	**33**	**23.9%**	**31**	**22.5%**	**21**	**15.2%**	**5**	**3.6%**	**4**	**2.9%**
TOTAL ON-SITE & OFF-SITE PARKING	**217**	**108**	**49.8%**	**123**	**56.7%**	**121**	**55.8%**	**119**	**54.8%**	**106**	**48.8%**	**111**	**51.2%**	**102**	**47.0%**	**79**	**36.4%**	**59**	**27.2%**	**31**	**14.3%**	**30**	**13.8%**

Notes: [A] Inventory conducted by LLG Engineers March 23, 2023.
[B] Parking counts conducted by City Traffic Counters.
[C] Parking spaces at the Floor & Décor Lot utilized by WCMC staff are excluded from the total parking supply but included in the parking demand.

Table 2-3
WEEKEND PARKING ACCUMULATION SURVEY
OBSERVATION DATE: SATURDAY, APRIL 1, 2023

	NUMBER OF PARKING SPACES																					
	PKG	9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM	
PARKING LOCATIONS	SUPPLY	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
On-Site Parking Locations																							
Rear of Bldg 725 & 741 Orange Ave - Reserved	14	9	64.3%	9	64.3%	9	64.3%	9	64.3%	7	50.0%	7	50.0%	7	50.0%	7	50.0%	7	50.0%	8	57.1%	6	42.9%
Northside of Bldg 725 & 741 Orange Ave	10	1	10.0%	1	10.0%	1	10.0%	1	10.0%	1	10.0%	1	10.0%	1	10.0%	1	10.0%	1	10.0%	0	0.0%	0	0.0%
Bldg 725 & 741 Orange Ave - HC	3	1	33.3%	1	33.3%	1	33.3%	1	33.3%	1	33.3%	1	33.3%	1	33.3%	1	33.3%	1	33.3%	1	33.3%	1	33.3%
Bldg 725 & 741 Orange Ave - Standard	52	12	23.1%	12	23.1%	12	23.1%	8	15.4%	12	23.1%	12	23.1%	10	19.2%	7	13.5%	7	13.5%	7	13.5%	6	11.5%
TOTAL ON-SITE PARKING	**79**	**23**	**29.1%**	**23**	**29.1%**	**23**	**29.1%**	**19**	**24.1%**	**21**	**26.6%**	**21**	**26.6%**	**19**	**24.1%**	**16**	**20.3%**	**16**	**20.3%**	**16**	**20.3%**	**13**	**16.5%**
On-Street/Off-Site Parking Locations																							
W/s of Orange Ave N/o Cameron Ave	6	0	0.0%	0	0.0%	0	0.0%	1	16.7%	1	16.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Surface Lot (SWC of Orange Ave/Cameron Ave)	132	1	0.8%	0	0.0%	0	0.0%	2	1.5%	1	0.8%	1	0.8%	0	0.0%	1	0.8%	0	0.0%	0	0.0%	0	0.0%
Surface Lot (Floor & Décor Lot)	[C]	0	--	0	--	0	--	0	--	0	--	0	--	0	--	0	--	0	--	0	--	0	--
TOTAL ON-STREET & OFF-SITE PARKING	**138**	**1**	**0.7%**	**0**	**0.0%**	**0**	**0.0%**	**3**	**2.2%**	**2**	**1.4%**	**1**	**0.7%**	**0**	**0.0%**	**1**	**0.7%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
TOTAL ON-SITE & OFF-SITE PARKING	**217**	**24**	**11.1%**	**23**	**10.6%**	**23**	**10.6%**	**22**	**10.1%**	**23**	**10.6%**	**22**	**10.1%**	**19**	**8.8%**	**17**	**7.8%**	**16**	**7.4%**	**16**	**7.4%**	**13**	**6.0%**

Notes: [A] Inventory conducted by LLG Engineers March 23, 2023.
[B] Parking counts conducted by City Traffic Counters.
[C] Parking spaces at the Floor & Décor Lot utilized by WCMC staff are excluded from the total parking supply but included in the parking demand.

As documented in the parking observations, parking usage by staff of the existing subacute hospital/medical office at the adjacent retail (i.e., Floor & Décor) parking lot was observed and included in the overall existing parking demand for the site. However, the parking supply is excluded for a conservative assessment since no formal shared parking agreement exists between the two properties.

It is noted that these parking accumulation counts were conducted when the existing medical offices were still occupied by various tenants (i.e., orthopedic surgery practice, skin care clinic, podiatry clinic, internal medicine physician practice, chiropractic clinic, and a certified nurses aid training school that opens on Saturday only). The existing medical office tenants include a total of approximately 24 staff during the peak shift and roughly six (6) visitors per hour during the average weekday based on tenant information provided by the Project Applicant. Assuming an AVR of 1.0 for the staff and visitor population for the medical offices, it is conservatively estimated that the existing parking demand of 30 spaces would be eliminated once the majority of the medical office tenants are vacated. The existing medical offices are planned to primarily be vacated by January 2025, with the exception of one tenant. The remaining tenant (i.e., Psychiatric Day Treatment Group Therapy Program) currently provides continued treatment to patients who arrive from residential care facilities for daily treatment. The program is slated for expansion in January 2025 and will require two (2) additional staff (from six to eight total professional staff), and adult day care patients are expected to increase from 30-40 patients to 40-50 patients. All of the adult day care patients will continue to be transported in three (3) minivans with staggered trips in the morning and return trips in the afternoon, Monday through Friday. No visitors are expected with the continued operation of the Psychiatric Day Treatment Group Therapy Program. Altogether, the future parking demand for the medical office component is expected to result in a net decrease of 28 spaces (i.e., 2 additional Psychiatric Day Care staff spaces and 30 less spaces for other medical office tenants to be vacated) during the weekday peak period.

Briefly, the highest peak hour demand during the three observation days occurred at 10:00 AM on Wednesday, when a total of 123 spaces were observed to be occupied (i.e., 77 on-site spaces and 46 off-site spaces). The weekend parking demand was observed to be much lower than the weekday demand, with on-site parking demand levels remaining below 30 percent during the weekend. Additionally, in order to account for the anticipated planned vacancies and future use of the medical office, the existing weekday peak parking demand was adjusted to 95 spaces (i.e., 123 spaces less 28 spaces).

2.10 Total Future Forecast Parking Demand

As mentioned previously, the proposed behavioral health building addition would displace a portion of the existing surface parking on-site such that the future on-site parking supply is reduced to 18 spaces (i.e., 12 standard spaces, 6 handicap accessible spaces) located primarily to the north of and behind the building. Thus, the overall future parking supply for the existing WCMC and the proposed project addition totals 150 spaces (i.e., 18 on-site spaces and 132 off-site spaces). It is expected that the future parking demand forecast for the project will total 37 spaces as shown

previously in *Table 2-1*. Based on the use of these facilities and site-specific information provided, the parking supply ratios of staff vs. visitor parking is estimated to be allocated such that 80% of the total parking supply (i.e., 150 spaces x 0.80 = 120 spaces) is for staff/employees and the remaining 20% is for visitors (i.e., 150 spaces x 0.20 = 30 spaces).

When the existing adjusted peak parking demand of 95 spaces is utilized in combination with the forecast project parking demand of 37 spaces, it would result in a total future peak parking demand of 132 spaces (i.e., 88% occupancy of the total parking supply of 150 spaces) for the overall site during the peak weekday condition. Greater surpluses could be expected during other days/times of the weekday and weekend time periods. This total peak parking demand of 132 spaces for the overall site is conservative as it is recognized to be more than the forecast total peak parking demand of 73 spaces shown in *Table 2-1*, which was determined based on site-specific operational data for each of the user groups.

2.11 Project Trip Generation and Distribution

2.11.1 *Project Trip Generation*

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the proposed project were estimated for the weekday commuter AM and PM peak hours, as well as over a 24-hour daily period, using trip generation rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[5]. The ITE document contains trip rates for a variety of land uses which have been derived based on traffic counts conducted at existing sites throughout California and the United States.

The trip generation rates and forecast of the vehicular trips anticipated to be generated by the proposed project are presented in ***Table 2-4***. ITE Land Use Code 610 (Hospital) trip generation average rates were used to forecast the traffic volumes expected to be generated by the proposed project. Traffic volumes expected to be generated by the proposed project were based upon rates per thousand square feet of gross floor area. Based on empirical site operations data provided by the Project Applicant representatives, the ITE trip generation forecast when determined based on the gross floor area (as opposed to the number of patient beds) is more representative of actual site operations since the patients arriving to the site will primarily be transported via ambulance/service vehicles. The project trip generation forecast was submitted for review and approval by City staff as part of the Memorandum of Understanding scoping process.

As summarized in *Table 2-4*, the proposed project is expected to generate 34 new vehicle trips (23 inbound trips and 11 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 36 new vehicle trips (13 inbound trips and 23 outbound trips). Over a 24-hour period, the proposed project is forecast to generate approximately 452 new daily trip ends (226 inbound trips and 226 outbound trips) during a typical weekday.

[5] Institute of Transportation Engineers *Trip Generation Manual*, 11th Edition, 2021.

Table 2-4
PROJECT TRIP GENERATION FORECAST

TRIP GENERATION RATES [1]									
	ITE			WEEKDAY			WEEKDAY		
	LAND USE		WEEKDAY	AM PEAK HOUR			PM PEAK HOUR		
ITE LAND USE CATEGORY	CODE	VARIABLE	DAILY	IN (%)	OUT (%)	TOTAL	IN (%)	OUT (%)	TOTAL
Hospital [3]	610	Per 1,000 GSF	10.77	67%	33%	0.82	35%	65%	0.86

PROJECT TRIP GENERATION FORECAST									
	ITE		DAILY	AM PEAK HOUR			PM PEAK HOUR		
	LAND USE		TRIP ENDS [2]	VOLUMES [2]			VOLUMES [2]		
LAND USE	CODE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project									
Behavioral Health Building Addition [3]	610	42,000 GSF	452	23	11	34	13	23	36
Total Project Trips			**452**	**23**	**11**	**34**	**13**	**23**	**36**

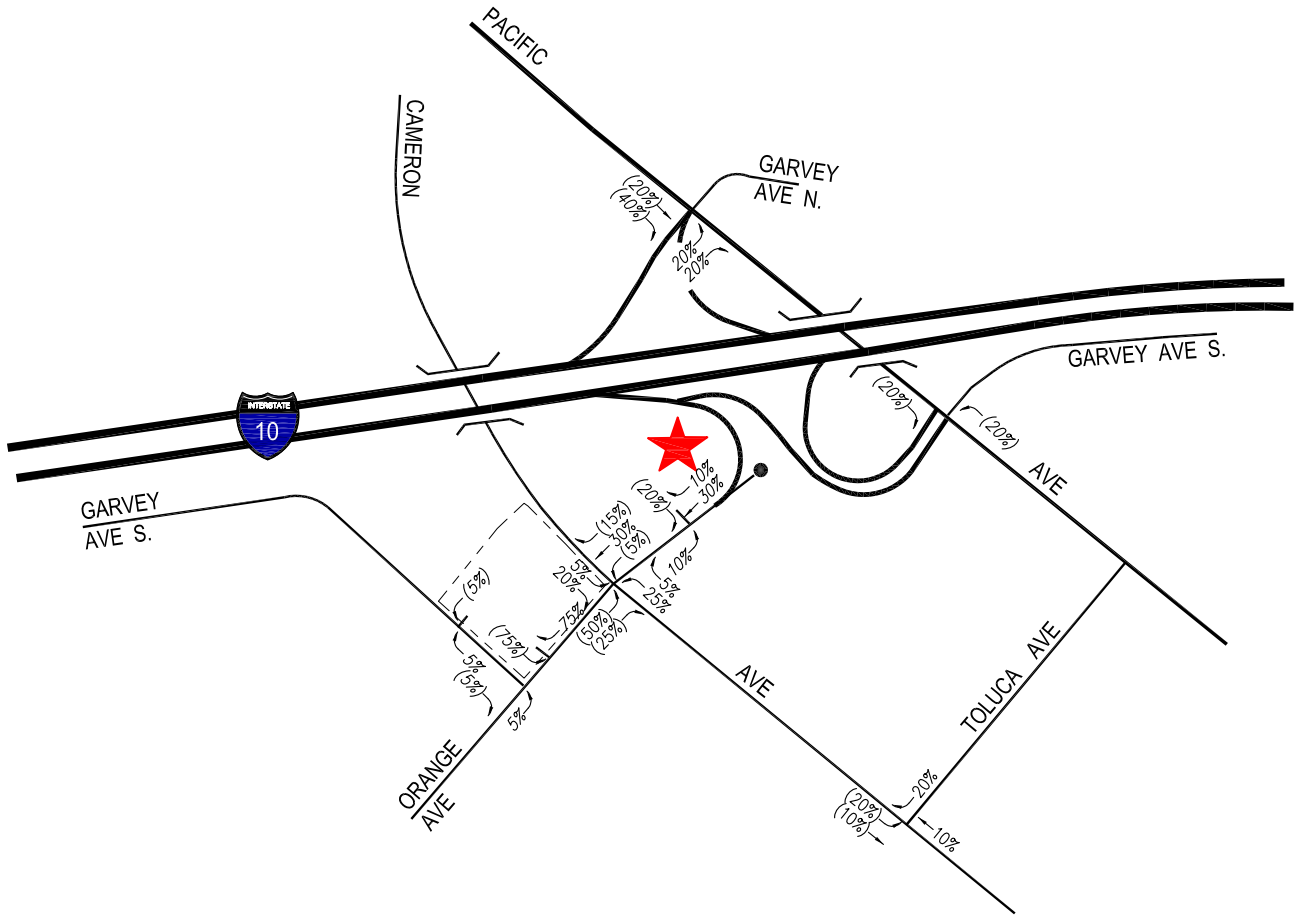
[1] Source: ITE "Trip Generation Manual", 11th Edition, 2021.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 610 (Hospital) trip generation average rates for General Urban/Suburban area.

2.11.2 *Project Trip Distribution and Assignment*

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Orange Avenue, Cameron Avenue, and Pacific Avenue, I-10 Freeway, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress scheme planned for the proposed project and the off-site parking lot;
- Nearby population and employment centers; and
- Input from City of West Covina Public Works Department staff.

The general, directional morning and afternoon traffic distribution patterns for the proposed project are presented in ***Figure 2-6***. The forecast new weekday AM and PM peak hour project traffic volumes at the study intersections associated with the proposed project are presented in ***Figures 2-7*** and ***2-8***, respectively. The traffic volume assignments presented in *Figures 2-7* and *2-8* reflect the traffic distribution characteristics shown in *Figure 2-6* and the project trip generation forecasts presented in *Table 2-4*.



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Project Site

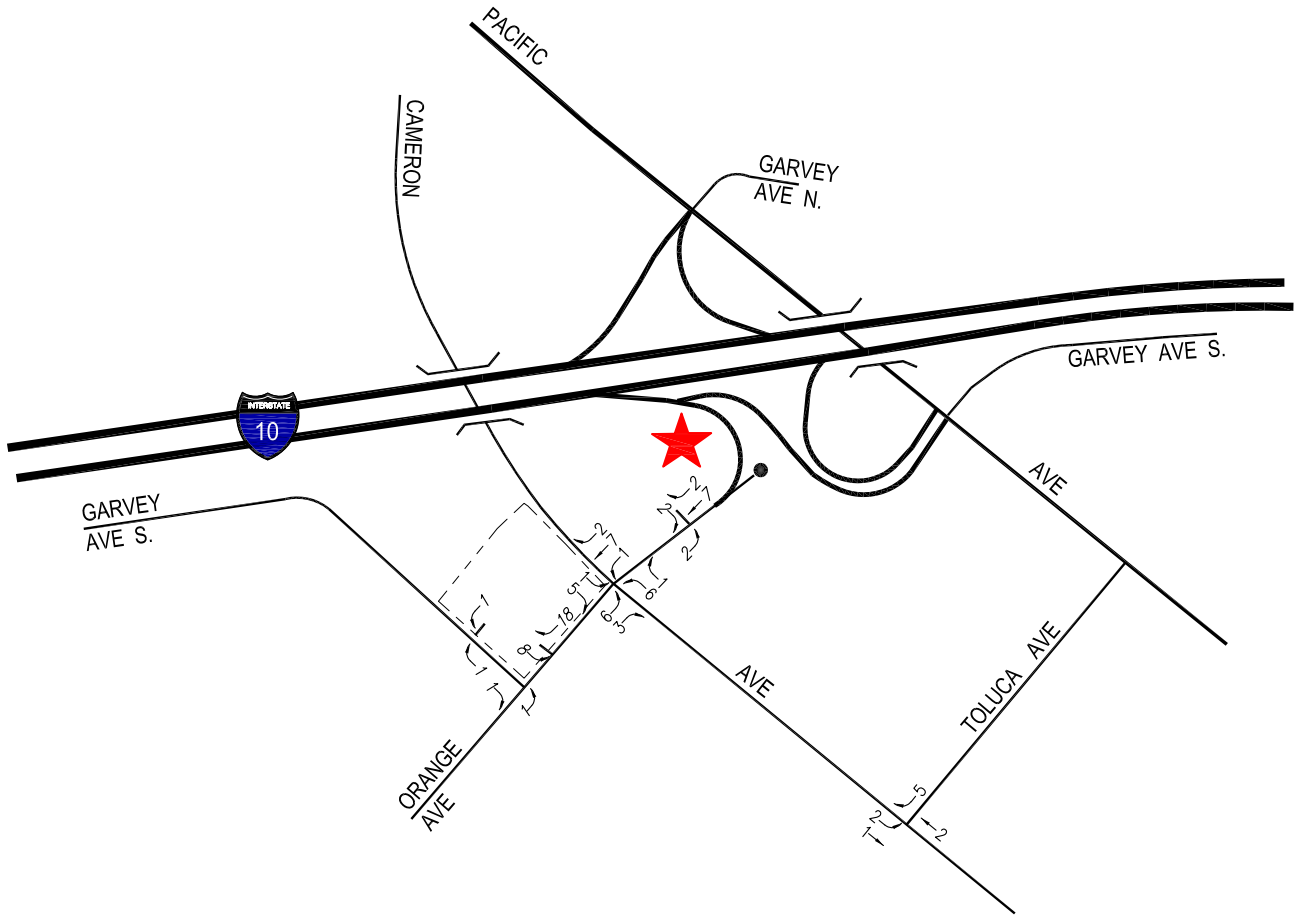
XX = Inbound Percentage

(XX) = Outbound Percentage

Off-Site Parking Lot

Figure 2-6
Project Trip Distribution

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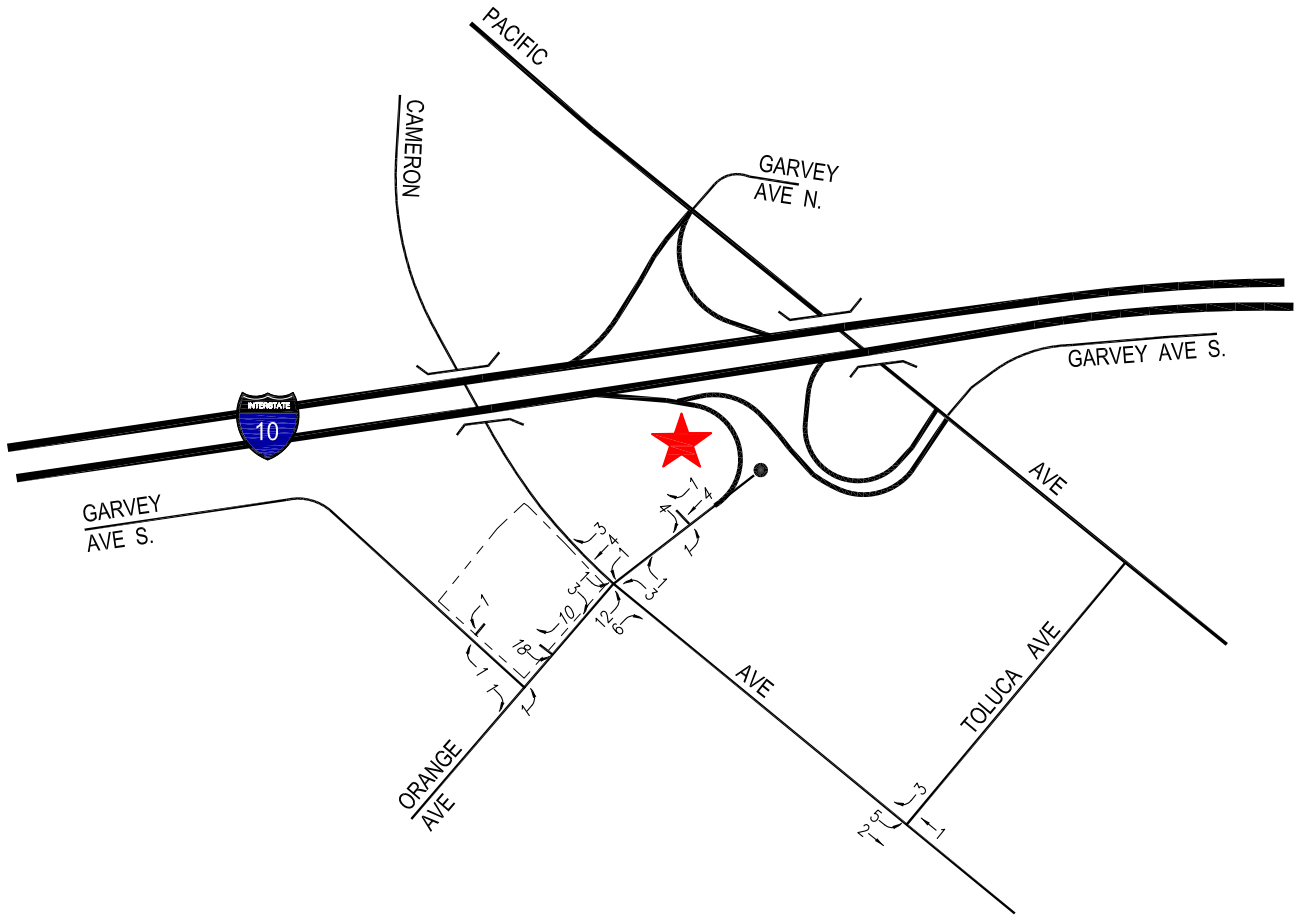
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Off-Site Parking Lot

Figure 2-7
Project Traffic Volumes
Weekday AM Peak Hour



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Off-Site Parking Lot

Figure 2-8
Project Traffic Volumes
Weekday PM Peak Hour

3.0 PROJECT SITE CONTEXT

The project site is located within a well-established multi-modal transportation network maintained by the City of West Covina. The following sections will provide an overview of the transportation infrastructure in the vicinity of the proposed project, including infrastructure which supports both motorized and non-motorized transportation modes.

3.1 Non-Vehicle Network

Non-vehicular transportation generally encompasses walking, biking, and other active transportation modes. Distinct facilities are often provided for these non-vehicular modes. Most prominently, paved sidewalks are typically provided to facilitate pedestrian travel outside of the roadway. In some cases, bicycle facilities such as painted bike lanes or separated bike paths are provided within the roadway in order to separate bike traffic from vehicular traffic. Roadways which are designed to prioritize non-vehicular transportation modes utilize complimentary non-vehicular infrastructure in order to promote comfortable, safe travel for both pedestrians and bicyclists. A review of the pedestrian and bicycle infrastructure provided in the vicinity of the project site is provided below.

3.1.1 *Pedestrian System*

Pedestrian infrastructure consists of facilities such as sidewalks, crosswalks, pedestrian signals, curb access ramps, Americans with Disabilities Act (ADA) compliant tactile warning strips, and curb extensions, among other things. These facilities are widely provided within the study area. Sidewalks are provided along the major corridors within the City, including Orange Avenue and Cameron Avenue. Marked crosswalks, pedestrian signals, and/or curb ramps are provided at the study intersections. Tactile warning strips consisting of blue truncated dome pads are provided for the curb ramps at the intersections of Orange Avenue/Cameron Avenue and Toluca Avenue/Cameron Avenue. As previously mentioned, it is recommended that the existing crosswalk at the Orange Avenue/Cameron Avenue intersection be converted to white continental crosswalks to provide greater visibility and safety to both pedestrians and motorists.

3.1.2 *Bicycle System*

Bicycle infrastructure consists of both facilities within the roadway as well as public bicycle parking spaces. The Federal and State transportation systems recognize three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets.

The City of West Covina's Active Transportation Plan[6] indicates that there are minimal bicycle facilities within the City, all of which are located south of the I-10 Freeway. The nearest existing

[6] City of West Covina Active Transportation Plan, May 2018.

bike facility from the project site is an east-west bike route along Cameron Avenue and a north-south bike route along a section of Orange Avenue, between Cameron Avenue to Merced Avenue. Other bike lanes/bike routes are also located south of the project site along Sunset Avenue and north of the site along Puente Avenue. The existing bicycle infrastructure, transit, and common community destinations in the City of West Covina is illustrated in ***Figure 3-1***. The existing bicycle facilities in closest proximity to the proposed project site include bike lanes on sections of Sunset Avenue (approximately 0.8 miles south of the project site) and Lark Ellen Avenue (2.1 miles east of the project site).

3.2 Transit Network

Public bus and light rail transit services are provided within the project study area. Public bus service is provided in the City of West Covina by Foothill Transit and the City of West Covina operating as Go West. The Baldwin Park Transit Center (3825 Downing Avenue) and the Plaza West Covina Park and Ride serves the local public bus routes and Metrolink's San Bernardino Line. Several Foothill Transit lines and the West Covina Go West shuttle also run through the Plaza West Covina Park and Ride. The existing public transit routes in the vicinity of the project site are illustrated in ***Figure 3-2***. A summary of the existing transit service in the vicinity of the project site is presented in ***Table 3-1***.

As shown in *Figure 3-2*, public transit access to the project site is accommodated by Foothill Transit, which runs along Pacific Avenue at a frequency of 30 minutes during weekday peak service. The Go West Shuttle Blue Line also has one stop along the east side of Orange Avenue south of Cameron Avenue, which is located less than 200 feet south of the project site. Only signage and pole mounted trash receptacles are provided at the Go West Shuttle Blue Line stop.

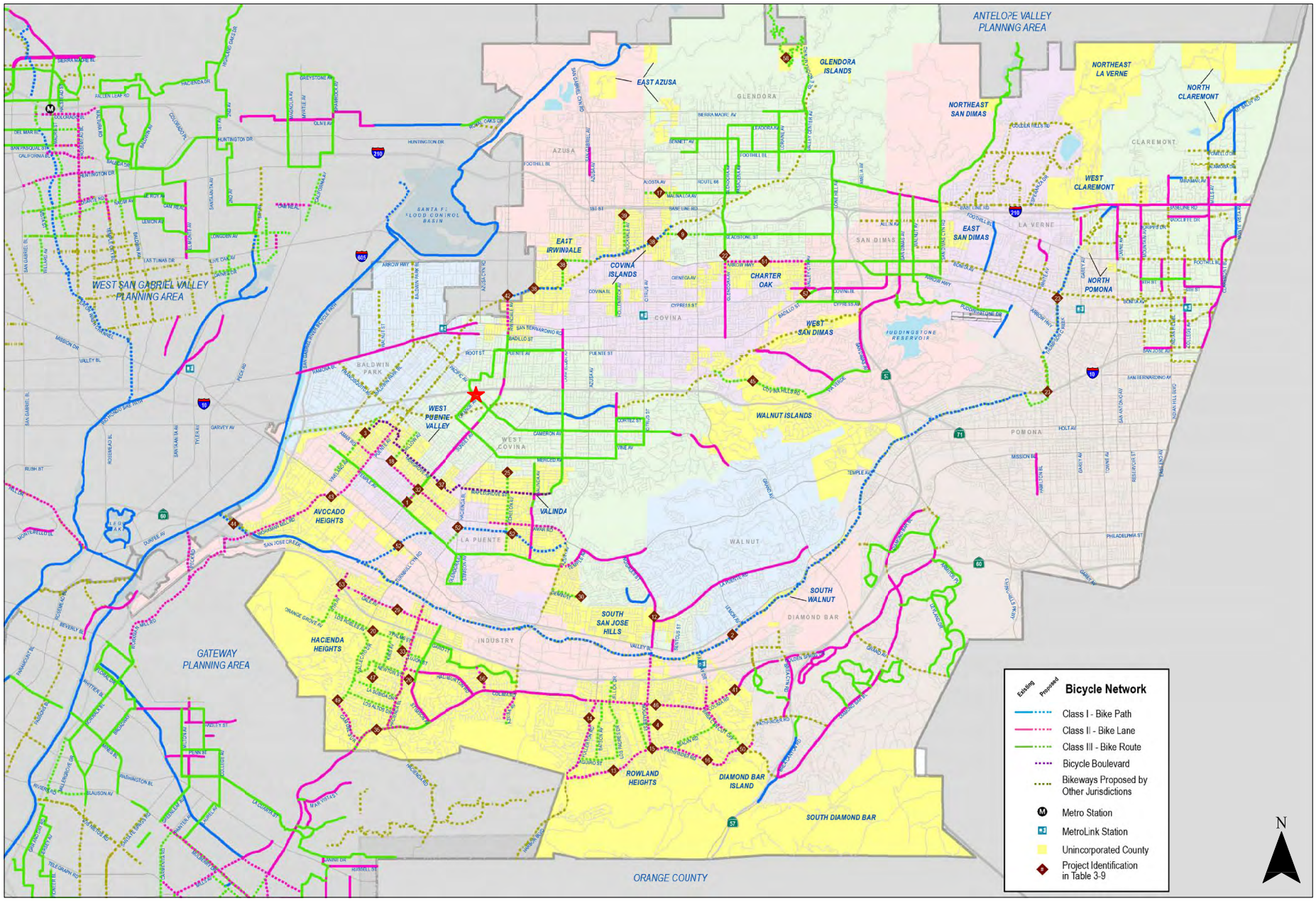
3.3 Vehicle Network

3.3.1 *Roadway Classifications*

The City of West Covina utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.

- *Arterial* roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more



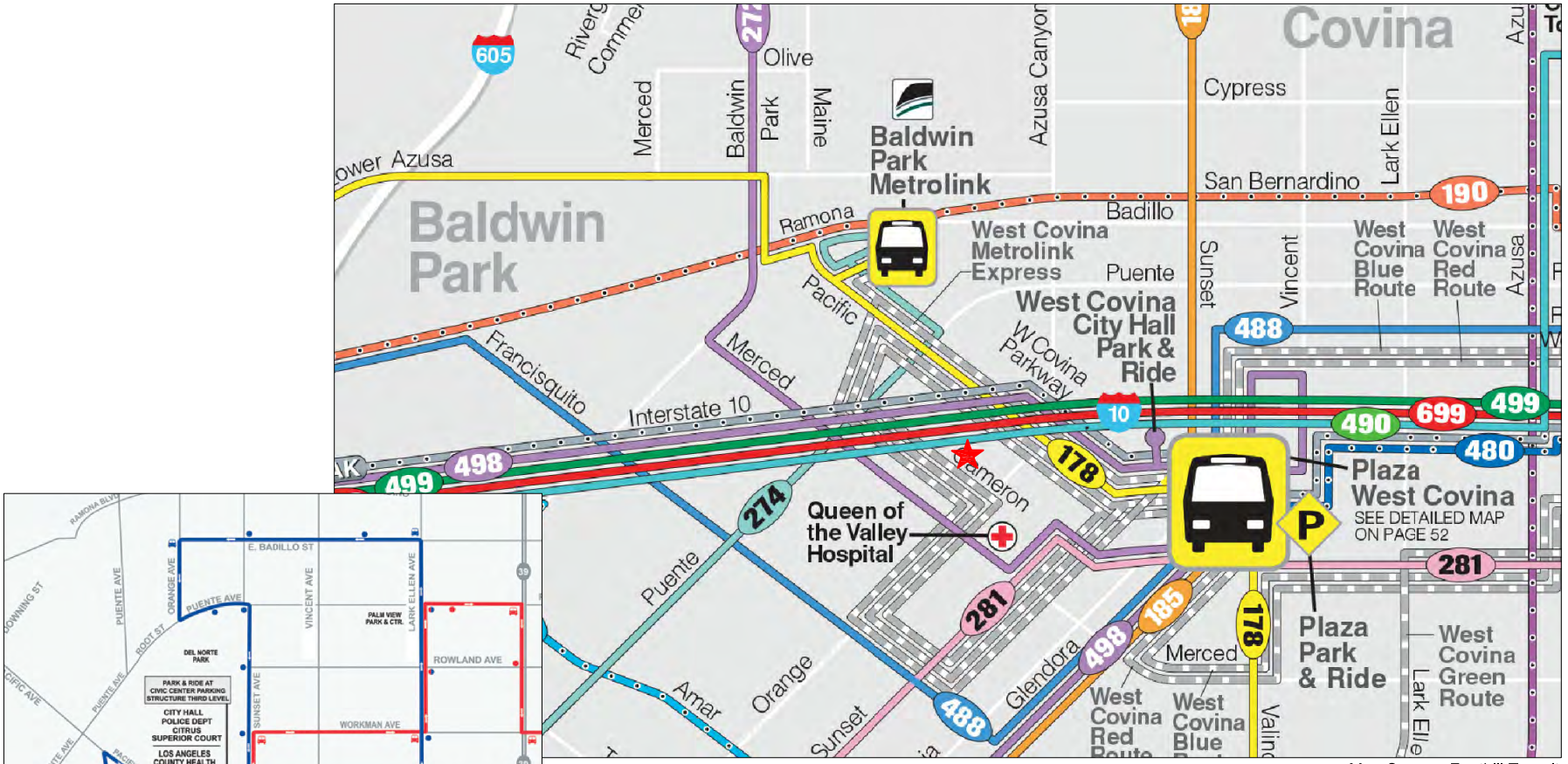
MAP SOURCE: COUNTY OF LOS ANGELES BICYCLE MASTER PLAN - MARCH 2012

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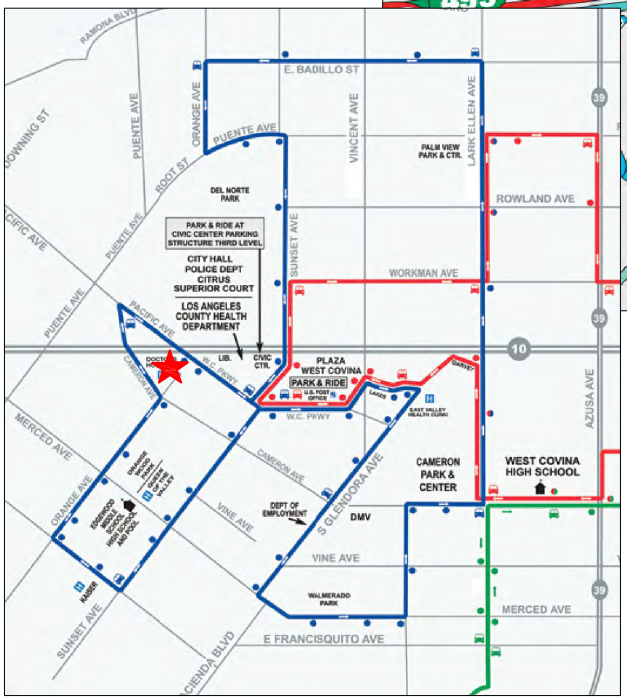
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Figure 3-1
Existing and Proposed Bikeways



Map Source: Foothill Transit



Map Source: West Covina Go West Shuttle

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Project Site

Figure 3-2
Existing Transit Routes

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Table 3-1
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
FT 178	Puente Hills Mall to El Monte Station via Walnut, La Puente, Valinda, West Covina, Baldwin Park	Pacific Avenue, Valinda Avenue	EB WB	2 2	2 2
GWS Blue Line	Plaza West Covina, Cameron Park & Center, Kaiser Sunset Avenue	Pacific Avenue, Orange Avenue, Cameron Avenue	EB WB	1 0	1 0
TOTAL				5	5

[1] Sources: Foothill Transit (FT) and Go West Shuttle (GWS) websites, 2023.

lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commuter traffic.

- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

- *Local* roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses. Generally, travel lanes are not striped, and parking may be accommodated on one or both sides of the roadway.

3.3.2 *Regional Highway System*

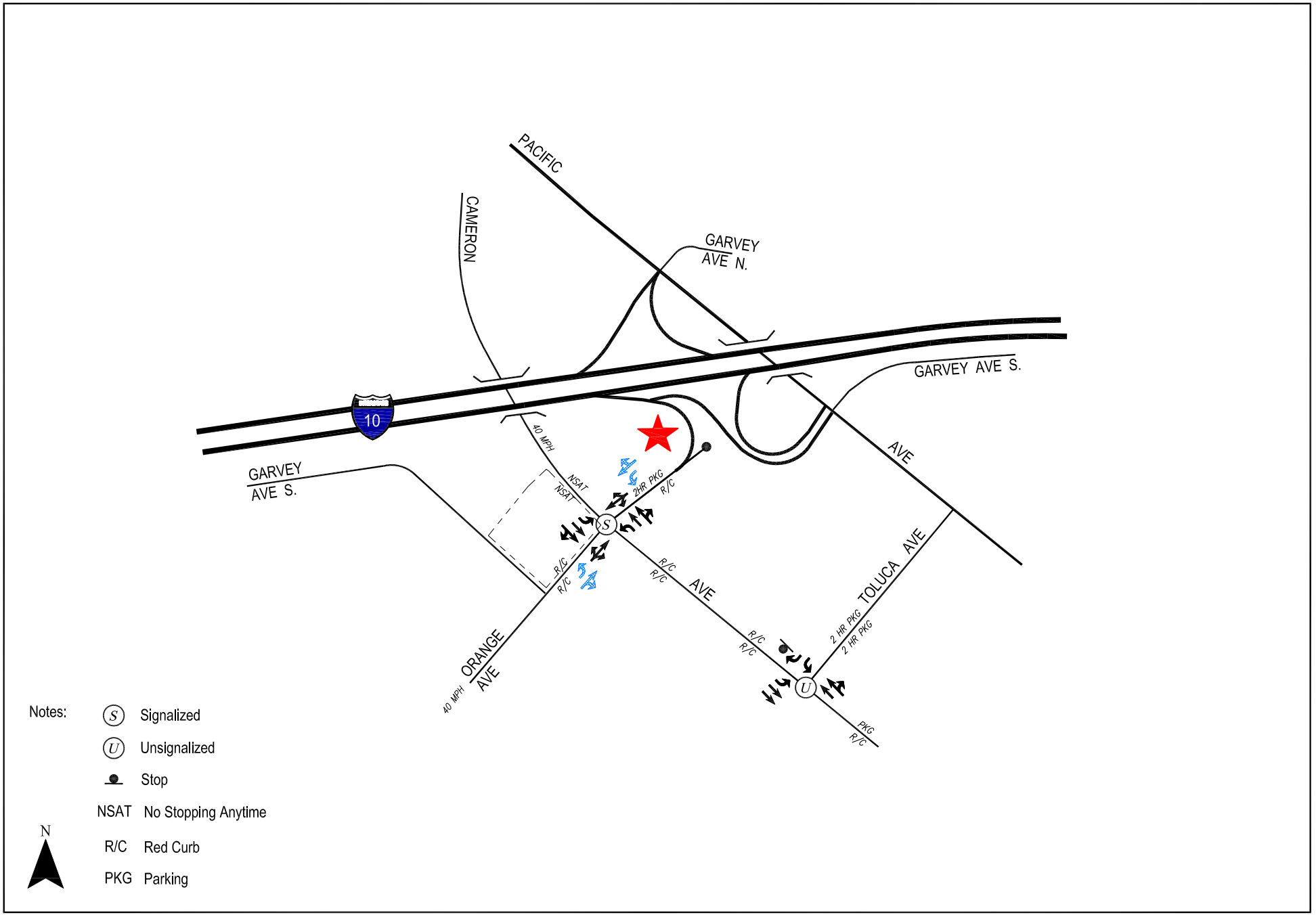
Primary regional access is provided by the San Bernardino (I-10) Freeway adjacent to the project site. The I-10 Freeway is a major east-west freeway connecting the City of Santa Monica with the City of Los Angeles and the municipalities of the San Gabriel Valley and San Bernardino County to the east. In the project vicinity, three to four mixed-flow freeway lanes are provided in each direction on the I-10 Freeway with auxiliary merge/weave lanes provided between some interchanges. Eastbound and westbound on/off-ramps are provided to and from the I-10 Freeway at West Covina Parkway, as well as an eastbound off-ramp provided on Orange Avenue adjacent to the project frontage.

3.3.3 *Roadway Descriptions*

The current lane configurations and traffic control measures at each study intersection are presented in ***Figure 3-3***. Descriptions of the roadways which comprise the study area are provided in ***Table 3-2***, including the roadway classification, number of lanes, median types, and speed limits designated by the City of West Covina.

3.4 Traffic Count Data

Manual counts of vehicular, pedestrian, and bicycle volumes were conducted at the two (2) study intersections during the weekday morning (AM) and afternoon (PM) commuter periods to determine the peak hour traffic volumes. The manual counts utilized in the analysis were conducted in April 2023 by an independent traffic count subconsultant (City Traffic Counters) at each of the study intersections from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM to determine the AM and PM peak commute hours, respectively. In conjunction with the manual turning movement vehicle counts, a count of bicycle and pedestrian volumes were collected during the peak periods. Summary data worksheets of the manual traffic counts of the two (2) study intersections as well as the pedestrian and bicycle counts are contained in ***Appendix B***.



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Figure 3-3
Existing and Future Lane Configurations

Table 3-2
EXISTING ROADWAY DESCRIPTIONS

ROADWAY	CLASSIFICATION [1]	TRAVEL LANES			MEDIAN TYPES [4]	SPEED LIMIT
		DIRECTION [2]	NO. LANES [3]			
Orange Avenue						
-East of Cameron Avenue	Collector	NB-SB	2	[5][6]	N/A	25
-West of Cameron Avenue	Collector	NB-SB	2	[6]	N/A	40
Cameron Avenue	Minor Arterial	EB-WB	4	[6][7]	N/A	40
Toluca Avenue	Collector	NB-SB	4	[5]	N/A	30

Notes:
[1] Roadway classifications obtained from the *City of West Covina 2016 General Plan Update* .
[2] Direction of roadways in the project area: NB-SB = northbound and southbound; and EB-WB = eastbound and westbound.
[3] Number of lanes in both directions on the roadway. Variations in number of travel lanes due to time restricted on-street parallel parking are noted below.
[4] Median type of the road: RMI = Raised Median Island; 2WLT = 2-Way Left-Turn Lane; and N/A = Not Applicable.
[5] Two Hour Parking and No Parking 7:00 AM to 3:00 PM (Monday) Street Cleaning
[6] Red Curb
[7] No Stopping Anytime

The existing weekday AM and PM peak hour intersection traffic volumes by approach are summarized in ***Table 3-3***. The existing vehicular turning movements at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 3-4*** and ***3-5***, respectively. For each study intersection, the highest one-hour total traffic volumes (i.e., four consecutive 15-minute time intervals) traversing through the intersection during the 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM time periods were selected so as to determine the respective weekday AM and PM peak hour traffic volumes for each study intersection. For purposes of the analysis, this common traffic engineering practice ensures that a more conservative (i.e., worst case) assessment of existing operating conditions be attained for each study intersection. Therefore, the traffic volumes shown in *Figures 3-4* and *3-5* for the study intersections do not necessarily reflect the same exact one-hour time period during the morning and/or afternoon peak commuter conditions (i.e., one intersection's peak hour may have occurred between 7:30 AM and 8:30 AM, while another intersection's peak hour may have occurred between 7:45 AM and 8:45 AM).

3.5 Cumulative Development Projects

The forecast of future pre-project conditions was prepared in accordance to procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

Although the CEQA Guidelines do not strictly apply to the local transportation assessment required by the City of West Covina, this traffic analysis provides a highly conservative estimate of future pre-project traffic volumes as it incorporates both the "A" and "B" options for purposes of developing the forecast.

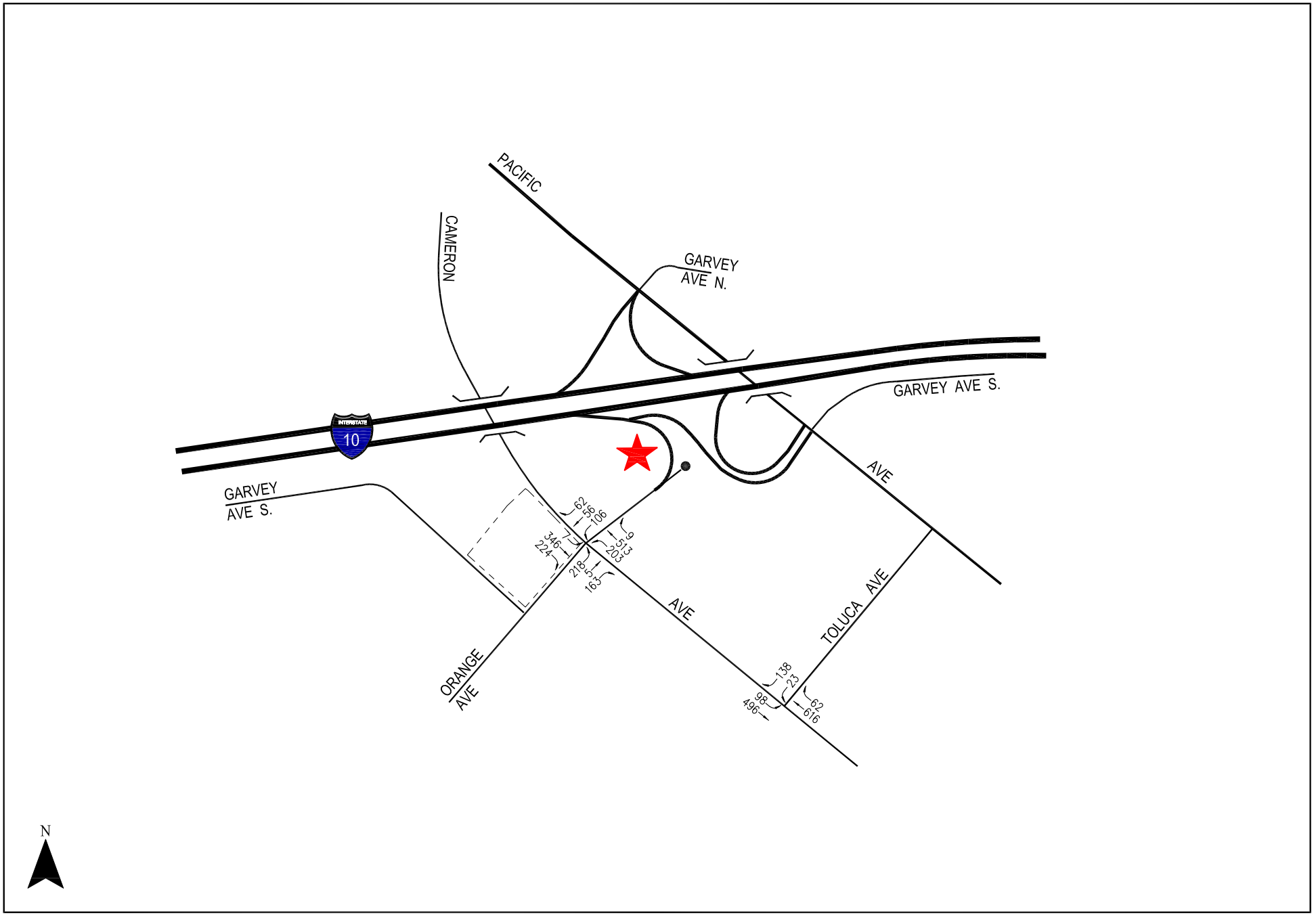
3.5.1 *Related Projects*

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area (i.e., within an approximate one-mile radius from the project site). With this information,

Table 3-3
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Orange Avenue/ Cameron Avenue	04/04/2023	NB SB EB WB	7:30 AM	386 224 577 725	4:45 PM	435 309 566 691
2	Toluca Avenue/ Cameron Avenue	04/04/2023	NB SB EB WB	7:30 AM	0 161 594 678	4:45 PM	0 233 816 570

[1] Counts conducted by City Traffic Counters.



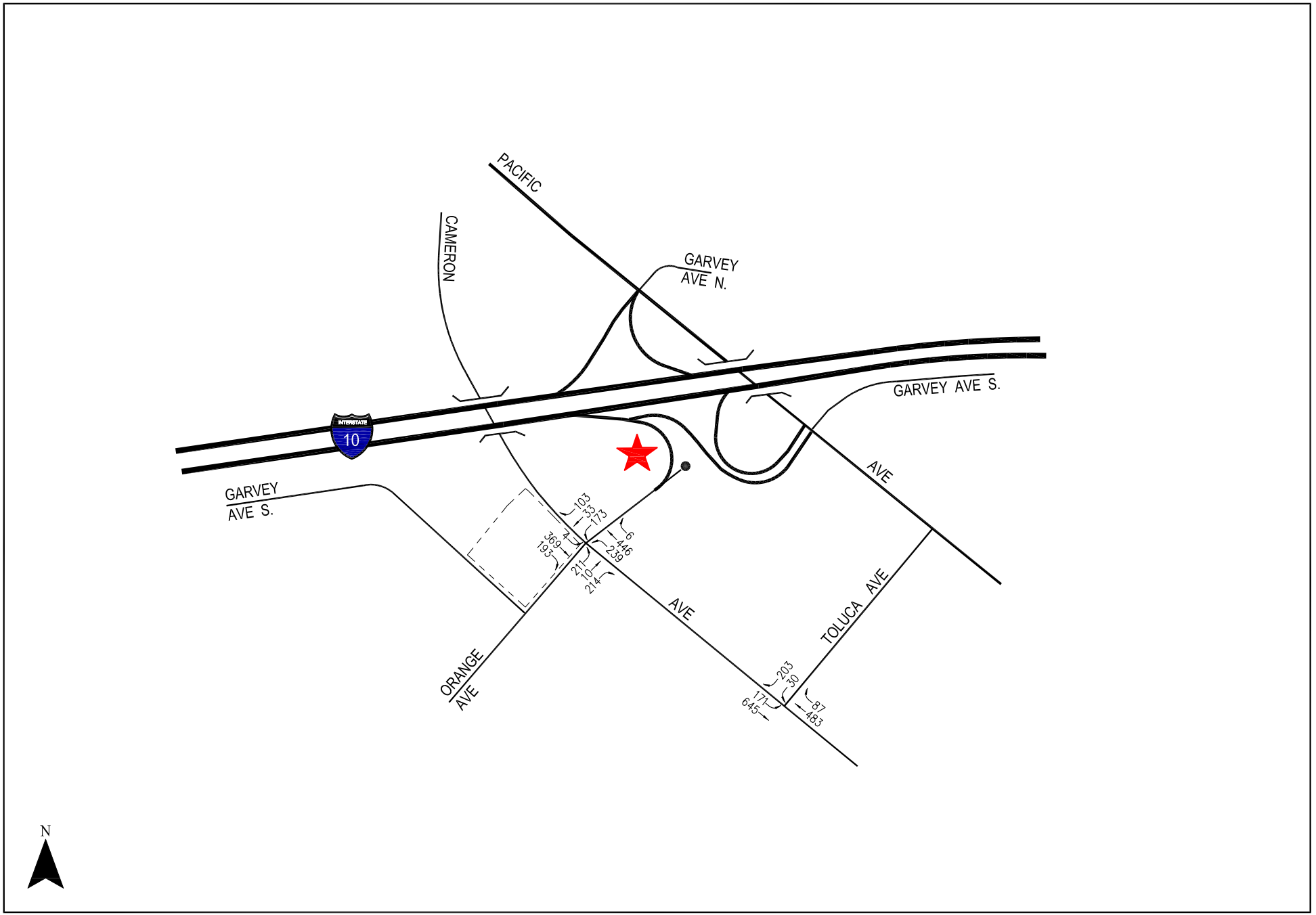
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Off-Site Parking Lot

Figure 3-4
Existing Traffic Volumes
Weekday AM Peak Hour



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Figure 3-5
Existing Traffic Volumes
Weekday PM Peak Hour

the potential impact of the proposed project can be evaluated within the context of the cumulative impacts of all ongoing development. The related projects research was based on information on file with the City of West Covina and City of Baldwin Park Community Development Departments. The list of related projects in the project study area is presented in ***Table 3-4***. The location of the related projects is shown in ***Figure 3-6***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[7], or were obtained from other traffic studies as sourced. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 3-4*. The related projects traffic volumes were distributed and assigned to the street system based on the projects' locations in relation to the study intersections, their proximity to major traffic corridors, proposed land uses, nearby population and employment centers, etc. The anticipated distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 3-7*** and ***3-8***, respectively.

3.5.2 *Ambient Traffic Growth Factor*

Horizon year background traffic growth estimates have been calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown related projects in the study area as well as account for typical growth in traffic volumes due to the development of projects outside the study area. An annual growth rate of one percent (1.0%) per year was selected for this analysis in consultation with City of West Covina staff during the scoping process.

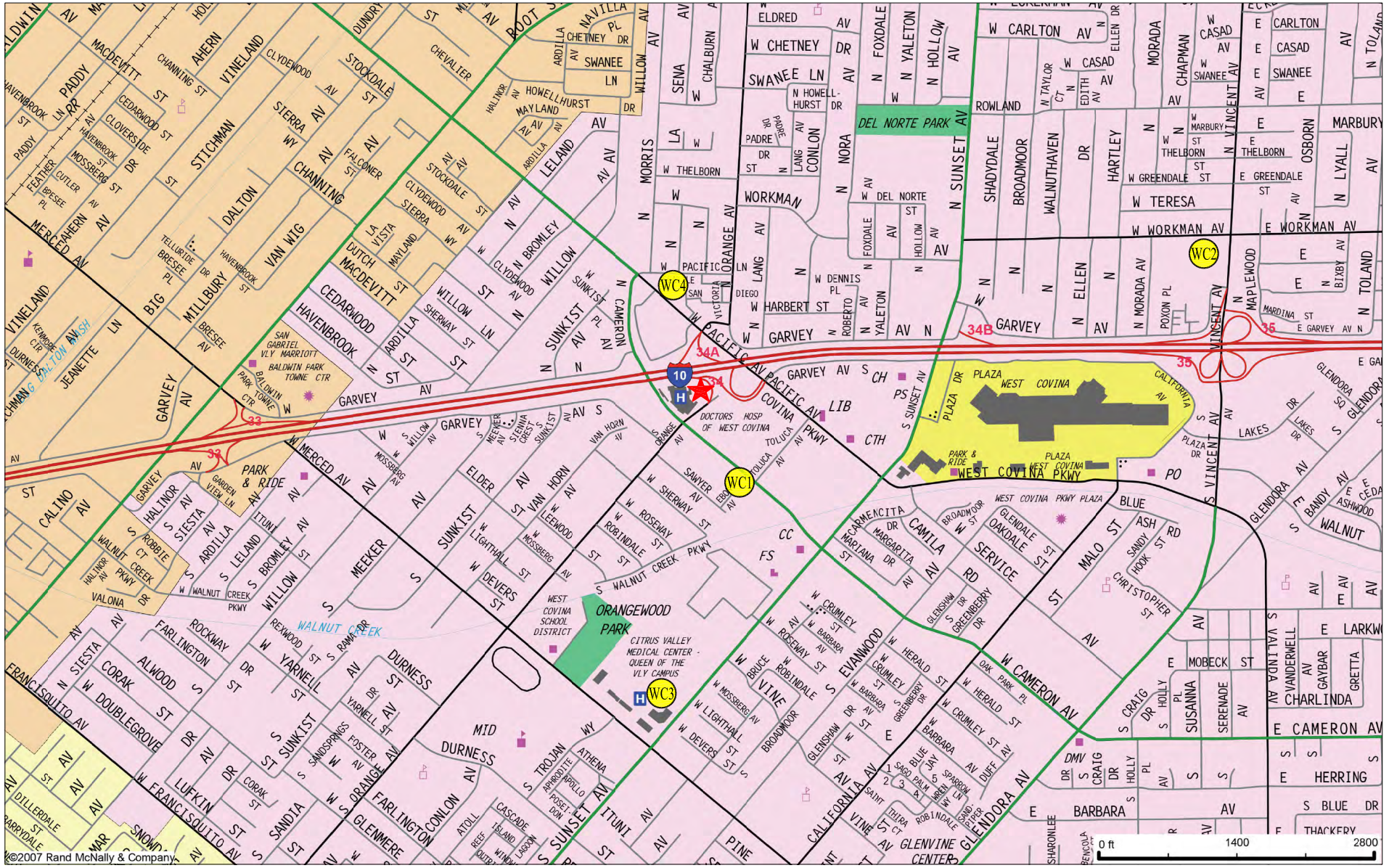
Therefore, application of this one percent (1.0%) ambient growth factor in addition to the forecast traffic generated by the related projects allows for a very conservative forecast of future traffic volumes in the project study area as incorporation of both (i.e., an ambient traffic growth rate and a detailed list of cumulative development projects) is expected to overstate potential future traffic volumes.

[7] Institute of Transportation Engineers *Trip Generation Manual*, 10th Edition, Washington, D.C., 2017.

Table 3-4
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
WC1	Under Construction	1600 W. Cameron Avenue	Townhomes	84 DU	[3]	381	7	24	31	20	13	33
WC2	Under Construction	1024 W. Workman Avenue	Townhomes	119 DU	[3]	540	10	34	44	28	18	46
WC3	Under Construction	Queen of the Valley Expansion 1115 S. Sunset Avenue	Medical Office Building	108,361 GSF	[4]	2,579	158	50	208	72	179	251
WC4	Proposed	1920 Pacific Lane	Townhomes	7 DU	[5]	47	1	2	3	3	1	4
TOTAL						3,547	176	110	286	123	211	334

[1] Source: City of West Covina Community Development Department, except as noted below. The peak hour traffic volumes were forecast based on trip data provided in the ITE "Trip Generation", 11th Edition, 2021. It is noted that the City of Baldwin Park either did not have records of related projects within the project study or had related projects that were deemed nominal in trips.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 221 (Multifamily Housing (Mid-Rise) Not Close to Rail Transit) trip generation average rates.
[4] Source: "Environmental Impact Report Queen of the Valley Hospital Phases 1A and 1B", prepared by Psomas, December 2020.
[5] ITE Land Use Code 220 (Multifamily Housing [Low-Rise] Not Close to Rail Transit) trip generation average rates.

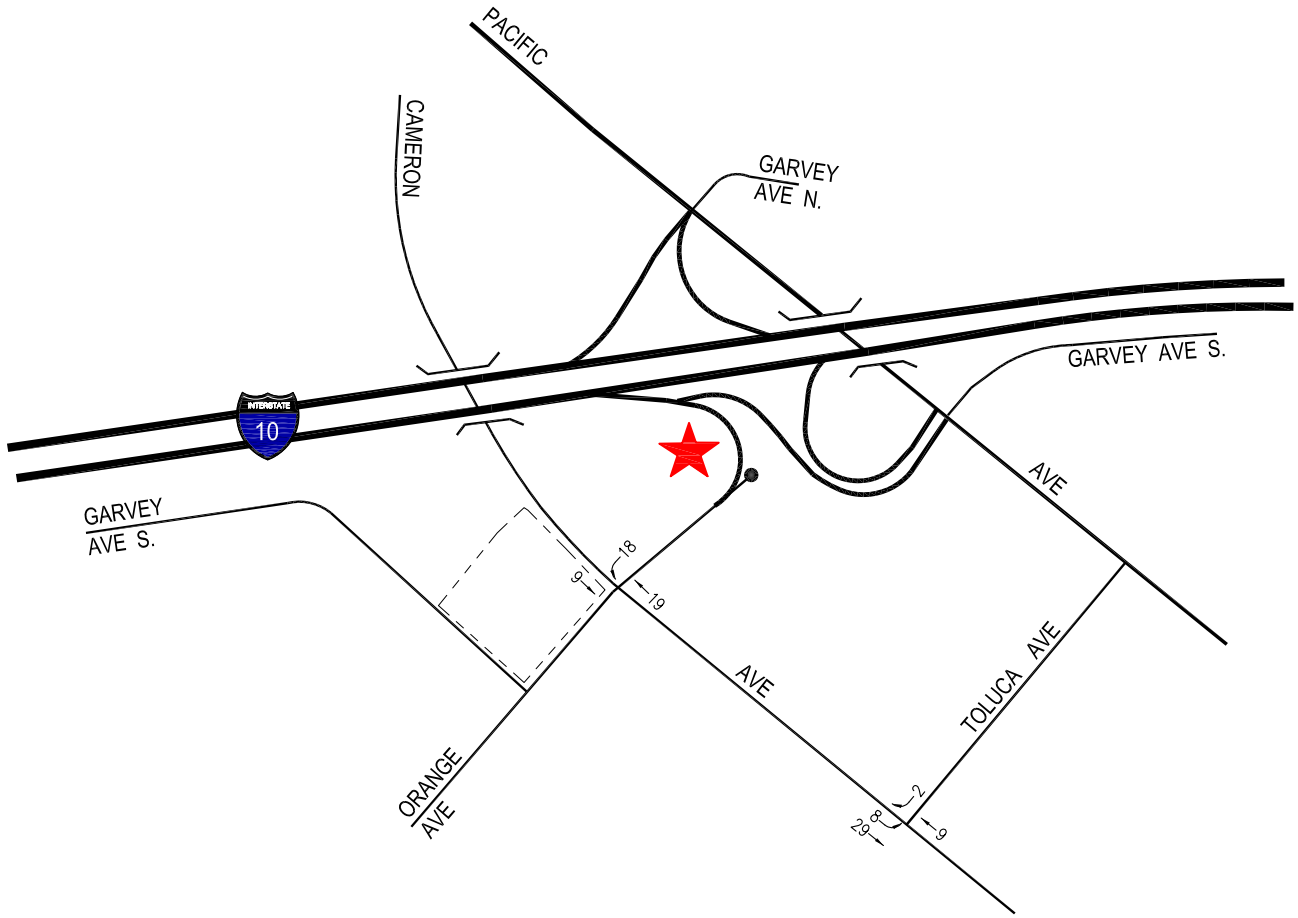


Project Site

XX Related Project

Figure 3-6
Location of Related Projects

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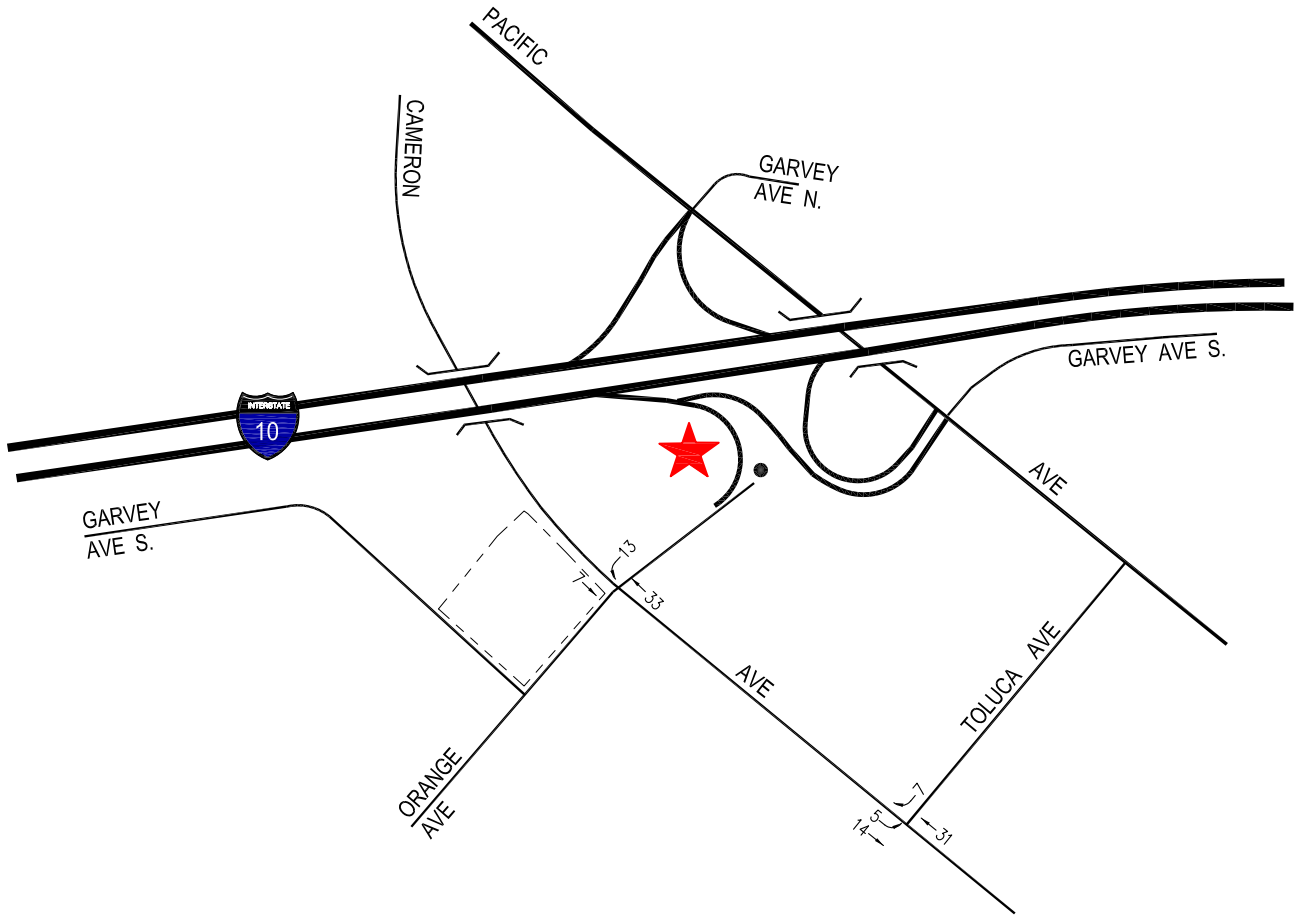
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Project Site

Off-Site Parking Lot

Figure 3-7
Related Projects Traffic Volumes
Weekday AM Peak Hour

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N

Project Site

Off-Site Parking Lot

Figure 3-8
Related Projects Traffic Volumes
Weekday PM Peak Hour

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4.0 CEQA TRANSPORTATION ASSESSMENT

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA Guidelines in November 2017 that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT). The California Natural Resources Agency certified and adopted the revisions to the CEQA Guidelines in December of 2018, and as of July 1, 2020 the provisions of the new section are in effect statewide. Concurrently, OPR developed the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), which provides non-binding recommendations on the implementation of VMT methodology which has significantly informed the way VMT analyses are conducted in the State. Accordingly, for the purpose of environmental review under CEQA, the City of West Covina has adopted significance criteria for transportation impacts based on VMT for land use projects and plans which is generally consistent with the recommendations provided by OPR in the *Technical Advisory*.

4.1 Vehicle Miles Traveled (VMT) Project Screening

Traditionally, public agencies have set certain thresholds to determine whether a project requires detailed transportation analysis or if it could be assumed to have less than significant environmental impacts without additional study. The City of West Covina has adopted three screening criteria which may be applied to screen proposed projects out of detailed VMT analysis. Proposed projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of one criterion is sufficient for screening purposes. The following sections provide a detailed explanation of each screening criteria as it relates to the proposed project.

4.1.1 *Transit Priority Area Screening*

CEQA Guidelines Section 15064.3(b)(1) states in part: "Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact." In keeping with the statutory presumption of less than significant impacts due to nearby high-quality transit, the City of West Covina has adopted a transit priority area[8] (TPA) screening criterion. Projects which are located within a TPA are presumed to have a less than significant impact, absent substantial evidence to the contrary. This presumption may not be appropriate if:

- The project has a floor area ratio (FAR) of less than 0.75.
- The project includes more parking for use by residents, customers, or employees of the project than required by the City.

[8] Public Resources Code Section 21099(a)(7): ""Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan."

- The project is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Southern California Association of Governments [SCAG]).

- The project replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The San Gabriel Valley COG Vehicle Miles Traveled Evaluation Tool ("VMT Evaluation Tool"), which was developed by Fehr & Peers as part of the SB 743 VMT Implementation Study effort, was utilized to conduct TPA screening in the City of West Covina.

As described in *Section 3.2*, public transit service is provided in the vicinity of the proposed project. The West Covina Go West Shuttle Blue Line and the Foothill Transit lines, which provide services in the immediate vicinity of the project site, do not meet the criteria for a high-quality transit corridor[9]. Based on a review of the existing transit service in the vicinity which is located more than one-half mile from the site, the proposed project is not expected to screen out of VMT analysis due to being located within a TPA even though the VMT Evaluation Tool concludes that the project meets the TPA screening criterion. Screening worksheets generated by the Tool for the proposed project are included in ***Appendix C***.

4.1.2 *Low VMT Area Screening*

It is assumed that projects which will be located within areas which currently exhibit low VMT, and that incorporate similar features pertaining to density, land use mix, and transit availability, will tend to exhibit similarly low VMT. In areas where the existing VMT generation already falls below the applicable thresholds, and where projects are likely to generate similar levels of VMT, projects may be screened out of preparing detailed VMT analysis. OPR notes that such screening is appropriate for residential and office projects.

The City of West Covina has adopted a low VMT area screening criterion which may apply to residential, office, or other employment-related and mixed-use land use types. The SCAG Travel Demand Forecasting Model was used to establish VMT performance for individual Traffic Analysis Zones (TAZ). The VMT values for each TAZ are then compared to the applicable City thresholds (i.e., VMT per capita, per employee, or per service population) to determine if the TAZ can be considered a low VMT area. Locations within the City of West Covina which qualify for the low VMT area screening are to be identified through the VMT Evaluation Tool.

As reported in the screening worksheets provided in *Appendix C*, the project is situated within TAZ 22296100, which currently exhibits 28.8 total VMT per service population. The threshold for office project types is noted as 29.56 total VMT per service population. Therefore, the TAZ currently

[9] Public Resources Code Section 21155(b): "For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours."

exhibits VMT below the applicable thresholds and could be considered a low VMT area. The proposed project site therefore satisfies the low VMT area screening criterion.

4.1.3 *Project Type Screening*

Consistent with the OPR's *Technical Advisory*, the City of West Covina has determined the following potential screening criteria for certain land development projects that may be presumed to result in a less than significant VMT impact as mentioned in the City's Transportation Study Guidelines:

- Local-serving retail less than 50,000 square feet, including gas stations, banks, restaurants, shopping center.
- Local-serving K-12 schools, local parks, daycare centers, etc.
- Local-serving hotels (e.g., non-destination hotels).
- Student housing projects or adjacent to college campuses.
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (public libraries, fire stations, local government)
- Affordable, supportive, or transitional housing
- Assisted living facilities, senior housing
- Projects generating less than 110 daily vehicle trips
- Public parking garages and public parking lots

As mentioned in the City's Resolution and OPR's *Technical Advisory*, local serving uses typically redistributes and reroutes local trips rather than create new trips. By adding local serving opportunities into the urban fabric and thereby improving destination proximity, local-serving projects tend to shorten trips and reduce VMT. It is also noted that lead agencies may presume such local-serving projects create a less than significant transportation impact. Similarly, the proposed behavioral health building addition will serve the local population and is considered a community institution, thereby shortening travel distances and reducing VMT. Thus, the proposed project can be presumed to result in a less than significant VMT impact based on State guidance because it would reduce VMT by shortening trip lengths, similar to local-serving retail developments and local-serving projects. The proposed project satisfies the criteria to be considered a local serving use and is screened out from further VMT analysis as it is presumed to cause less than significant transportation impacts.

4.1.4 *Summary of Screening Conclusions*

The City of West Covina has adopted three screening criteria which may be applied to screen proposed projects out of detailed VMT analysis. The project meets two criteria to be screened out of VMT analysis (i.e., based on its location within a low VMT-generating area and based on the project land use type as a local serving use). Therefore, the project is screened out of further VMT analysis.

4.2 VMT Impact Conclusions

As described in *Section 4.1.4*, the project meets two of the three screening criteria and is screened out of further VMT analysis. The screening criterion is based on the presumption that local serving projects will cause less than significant impacts. The project is also located within a low VMT-generating area. Therefore, through satisfaction of the screening criteria, the project is determined to result in a less than significant transportation impact.

4.3 Active Transportation and Public Transit Analysis

Pursuant to the City of West Covina Transportation Study Guidelines, a significant impact may also occur "if the project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance or safety of such facilities." The following section provides a brief review of the City's adopted policies, plans, and programs pertaining to active transportation and public transit analysis.

4.3.1 *Adopted Policies, Plans, or Programs*

The City's current accessibility community section of the General Plan sets forth actions and policies pertaining to accident and traffic safety, transit and public transportation, and bicycle routes and pedestrian facilities, among other things. Relevant adopted policies include:

- Policy 4.2: Accommodate multimodal mobility, accessibility and safety needs when planning, designing, and implementing transportation improvements, improving access and circulation for all users of City streets.
- Policy 4.3: Establish protection of human life and health as the highest transportation system priorities and seek to improve safety through the design and maintenance of streets, sidewalks, intersections and crosswalks.
- Policy 4.4: Allocate street space equitably among all modes.
- Policy 4.5: Work to eliminate barriers to pedestrian and bicycle travel.
- Policy 4.6: Work with transit providers to develop high-quality facilities for transit users, including access facilities.
- Policy 4.13: Synchronize traffic signals and develop operational enhancements at the I-10 Freeway interchanges to reduce traffic congestion.

The City's Active Transportation Plan also sets forth a number of objectives and goals to promote a balanced multi-modal transportation network that serves pedestrians, bicyclists, transit riders and motorists of all ages and abilities. The Active Transportation Plan includes objectives pertaining to programs that support bicycling, including programs that introduce and promote education, encouragement, and outreach, facilitate non-motorized travel to transit stations and stops, and encourage non-motorized travel to shops and restaurants. The Plan also provides specific recommendations for promoting walking and bicycling activities within the City, such as improving street crossings and lightings for pedestrians, implementing pedestrian safety measures in neighborhood streets, closing gaps to enhance crosstown connections for the bicycle network, enhancing bicycle facilities, and linking to other regional routes in adjacent cities. As shown in *Figure 3-1*, additional bicycle facilities are proposed within the City.

4.3.2 *Qualitative Impact Conclusions*

The proposed project is not expected to have a significant impact on active transportation or public transit in the vicinity of the project site. As described in *Section 2.3.3*, the project site is planned to accommodate pedestrian and bicycle access via exclusive walkways which connect the proposed site to the public sidewalks and bike routes. The walkways minimize the extent of pedestrian and bicycle interaction with vehicles at the site and provide a comfortable, convenient, and safe environment which in turn can encourage use of active transportation modes. The proposed project is therefore found to be in alignment with the City's General Plan and the City's Active Transportation Plan goals to promote pedestrian and bicycle safety and provide appropriate and supportive active transportation infrastructure.

The proposed project is located adjacent to Orange Avenue, which is currently served by public transit service provided by the City of West Covina Go West Shuttle. As noted in *Section 3.2*, the project site is within easy walking distance from an existing bus stop located along Orange Avenue. The proposed project is not expected to affect access or safety at the existing bus stop, nor is it expected to hinder public transit service along Orange Avenue. The proposed project is not expected to preclude the City from constructing bicycle facilities or pursuing bicycle network improvements along local roadways within the study area. Development of the proposed project will not prevent the City from completing any proposed transit, bicycle, or pedestrian facilities.

Since the proposed project is not found to result in conflicts with adopted policies, plans, or programs, nor is it expected to negatively affect the performance or safety of existing or planned pedestrian, bicycle, or transit facilities, it is determined that the proposed project will have a less than significant impact on active transportation and public transit in the vicinity of the project site.

5.0 NON-CEQA ANALYSIS

The City of West Covina's Transportation Study Guidelines note that the City has established vehicle Level of Service (LOS) standards which local infrastructure will strive to maintain. The LOS standards apply to discretionary approvals of new land use projects. The following section presents the operational (i.e., Level of Service) analysis prepared for the proposed project pursuant to this requirement.

5.1 Analysis Methodology

In order to estimate the proposed project's effect on intersection operations, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area. The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area. The proposed project's forecast trip generation, distribution, and assignment is presented in *Section 2.10* herein. With the forecasting process complete and project traffic assignments developed, the effect of the proposed project is isolated by comparing operational conditions at the selected study intersections using existing and expected future traffic volumes without and with forecast project traffic.

The signalized study intersection is evaluated using the Intersection Capacity Utilization (ICU) method of analysis. The ICU method determines the Volume-to-Capacity (*v/c*) ratios on a critical lane basis (i.e., based on the individual *v/c* ratios for key conflicting traffic movements). The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. The overall intersection *v/c* ratio is subsequently assigned a LOS value to describe intersection operations. Level of Service varies from LOS A (free flow conditions) to LOS F (jammed condition). A detailed description of the ICU method and corresponding Levels of Service is provided in ***Appendix D***. Consistent with the City's Transportation Study Guidelines, the ICU analysis prepared for the signalized intersection assumes a minimum clearance interval of 0.10, a lane capacity of 1,800 vehicles per hour (vph) for through and turn lanes, and 3,240 vph for dual left-turn lanes.

Unsignalized intersections such as two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections are analyzed using the Highway Capacity Manual (HCM) method of analysis. The HCM methodology determines the average control delay (expressed in seconds per vehicle) at the intersection. Average control delay for any particular movement is a function of the capacity of the approach and the degree of saturation. The average control delay includes delay due to deceleration to a stop at the back of the queue from free-flow speed, move-up time within the queue,

stopped delay at the front of the queue, and delay due to acceleration back to free-flow speed. It should be noted that the TWSC methodology estimates the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns and determines the LOS for each constrained movement. A detailed description of the HCM method and corresponding Level of Service is also provided in *Appendix D*.

5.2 Criteria for Non-CEQA Analysis

The relative effect of the added project traffic volumes to be generated by the proposed project during the weekday AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* or delay relationships and service level characteristics at each study intersection. The effect of project-generated traffic at each study intersection was compared to the City of West Covina's intersection LOS standards as presented below. The acceptable operating condition for intersections in the City is LOS E or better as established in the Final EIR for the City's General Plan. Any intersection which is operating at LOS F is considered deficient.

Signalized intersections may require improvements or other strategies to reduce the *v/c* ratio to acceptable levels if the following condition is met:

- The addition of project traffic results in the increase in volume-to-capacity (*v/c*) equal to or greater than 0.020 at an intersection that degrades from acceptable operations (LOS E or better) to unacceptable operations (LOS F).

Unsignalized intersections may require improvements or other strategies to reduce the LOS to acceptable levels if both of the following conditions are met:

- The addition of project traffic to an intersection results in the degradation of overall intersection operations from acceptable operations (LOS E or better) to unacceptable operations (LOS F), and
- The project-related increase in traffic contributes 10 percent or more to the total peak hour volume at an intersection that is already operating at LOS F.

5.3 Analysis Scenarios

Pursuant to the City's Transportation Study Guidelines and in coordination with City staff, LOS calculations have been prepared for the following scenarios:

[a] Existing conditions.

[b] Existing with project conditions.

[c] Condition [a] plus one percent (1.0%) per year annual ambient traffic growth through year 2026 and with completion and occupancy of the related projects (i.e., future without project conditions).

[d] Condition [c] with completion and occupancy of the proposed project.

[e] Condition [d] with implementation of intersection improvement measures, if necessary.

The weekday AM and PM peak hour LOS analysis prepared for the study intersections using the ICU and HCM methodologies is summarized in ***Table 5-1***. The ICU and HCM data worksheets for the analyzed intersections are provided in *Appendix D*.

5.4 Existing Conditions

5.4.1 *Existing Conditions*

As indicated in column [1] of *Table 5-1*, both study intersections are presently operating at LOS C or better during the weekday AM and PM peak hours under existing conditions. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours was previously displayed in *Figures 3-4* and *3-5*, respectively.

5.4.2 *Existing With Project Conditions*

As shown in column [2] of *Table 5-1,* the study intersections are expected to continue operating at LOS C or better during the weekday AM and PM peak hours under the existing with project conditions. The *v/c* ratios and delays at both of the study intersections incrementally increase with the addition of project-generated traffic. The proposed project is not expected to cause any of the study intersections to operate at a deficient LOS, therefore no project-specific intersection improvements or project-specific transportation demand management measures are proposed or required. ***Figures 5-1*** and ***5-2*** illustrate the existing with project traffic volumes at the study intersections during the weekday AM and PM peak hours, respectively.

5.5 Future Year 2026 Cumulative Conditions

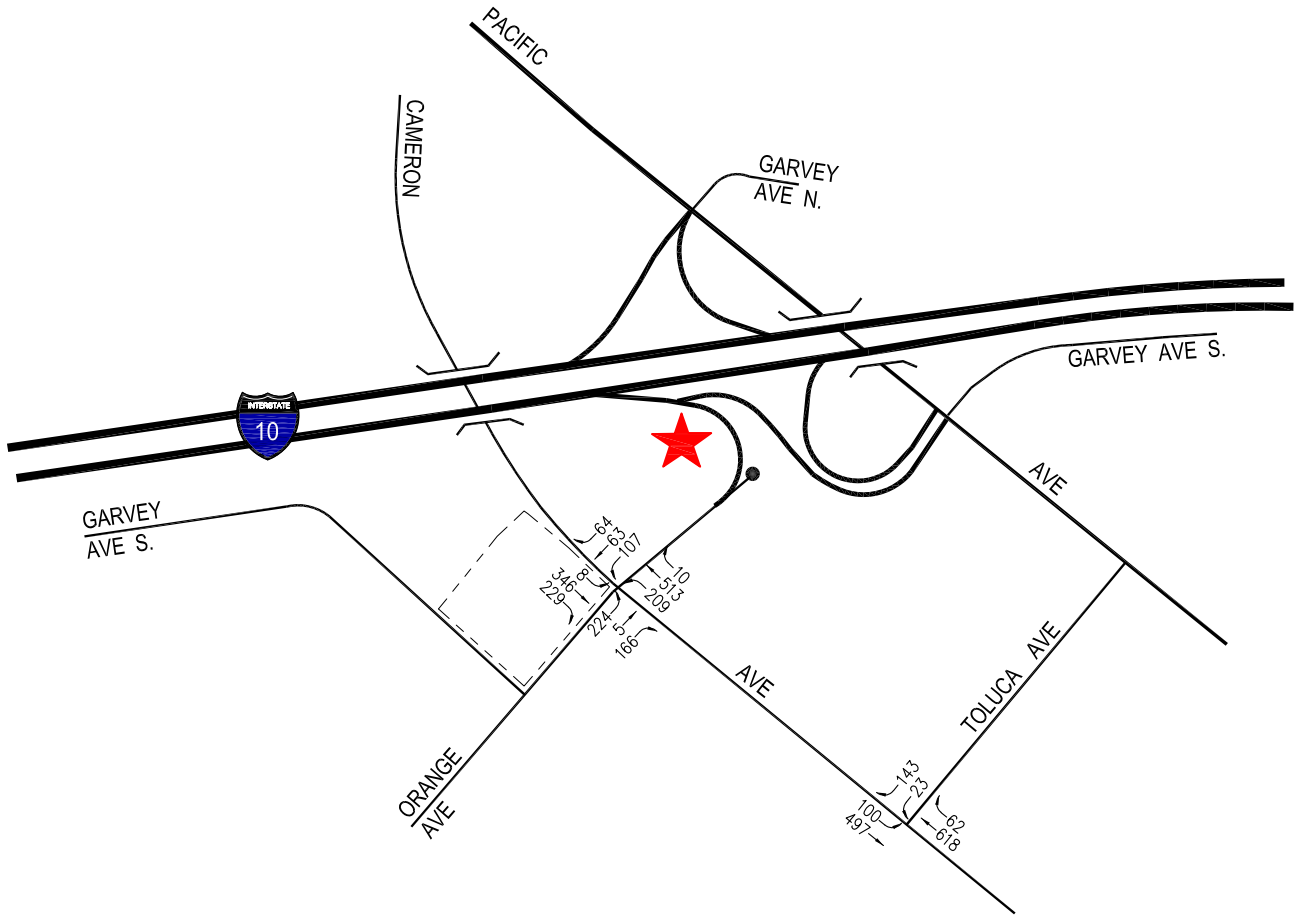
5.5.1 *Future Year 2026 Cumulative Without Project Conditions*

The future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios and delay at the study intersections account for the addition of ambient traffic and traffic generated by the related projects listed in *Table 3-4*, as well as the projected intersection improvements for Study Intersection No. 1: Orange Avenue/Cameron Avenue. As presented in column [3] of *Table 5-1*, both study intersections are expected to operate at LOS B or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the future without project conditions.

Table 5-1
SUMMARY OF VOLUME-TO-CAPACITY RATIOS/DELAYS AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	[1] EXISTING V/C or DELAY	[1] EXISTING LOS [a]	[2] EXISTING W/ PROJECT V/C or DELAY	[2] EXISTING W/ PROJECT LOS [a]	[2] CHANGE IN DELAY [(2)-(1)]	[3] YEAR 2026 FUTURE PRE-PROJECT V/C or DELAY	[3] YEAR 2026 FUTURE PRE-PROJECT LOS [a]	[4] YEAR 2026 FUTURE W/ PROJECT V/C or DELAY	[4] YEAR 2026 FUTURE W/ PROJECT LOS [a]	[4] CHANGE IN DELAY [(4)-(3)]
1	Orange Avenue/ Cameron Avenue	Signalized	AM	0.644	B	0.655	B	0.011	0.574	A	0.588	A	0.014
			PM	0.727	C	0.740	C	0.013	0.633	B	0.640	B	0.007
2	Toluca Avenue/ Cameron Avenue [b]	Unsignalized	AM	13.4	B	13.5	B	0.1	13.9	B	14.0	B	0.1
			PM	13.8	B	13.9	B	0.1	14.7	B	14.7	B	0.0

[a] Level of Service (LOS) is based on the volume-to-capacity ratios or reported delays for the intersections.
[b] Two-Way Stop-Controlled Intersection. Reported values represent the delays associated with the most constrained approach of the intersection.
[c] According to the City of West Covina Traffic Study Guidelines, September 2020, an intersection is considered deficient and may require improvements if the following criteria are met:
The acceptable LOS for intersections in the City of West Covina is LOS E or better.
Signalized intersections:
- The project-related increase in v/c is equal to or greater than 0.020 at an intersection that degrades from acceptable operations (LOS E or better) to LOS F.
Unsignalized intersections are considered deficient if both conditions are met:
- The addition of project traffic to an intersection results in the degradation of the overall intersection operations from acceptable (LOS E or better) to LOS F.
- The project-related increase in traffic contributes 10 percent or more to the total peak hour volume at an intersection already operating at LOS F.



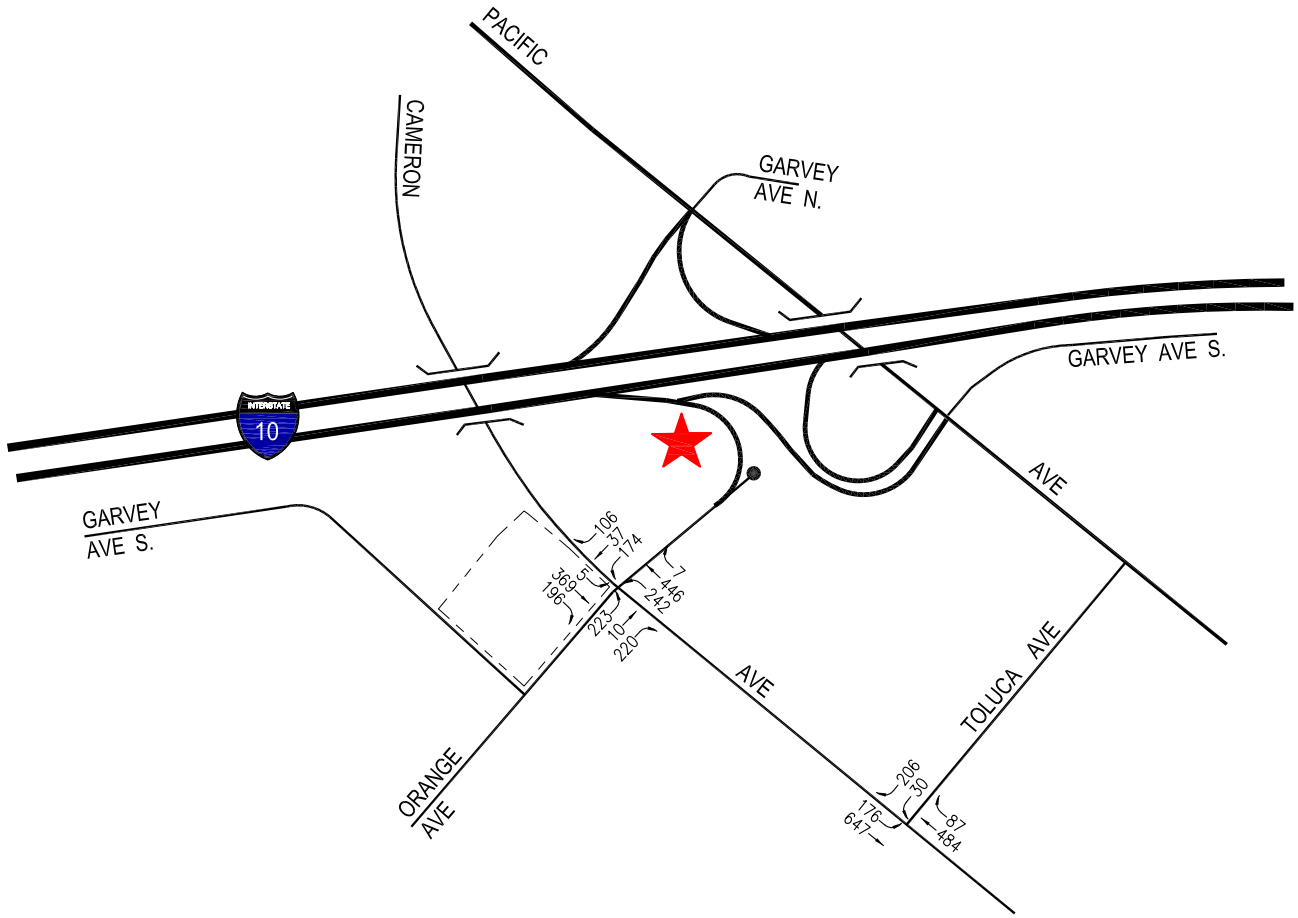
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Project Site

Off-Site Parking Lot

Figure 5-1
Existing With Project Traffic Volumes
Weekday AM Peak Hour

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Project Site

Off-Site Parking Lot

Figure 5-2

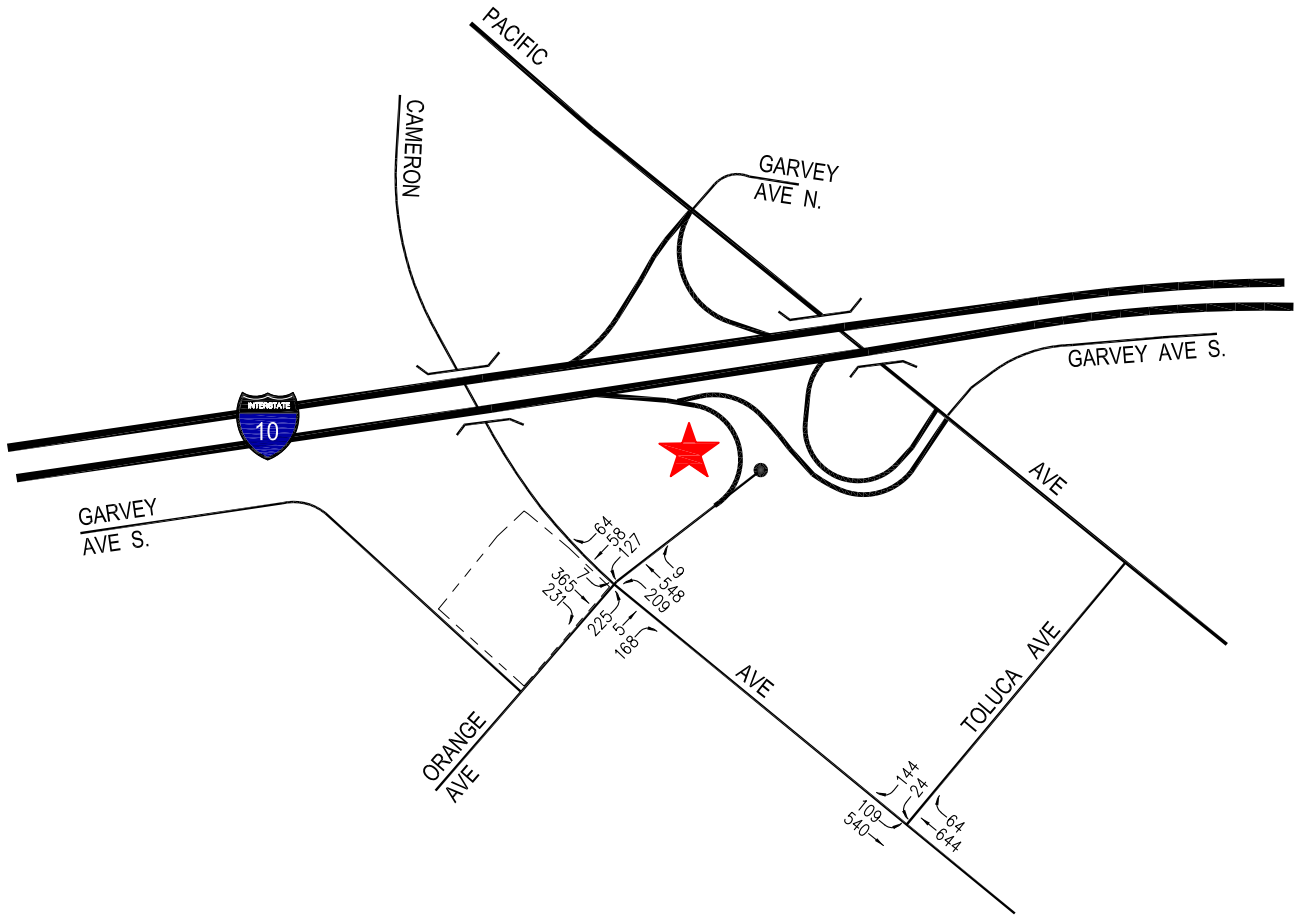
Existing With Project Traffic Volumes

Weekday PM Peak Hour

The future without project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 5-3*** and ***5-4***, respectively.

5.5.2 *Future Year 2026 Cumulative With Project Conditions*

As shown in column [4] of *Table 5-1*, both study intersections are expected to continue operating at LOS B or better under the future with project conditions. The *v/c* ratios and delays at the study intersections incrementally increase with the addition of project-generated traffic and projected intersection improvements as previously shown in *Figure 3-3*. The incremental increases in *v/c* ratio at the two study intersections forecast to operate at LOS B or better do not exceed the City's criteria, therefore no project-specific intersection improvements or project-specific transportation demand management measures are proposed or required. The future with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 5-5*** and ***5-6***, respectively.



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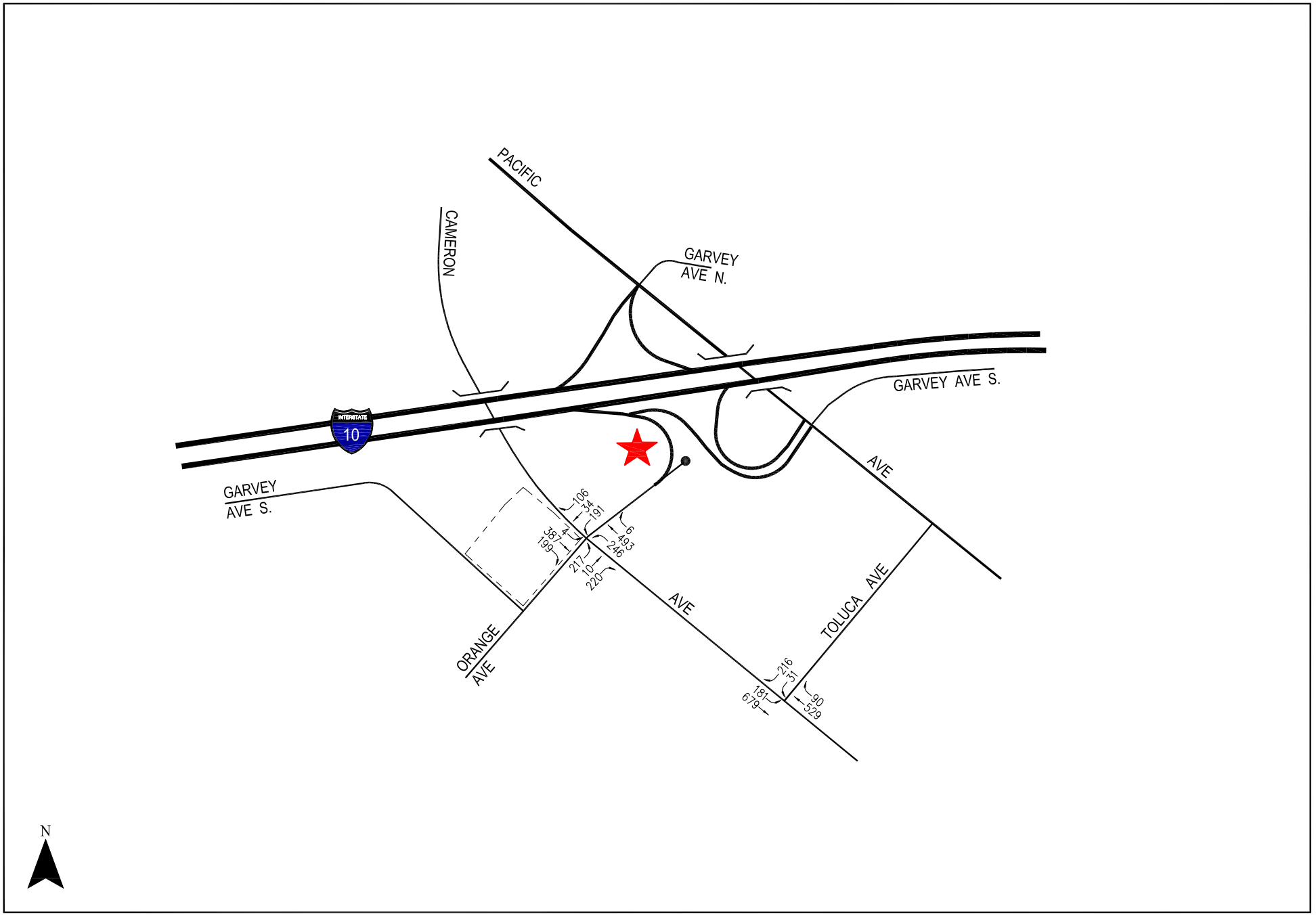
Project Site

Off-Site Parking Lot

Figure 5-3

Future Without Project Traffic Volumes

Weekday AM Peak Hour



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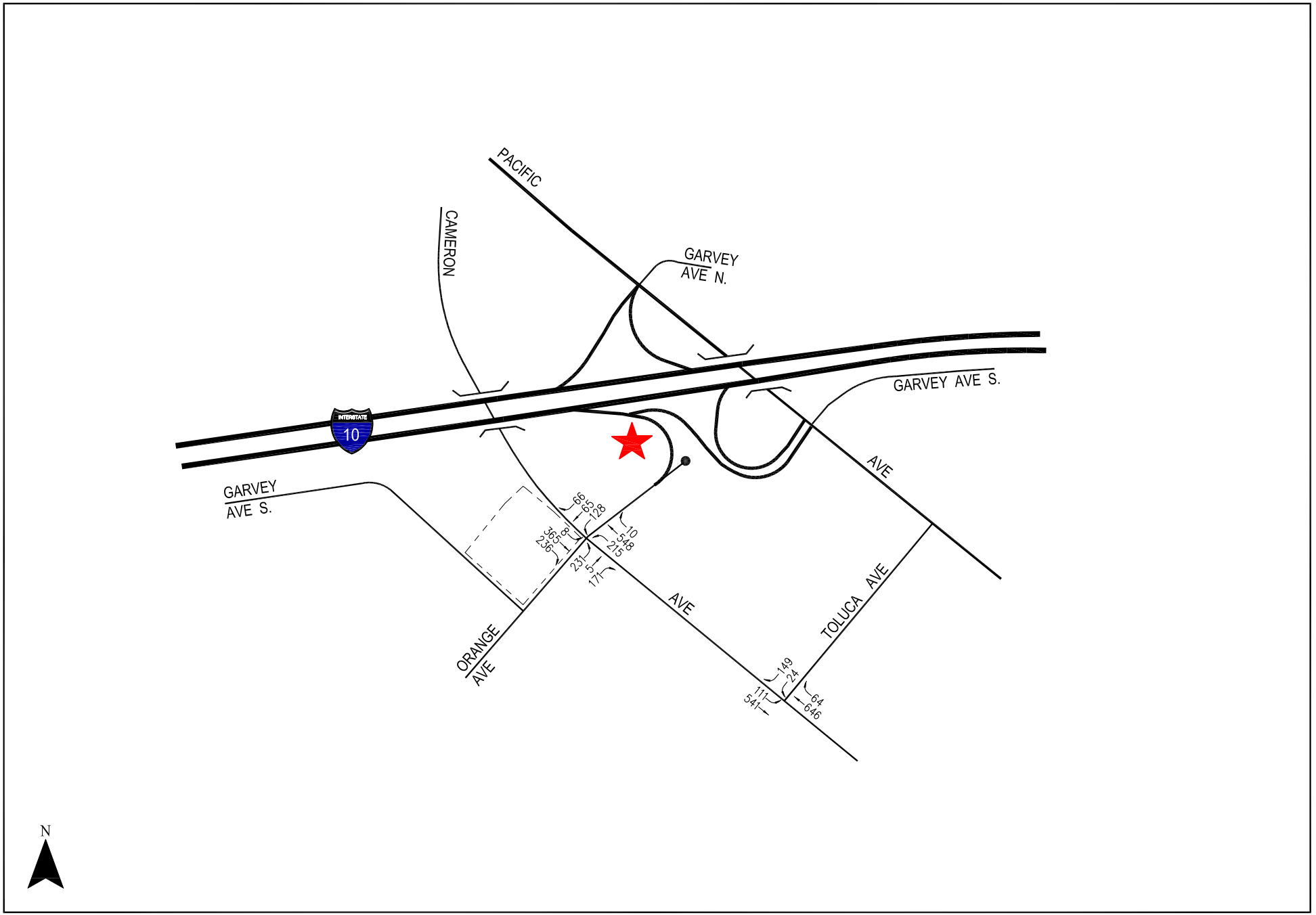
Project Site

Off-Site Parking Lot

Figure 5-4

Future Without Project Traffic Volumes

Weekday PM Peak Hour



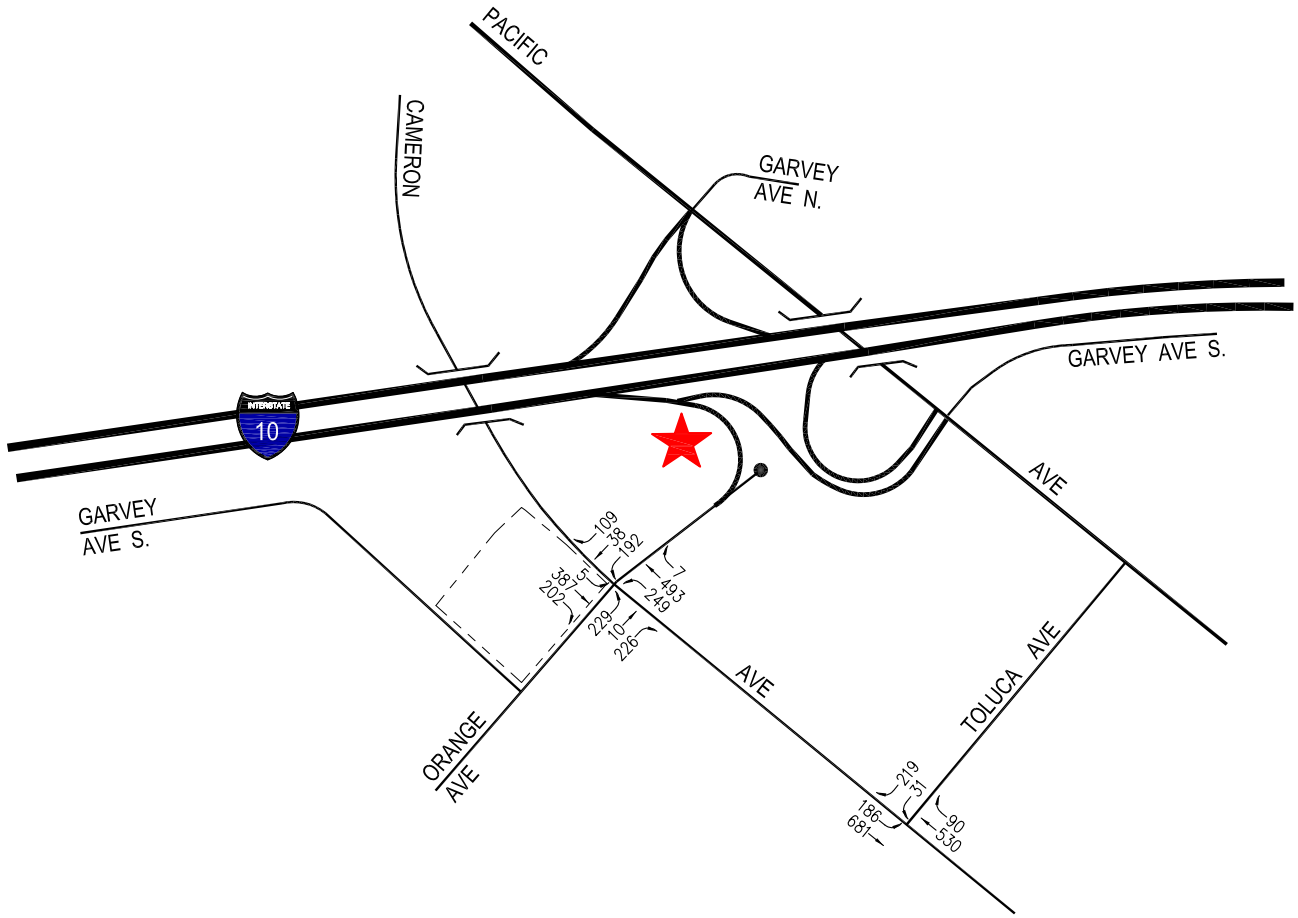
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LINSCOTT LAW & GREENSPAN engineers

★ Project Site

Off-Site Parking Lot

Figure 5-5
Future With Project Traffic Volumes
Weekday AM Peak Hour



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LINSCOTT LAW & GREENSPAN engineers

★ Project Site

Off-Site Parking Lot

Figure 5-6
Future With Project Traffic Volumes
Weekday PM Peak Hour

6.0 CALIFORNIA DEPARTMENT OF TRANSPORTATION ANALYSIS

Consistent with the previously described statutory changes to the CEQA Guidelines, the California Department of Transportation (Caltrans) has also formally adopted VMT as the metric for reviewing the transportation impacts of a land use development project. Caltrans has released the *Transportation Impact Study Guide* (TISG) and the *Interim LD-IGR Safety Review Practitioners Guidance* in order to provide guidance on Caltrans' review of land use projects.

6.1 Vehicle Miles Traveled Analysis

Caltrans' TISG references the December 2018 *Technical Advisory* prepared by OPR as the basis for its guidance on VMT assessment. For the purpose of this transportation assessment, it is understood that the City of West Covina's adopted VMT methodology and screening criteria are substantially consistent with the recommendations provided in the *Technical Advisory* and thus satisfy Caltrans' VMT analysis requirements as well. Therefore, no separate VMT analysis has been prepared for Caltrans' review of the proposed project.

6.2 Off-Ramp Vehicle Queuing Analysis

The *Interim LD-IGR Safety Review Practitioners Guidance* provides direction on a simplified safety analysis approach that reduces the risk to all road users and that focuses on multi-modal conflict analysis as well as access management issues. District traffic safety staff are encouraged to consider the proposed project's potential influence on safety on state roadways, including the following factors:

- Increased presence of pedestrians and bicyclists
- Degradation of the walking and bicycling environment and experience
- New pedestrian and bicyclist connection desires
- Multimodal conflict points, especially at intersections and project access locations
- Change in traffic mix such as an increase in bicyclists or pedestrians where features such as shoulders or sidewalks may not exist or are inconsistent with facility design (sidewalks, bike and multi-user paths, multimodal roadways, etc.)
- Increased vehicular speeds
- Transition between free flow and metered flow
- Increased traffic volumes
- Queuing at off-ramps resulting in slow or stopped traffic on the mainline or speed differentials between adjacent lanes
- Queuing exceeding turn pocket length that impedes through-traffic

The proposed project takes direct access from a State facility; therefore, the project has been reviewed for factors pertaining to site access or local roadways. The proposed project is expected to generate new project trips at the following intersections that are nearest to the I-10 Freeway off-ramps and project site: 1) I-10 Freeway Eastbound Off-Ramp-Orange Avenue/Cameron Avenue, and 2) I-10 Freeway Westbound Off-Ramp-Garvey Avenue North/West Covina Parkway. Therefore, an analysis of the project's effect on off-ramp queuing was prepared in order to determine if the project would cause, or contribute towards, slowing or stopped traffic on mainline travel lanes resulting in unsafe speed differentials between adjacent lanes.

Pursuant to prior direction from Caltrans staff, off-ramp queuing was analyzed using the current Highway Capacity Manual (HCM) method for the subject intersections. The off-ramp queuing calculations were prepared using the *Synchro 11* software package which implements the HCM operational methodology. A *Synchro* network was created based on existing conditions field reviews at the above ramp intersections. In addition, specifics such as traffic volume data, lane configurations, available vehicle storage lengths, crosswalk locations, posted speed limits, traffic signal timing and phasing, etc., were coded to complete the existing network. The corresponding weekday AM peak hour and PM peak hour peak hour HCM worksheets for purposes of determining the 95th percentile vehicle queues are contained in ***Appendix E***.

The queuing analysis was prepared for the existing, existing with project, future without project and future cumulative with project conditions. Each of the freeway off-ramp intersection approaches were reviewed in terms of expected maximum vehicle queues (i.e., 95th percentile queues) which represent the maximum back of vehicle queues with 95th percentile traffic volumes. The corresponding maximum vehicle queue lengths were then compared with 85 percent of the ramp storage lengths (i.e., the available storage length as measured from the applicable freeway/frontage road gore areas to the respective off-ramp approach limit lines/merge points). The total queuing for the off-ramp was determined based on the sum of the maximum vehicle queues for each off-ramp lane. The total ramp storage lengths were determined based on 85 percent of the sum of the striped storage for all lanes provided at the off-ramp location.

As presented in ***Table 6-1***, adequate storage areas are provided to accommodate the forecast 95th percentile queues under existing, existing with project, future without project and future cumulative with project conditions. The proposed project is not expected to cause or contribute towards vehicle queuing which extends back into the I-10 Freeway mainline travel lanes resulting in unsafe speed differentials between adjacent lanes. Therefore, the proposed project is not anticipated to negatively influence safety on the State Highway System.

Table 6-1
SUMMARY OF OFF-RAMP VEHICLE QUEUING ANALYSIS [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	85th PERCENTILE AVAILABLE OFF-RAMP STORAGE [2] (FEET)	EXISTING		EXISTING WITH PROJECT		FUTURE YEAR 2026 WITHOUT PROJECT		FUTURE YEAR 2026 WITH PROJECT	
				95th %-ILE QUEUE [3] (FEET)	EXCEEDS 85th %-ILE STORAGE? (YES/NO)	95th %-ILE QUEUE [3] (FEET)	EXCEEDS 85th %-ILE STORAGE? (YES/NO)	95th %-ILE QUEUE [3] (FEET)	EXCEEDS 85th %-ILE STORAGE? (YES/NO)	95th %-ILE QUEUE [3] (FEET)	EXCEEDS 85th %-ILE STORAGE? (YES/NO)
1	I-10 Freeway EB Off-Ramp-Orange Avenue/ Cameron Avenue	AM	1,570	183	No	188	No	223	No	230	No
		PM	1,570	268	No	273	No	308	No	315	No
2	I-10 Freeway WB Off-Ramp-Garvey Ave. N./ West Covina Parkway	AM	890	370	No	370	No	130	No	133	No
		PM	890	150	No	153	No	158	No	160	No

[1] Refer to calculation worksheets in *Appendix E.*

[2] Available storage represents 85 percent (85%) of total storage space, as measured via Google Earth (2022) aerial imagery. The total storage represents the sum of all formally striped lanes on the off-ramp.

[3] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The reported queue represents the sum of the 95th percentile vehicle queues for all lanes of the off-ramp (refer to Appendix Table E-1). An average vehicle length of 25 feet (including vehicle separation) was assumed for analysis purposes.

7.0 CONSTRUCTION TRAFFIC ANALYSIS

Based on coordination with and preliminary information provided by the Project Applicant team, it has been determined that construction of the project is planned to be implemented in ten (10) general phases of construction activities. This analysis assumes a construction schedule totaling approximately 22 months in duration. While these general construction phases could overlap, it is anticipated that any overlapping construction activities between these phases would be minimal. In order to provide a conservative analysis, it is assumed that some overlap does occur between each of the construction activities/phases.

The general construction activities are as follows in sequential order:

- Phase 1: Demolition and Removal of Existing Asphalt/Curb & Gutter
- Phase 2: Clear Existing Landscaping/Irrigation/Utilities
- Phase 3: Grading and Excavation for Underground Utilities and Foundations
- Phase 4: Install Concrete Foundations and Underground Utilities
- Phase 5: New Steel/Metal Deck Erection
- Phase 6: New Exterior Skin System/Windows
- Phase 7: Building Interior MEP
- Phase 8: Building Finishes
- Phase 9: Landscaping/Irrigation/Concrete Curb & Gutter
- Phase 10: Clean-up/Final Paving/Start-up/Testing

The estimated construction workforce is not anticipated to exceed 120 workers during any given phase of construction activity. ***Table 7-1*** summarizes the construction traffic generation for the weekday daily, AM, and PM peak hours during the peak phase of construction activities. Temporary lane closures are not expected to be necessary throughout the course of the project construction. Should any temporary lane closures be necessary, it would occur outside of the weekday AM and PM commute peak hours, so as to maintain roadway capacity when the street system is typically most heavily constrained.

7.1 Construction Assumptions

It is assumed that the equipment staging area during the initial phases of construction grading would occur on, within, and adjacent to the project site. The site would be cleared and after completion of the first three phases of construction activities, building and foundation construction would commence. Construction worker parking is expected to occur at the off-site surface parking lot or in designated allowable parking in the site vicinity to be determined in coordination and agreement

Table 7-1
CONSTRUCTION PEAK HOUR TRIP GENERATION [1]
DURING PEAK PHASE

LAND USE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
[A] Construction Workers [3]	212	--	--	--	0	53	53
[B] Dump/Trailer Truck Trips (unadjusted) [4]	10	2	2	4	2	2	4
[C] Miscellaneous Truck Trips (unadjusted) [5]	10	1	1	2	1	1	2
[D] PCE Adjusted Dump/Trailer Truck Trips [6]	30	6	6	12	6	6	12
[E] PCE Adjusted Miscellaneous Truck Trips [7]	20	2	2	4	2	2	4
Total Trips in PCEs ([A]+[D]+[E])	**262**	**8**	**8**	**16**	**8**	**61**	**69**

[1] Project construction information provided by Project Applicant representatives.

[2] Trips are one-way traffic movements, entering or leaving.

[3] During the peak construction activities phase, a total of 120 construction workers are expected to be on-site.
Workers are assumed to arrive at the site prior to 7:00 AM and it is assumed that 50 percent (50%) of the workers would depart during the PM peak hour of adjacent street traffic. An average vehicle ridership factor of 1.135 passengers/vehicle was applied to determine the worker vehicle trips.
Daily construction worker trips = 120 workers/(1.135 passengers/vehicle) = 106 inbound vehicle trips + 106 outbound vehicle trips = 212 total daily vehicle trips

[4] Assumed 5 trucks per day = 10 one-way dump/trailer truck trips per day (i.e., 5 inbound trips and 5 outbound trips)

[5] Miscellaneous truck trips are expected during the peak phase of construction activities, where 5 round-trip miscellaneous truck trips per day is assumed. Based on an eight-hour workday, one round-trip miscellaneous truck trip per hour is anticipated.
5 inbound miscellaneous trucks + 5 outbound miscellaneous trucks = 10 one-way miscellaneous truck trips per day (assumed for peak day)

[6] A passenger car equivalency (PCE) factor of 3.0 was employed for analysis purposes. This accounts for the assumption that these dump trucks and box trailer trucks have the same overall effect on intersection traffic operations as 3.0 passenger cars.

[7] A PCE factor of 2.0 was employed for miscellaneous trucks. This accounts for the assumption that a miscellaneous truck has the same overall effect on intersection traffic operations as 2.0 passenger cars.

with adjacent businesses (i.e., Floor & Decor). Although construction would primarily occur at the eastern portion of the project site, the existing on-site parking areas and drive aisles to the north and west of the hospital building would be repaved as part of the project. Once the re-paving is installed, the entire lot would be available for construction worker parking.

To the extent feasible, construction-related activities would be scheduled to occur during daylight hours. The construction hours will be limited to Mondays through Fridays to no earlier than 7:00 AM and no later than 5:00 PM. It is important to note that although the construction workday would commence at 7:00 AM and typically end at 3:00 PM, it is assumed that workers would generally begin to depart the site between 2:30 to 3:30 PM. Later departures would occur only when overtime is necessary to maintain the schedule.

It is assumed that heavy construction equipment would be located on-site during the construction activities and would not travel to and from the project site on a daily basis. However, haul truck trips would be generated during the grading and corresponding export activities in order to remove materials from the project site. Trucks are expected to carry the export material to a receptor site. Based on information provided by the Project Applicant team, it is anticipated that the demolition and associated export of construction debris/excavation material will be transported via the regional freeway system to the arterial roadways to the Materials Recovery Facility (City of Industry) and/or the Victorville Sanitary Landfill. Depending on the direction of travel, the designated truck routes would be utilized as part of the haul route which would require review and approval by the City of West Covina.

7.2 Peak Construction Traffic Trip Generation

As described above, it has been determined that the most intensive period of overall construction activity and construction traffic generation during the weekday AM and PM peak hours is expected to occur with the following assumptions for construction workforce and construction trucks.

7.2.1 *Construction Workforce*

Activities related to the peak construction activities are expected to generate one of the highest numbers of construction worker vehicle trips as compared to the other construction activities. During the peak phase, the maximum number of construction workers is expected to total 120 workers. As noted above, construction workers are expected to arrive to the project site before 7:00 AM. Assuming the typical workday ends at 3:00 PM, twenty-five percent (25%) of the workers are assumed to leave the site between 2:30 PM and 3:00 PM, twenty-five percent (25%) between 3:00 PM and 3:30 PM, twenty-five percent (25%) between 3:30 PM and 4:00 PM and the remaining twenty-five percent (25%) after 4:00 PM (including supervisors). Thus, while the majority of these construction worker trips would generally occur outside of the commute peak hours of adjacent street traffic, it was assumed that percent (50%) of the workforce (i.e., roughly 60 workers) departure would overlap with the weekday commute PM peak hour (i.e., after 4:00 PM) in order to provide a conservative forecast of construction traffic generation.

It is anticipated that construction workers would primarily remain on-site throughout the day. The number of construction worker vehicles is estimated using an average vehicle ridership (AVR) of 1.135 persons per vehicle (as provided in the South Coast Air Quality Management District in its CEQA Air Quality Handbook). Therefore, it is estimated that approximately 212 vehicle trips (i.e., 120 workers/1.135 persons per vehicle = 106 inbound trips and 106 outbound trips) on a daily basis would be generated to/from the site by the construction workers during the overlap of these activities. With 50% of the workers conservatively assumed to overlap with the weekday PM peak hour, this would result in a maximum of 53 outbound construction worker vehicle trips (i.e., 120 workers x 50% = 60 workers/1.135 persons per vehicle = 53 outbound worker vehicle trips) during the weekday PM peak hour.

It is generally anticipated that construction worker-related traffic would be largely freeway-oriented. Construction workers would likely arrive and depart via the on- and off-ramps serving the I-10 Freeway. The most commonly used freeway ramps would be nearest the project site on Pacific Avenue and West Covina Parkway. The construction workforce would likely be generated from all parts of the Los Angeles region and therefore are assumed to arrive from all directions.

7.2.2 *Construction Trucks*

In addition to construction worker vehicles, additional trips may be generated by construction vehicles including construction trucks (i.e., dump trucks, box trailer trucks, etc.) traveling to and from the project site. These trucks may consist of trucks delivering equipment and/or construction materials to the project site. As no specific information was provided for construction trucks at this time, it is estimated that during the peak phase, a maximum daily haul truck trip of 10 truck trips per day (i.e., 5 inbound truck trips and 5 outbound truck trips) would be generated to and from the site. When accounting for the application of a PCE (passenger car equivalent) factor of 3.0, it is estimated that the haul trucks would generate approximately 30 daily PCE vehicle trips (i.e., 15 inbound trips and 15 outbound trips). It is also estimated that no more than 12 PCE vehicle trips (6 inbound trips and 6 outbound trips) would occur during both the weekday AM and PM peak hours.

7.2.3 *Miscellaneous Trucks*

Additional trips may be generated by miscellaneous trucks traveling to and from the project site. These trucks may consist of smaller pick-up trucks or four-wheel drive vehicles used by construction supervisors and/or City inspectors who are expected to be generated to and from the site. During the peak construction activities, five (5) miscellaneous trucks are anticipated. It is estimated that if these trips all occur during a single day of that phase, up to 10 truck trips per day (i.e., 5 inbound truck trips and 5 outbound truck trips) would be generated to and from the site by miscellaneous/delivery trucks. When accounting for the application of a PCE factor of 2.0, it is estimated that the miscellaneous trucks would generate approximately 20 daily PCE vehicle trips (i.e., 10 inbound trips and 10 outbound trips). It is also estimated that no more than 4 PCE vehicle trips (2 inbound trips and 2 outbound trips) would occur during both the weekday AM and PM peak hours.

7.2.4 *Total Construction Traffic Generation*

As shown in *Table 7-1*, taken together, the construction worker vehicles, construction trucks and miscellaneous trucks are forecast to generate up to 16 AM peak hour PCE vehicle trips (i.e., 8 inbound trips and 8 outbound trips) and 69 PM peak hour PCE vehicles trips (i.e.,8 inbound trips and 61 outbound trips). Over a 24-hour period during the peak phase of construction activities, 262 daily PCE trip ends (131 inbound trips and 131 outbound trips) during a typical weekday are forecast.

7.3 Cumulative Impacts During Concurrent Construction Activities

As noted previously in Section 3.5.1, while there are several related projects that fall within a one-mile radius of the project site, only a couple related projects are located within about a two-block radius of the project, which is the distance that would typically be expected to result in potential concurrent construction traffic effects. It is possible that the construction of some of these related projects could overlap with the project's construction phase. However, similar to the proposed project and pursuant to current City policies, those projects would be required to prepare and implement a Construction Staging and Traffic Management Plan (CSTMP) to address any anticipated temporary lane closures or re-routing of vehicle and bicycle traffic, sidewalk closures or pedestrian re-routing.

Thus, the cumulative impacts during concurrent construction activities are forecast to be less than significant. Also, as discussed previously, while the project's peak hour construction traffic generation would be more than the project's overall peak hour operational traffic generation, the daily construction traffic generation would be less than the project's overall daily operational traffic generation and would not be expected to result in any deficiencies in the intersection Levels of Service (LOS). Therefore, project impacts would not be cumulatively considerable.

7.4 Emergency Access During Concurrent Construction Activities

The potential traffic impacts during project construction have been analyzed as summarized above. Having stated this, emergency vehicle access throughout the study area must be maintained during the concurrent construction activities associated with several development projects. It is important to note that as required by the State of California Vehicle Code (i.e., specifically Section 21806, Authorized Emergency Vehicles), "upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, under normal atmospheric conditions, from a distance of 1,000 feet in front of a vehicle, the surrounding traffic shall, except as otherwise directed by a traffic officer, do the following:

(a) (1) Except as required under paragraph (2), the driver of every other vehicle shall yield the right-of-way and shall immediately drive to the right-hand edge or curb of the highway, clear of any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed.

(2) A person driving a vehicle in an exclusive or preferential use lane shall exit that lane immediately upon determining that the exit can be accomplished with reasonable safety.

(b) The operator of every street car shall immediately stop the street car, clear of any intersection, and remain stopped until the authorized emergency vehicle has passed.

(c) All pedestrians upon the highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed."[10]

During any concurrent construction of several development projects, including the proposed project, it is expected that emergency vehicles will continue to utilize the surrounding street system even though some travel lanes along certain portions of some roadways may be temporarily used for construction staging and/or material delivery. If required, drivers of emergency vehicles are also trained to utilize center turn lanes, or travel in opposing through lanes to pass through crowded intersections or streets. Thus, the respect entitled to emergency vehicles and driver training allow emergency vehicles to negotiate typical street conditions in urban areas including areas near any temporary travel lane closure(s).

7.5 Construction Management and Haul Route Approval

Approvals required by the City of West Covina and the State of California Department of Transportation (Caltrans) for implementation of the proposed project include a Truck Haul Route program approved by City and an encroachment permit obtained by Caltrans. With regard to other construction traffic-related issues, construction equipment would be stored within the perimeter fence of the construction site.

As a general contractor has not yet been selected, the exact extent of the construction work site boundary cannot be determined at this time. However, during certain portions of the construction schedule it is possible that one or more sidewalks may need to be temporarily closed. Should that be determined to be necessary, appropriate pedestrian detours will be required to be established along with the appropriate advance warning signage directing pedestrians to other available sidewalks and crosswalks/crossings. Should any such pedestrian detours or temporary travel lane closures be proposed, traffic control/management plans will be prepared for the required review and approval by the City of West Covina Department of Public Works. In addition, a Construction Staging and Traffic Management Plan (CSTMP) will also be required for review and approval by the City outlining all of the above details.

With the required haul route approval and other construction management practices, construction activity impacts are forecast to be less than significant on a cumulative and temporary basis. Potential construction traffic impacts can be further reduced with the implementation of the following design features as part of the CSTMP:

- Maintain existing access for the adjacent site uses and parking facilities;

[10] Source: State of California Department of Motor Vehicles website; https://www.dmv.ca.gov/portal/dmv; Amended Sec. 68, Ch. 1154, Stats 1996 Effective September 30, 1996.

- Limit any potential roadway lane closures to off-peak travel periods;
- Schedule receipt of construction materials to non-peak travel periods to the extent possible;
- Coordinate deliveries to reduce the potential of trucks waiting to unload for protracted periods of times; and
- Prohibit parking by construction workers on adjacent streets and direct the construction workers to available/designated parking areas within the project site or nearby off-site parking lots.

8.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – The project site is located at 725 South Orange Avenue, adjacent to the I-10 Freeway eastbound off-ramp to Orange Avenue, in the City of West Covina. The proposed project consists of expanding the existing West Covina Medical Center to include an approximate 42,000 square-foot four-story behavioral health transition facility to the northeast side of the existing building. The proposed building addition would remove a portion of the existing surface parking lot currently located at the northeast corner of the site. The expansion would feature three levels of nursing units over an at-grade arrival lobby and include an additional 71 licensed beds. All patients are expected to be transported via emergency service vehicles from another facility to this transitional facility for treatment. The project build-out and occupancy year is anticipated by the year 2026.

- ***Project Site Access*** – Vehicular access to the project site is planned to be accommodated by an existing driveway on Orange Avenue, north of Cameron Avenue, as well as two driveways for the off-site surface parking lot. Access to the off-site parking lot is provided by an existing driveway on Orange Avenue and an existing driveway on Garvey Avenue South. An accessible pedestrian path of travel is provided from the off-site parking lot to the entrance of the proposed project building by utilizing the existing crosswalk at the Orange Avenue/Cameron Avenue intersection and the existing sidewalk on Orange Avenue and then connecting to planned walkways onsite. It is recommended that white continental crosswalks be installed at the Orange Avenue/Cameron Avenue intersection.

- ***Project Parking –*** The proposed behavioral health building addition would displace a portion of the existing surface parking on-site such that the future on-site parking supply is reduced to 18 spaces (i.e., 12 standard spaces, 6 handicap accessible spaces) located to the north of and behind the building. The overall future parking supply for the existing WCMC and the proposed project addition totals 150 spaces (i.e., 18 on-site spaces and 132 off-site spaces). It is expected that the future parking demand forecast for the project will total 37 spaces. Thus, the existing adjusted peak parking demand of 95 spaces and the forecast project parking demand of 37 spaces would result in a total future peak parking demand of 132 spaces (i.e., 88% occupancy of the total parking supply of 150 spaces) for the overall site during the peak weekday condition.

- ***Project Trip Generation*** – The proposed project is expected to generate 34 new vehicle trips (23 inbound trips and 11 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 36 new vehicle trips (13 inbound trips and 23 outbound trips). Over a 24-hour period, the proposed project is forecast to generate approximately 452 new daily trip ends (226 inbound trips and 226 outbound trips) during a typical weekday.

- ***CEQA Vehicle Miles Traveled Assessment*** – Consistent with the requirements of CEQA Guidelines Section 15064.3, the City of West Covina has adopted significance criteria for transportation impacts based on vehicle miles traveled for land use development projects. The

City has also adopted three criteria for screening projects out of detailed VMT analysis. The project meets two of the three criteria to be screened out of VMT analysis (i.e., based on its location within a low VMT-generating area and based on the project land use type as a local serving use). Therefore, the project is screened out of further VMT analysis. Therefore, through satisfaction of the screening criteria, the proposed project is determined to have a less than significant transportation impact.

- ***CEQA Active Transportation and Public Transit Assessment*** – A significant impact may also occur "if the project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance or safety of such facilities". The proposed project is found to be in alignment with the City's General Plan and the Active Transportation Plan goals to promote pedestrian and bicycle safety and provide appropriate and supportive active transportation infrastructure. Further, development of the proposed project will not prevent the City from completing any proposed transit, bicycle, or pedestrian facilities. It is therefore determined that the proposed project will result in a less than significant impact on active transportation and public transit in the vicinity of the project site.

- ***Non-CEQA Analysis*** – Two study intersections were reviewed for consistency with the City of West Covina's adopted Level of Service (LOS) standards. The study intersections were evaluated using the City-approved Intersection Capacity Utilization (ICU) and Highway Capacity Manual (HCM) methodologies to determine the LOS under existing, existing with project, and future without and with project conditions. Based on application of the City's LOS standards, the proposed project is not required to identify or construct intersection improvements at any of the study intersections.

- ***Caltrans Analysis*** – It is understood that the City of West Covina's adopted VMT methodology and screening criteria are substantially consistent with the recommendations provided in the *Technical Advisory* prepared by OPR and thus satisfy Caltrans' VMT analysis requirements as well. Therefore, no separate VMT analysis has been prepared for Caltrans' review of the proposed project. Pursuant to the direction provided in the *Interim LD-IGR Safety Review Practitioners Guidance*, an analysis of the project's effect on off-ramp queuing determined that the proposed project is not expected to cause or contribute towards vehicle queuing which extends back into the I-10 Freeway mainline travel lanes resulting in unsafe speed differentials between adjacent lanes.

APPENDIX A

COLLISION HISTORY DATA

Appendix Table A-1
COLLISION HISTORY [1]
Orange Avenue/Cameron Avenue

NO.	DATE OF COLLISION	TIME OF DAY	DAY OF WEEK	DISTANCE FROM INTERSECTION	WEATHER CONDITIONS	ROADWAY SURFACE	LIGHTING	MOVEMENT PRECEDING COLLISION		PRIMARY COLLISION FACTOR	VEHICLE CODE VIOLATION SUBSECTION	TYPE OF COLLISION	VEHICLE INVOLVED WITH	COLLISION SEVERITY	NUMBER KILLED	NUMBER INJURED
								AT FAULT PARTY	OTHER PARTY							
1	01/16/2023	4:29 PM	Monday	219' North	Clear	Dry	Daylight	Eastbound Proceeding Straight	Northbound Proceeding Straight	Automobile Right of Way	21804A	Broadside	Other Motor Vehicle	Injury (Other Visible)	0	1
2	12/18/2022	12:52 PM	Sunday	In Intersection	Clear	Dry	Daylight	Southbound Proceeding Straight	Northbound Making Left Turn	Traffic Signals & Signs	21453A	Broadside	Other Motor Vehicle	PDO	0	0
3	11/30/2022	11:28 AM	Wednesday	In Intersection	Clear	Dry	Dark - Street Lights	Eastbound Proceeding Straight	Northbound Making Left Turn	Traffic Signals & Signs	21453A	Broadside	Other Motor Vehicle	Injury (Complaint of Pain)	0	1
4	02/21/2022	8:45 AM	Monday	120' North	Clear	Dry	Daylight	Southbound Proceeding Straight	Southbound Parked	Unsafe Speed	22350	Rear End	Parked Motor Vehicle	PDO	0	0
5	02/16/2022	3:50 PM	Wednesday	32' North	Clear	Dry	Daylight	Eastbound Backing	Eastbound Parked	Other Improper Driving	Not Stated	Broadside	Parked Motor Vehicle	PDO	0	0
6	10/13/2021	7:45 PM	Wednesday	20' South	Clear	Dry	Dark - Street Lights	Northbound Proceeding Straight	Northbound Slowing/Stopped	Unsafe Speed	22350	Rear End	Other Motor Vehicle	PDO	0	0
7	07/27/2021	10:32 AM	Tuesday	In Intersection	Clear	Dry	Daylight	Not Stated	Eastbound Stopped	Improper Turning	22107	Sideswipe	Other Motor Vehicle	PDO	0	0
8	05/02/2021	1:03 AM	Sunday	7' North	Clear	Dry	Dark - Street Lights	Westbound Making Left Turn	-	Under the Influence of Alcohol	23152A	Hit Object	Fixed Object	PDO	0	0
9	02/17/2020	10:11 AM	Monday	In Intersection	Clear	Dry	Daylight	Northbound Making Left Turn	Southbound Proceeding Straight	Automobile Right of Way	21801A	Broadside	Other Motor Vehicle	PDO	0	0
10	01/18/2020	11:13 AM	Saturday	170' South	Clear	Dry	Daylight	Northbound Making Left Turn	Northbound Proceeding Straight	Unknown	22100D	Sideswipe	Other Motor Vehicle	PDO	0	0

[1] Collision data were requested from the California Highway Patrol's (CHP) online Statewide Integrated Traffic Records System (SWITRS) database on April 10, 2023. Records were requested for the most recent three year period. According to the SWITRS website, data from seven months prior to the date of request should be considered incomplete due to a collision records processing backlog. Therefore, the most recent five year period is assumed to include September 1, 2019 through April 10, 2023. Collisions which occurred from September 1, 2022 to April 10, 2023 have been included for informational purposes.

APPENDIX B

TRAFFIC, PEDESTRIAN, AND BICYCLE COUNT DATA

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : CameronAve_OrangeAve
Site Code : 00000000
Start Date : 4/4/2023
Page No : 1

Groups Printed- Vehicles

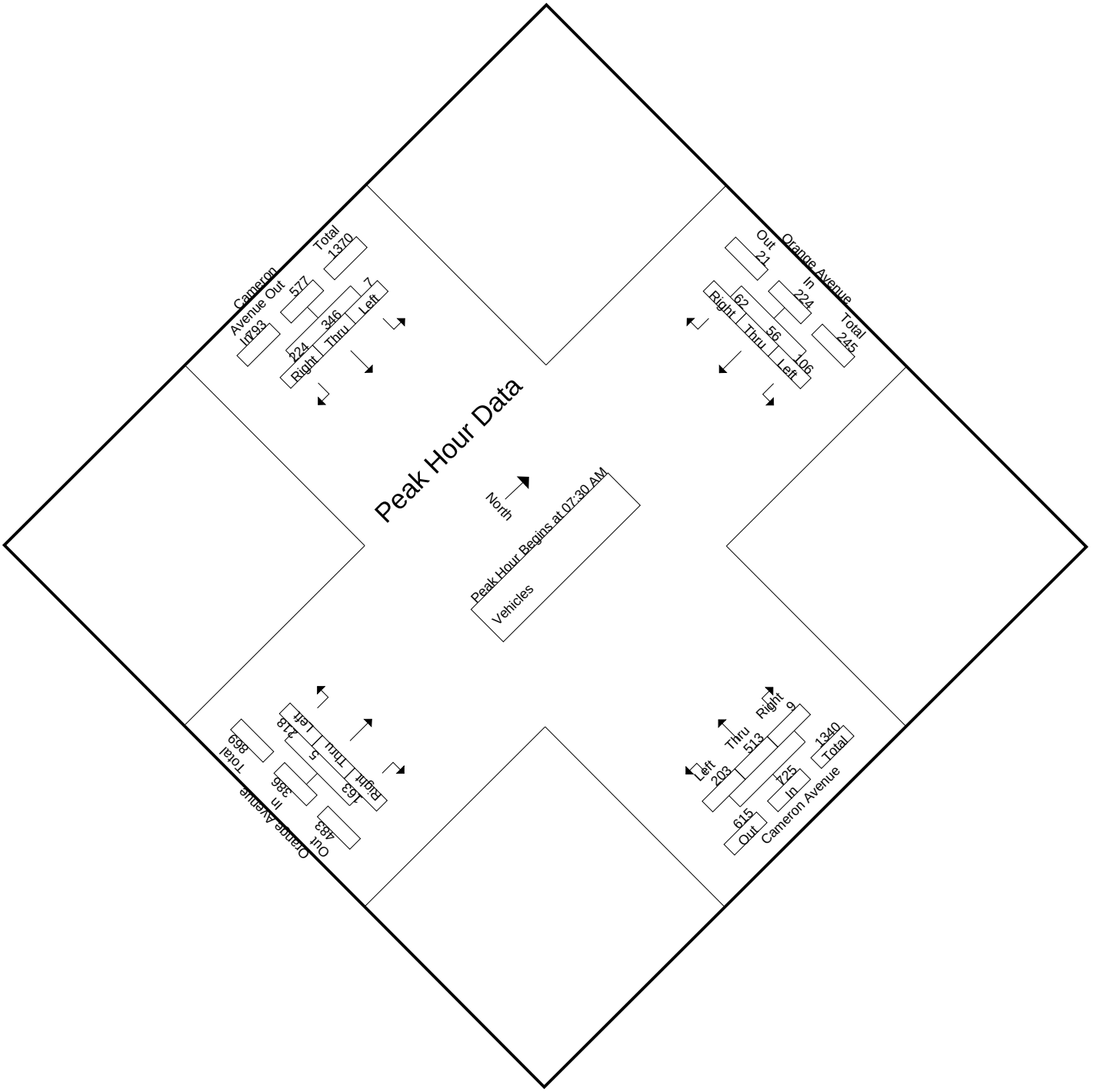
	Cameron Avenue ~~Southbound~~ EB			Orange Avenue ~~Westbound~~ SB			Cameron Avenue ~~Northbound~~ WB			Orange Avenue ~~Eastbound~~ NB			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	59	20	13	7	6	24	103	3	42	0	16	293
07:15 AM	0	62	37	30	10	11	35	134	1	40	0	17	377
07:30 AM	2	75	36	21	15	15	55	138	3	47	0	39	446
07:45 AM	0	85	68	29	14	18	70	142	1	50	1	39	517
Total	2	281	161	93	46	50	184	517	8	179	1	111	1633
08:00 AM	1	107	54	25	16	14	42	114	3	62	1	37	476
08:15 AM	4	79	66	31	11	15	36	119	2	59	3	48	473
08:30 AM	1	82	32	32	11	23	40	97	4	53	3	32	410
08:45 AM	3	84	30	32	17	13	29	81	6	36	0	30	361
Total	9	352	182	120	55	65	147	411	15	210	7	147	1720
04:00 PM	0	88	36	23	10	17	50	90	1	60	2	64	441
04:15 PM	0	95	42	31	7	23	58	99	3	71	1	54	484
04:30 PM	1	73	52	36	13	25	50	87	3	44	1	67	452
04:45 PM	0	92	51	35	9	25	45	112	1	45	2	53	470
Total	1	348	181	125	39	90	203	388	8	220	6	238	1847
05:00 PM	3	94	50	45	11	26	72	112	1	62	5	57	538
05:15 PM	0	96	50	40	4	22	69	107	1	52	1	53	495
05:30 PM	1	87	42	53	9	30	53	115	3	52	2	51	498
05:45 PM	2	67	37	34	7	33	66	93	1	59	0	52	451
Total	6	344	179	172	31	111	260	427	6	225	8	213	1982
Grand Total	18	1325	703	510	171	316	794	1743	37	834	22	709	7182
Apprch %	0.9	64.8	34.4	51.2	17.2	31.7	30.8	67.7	1.4	53.3	1.4	45.3	
Total %	0.3	18.4	9.8	7.1	2.4	4.4	11.1	24.3	0.5	11.6	0.3	9.9	

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	Cameron Avenue ~~Southbound~~ EB				Orange Avenue ~~Westbound~~ SB				Cameron Avenue ~~Northbound~~ WB				Orange Avenue ~~Eastbound~~ NB				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	75	36	113	21	15	15	51	55	138	**3**	196	47	0	39	86	446
07:45 AM	0	85	**68**	153	29	14	**18**	**61**	**70**	**142**	1	**213**	50	1	39	90	**517**
08:00 AM	1	**107**	54	**162**	25	**16**	14	55	42	114	3	159	**62**	1	37	100	476
08:15 AM	**4**	79	66	149	**31**	11	15	57	36	119	2	157	59	**3**	**48**	**110**	473
Total Volume	7	346	224	577	106	56	62	224	203	513	9	725	218	5	163	386	1912
% App. Total	1.2	60	38.8		47.3	25	27.7		28	70.8	1.2		56.5	1.3	42.2		
PHF	.438	.808	.824	.890	.855	.875	.861	.918	.725	.903	.750	.851	.879	.417	.849	.877	.925



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	Cameron Avenue Southbound EB				Orange Avenue Westbound SB				Cameron Avenue Northbound WB				Orange Avenue Eastbound NB				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	92	**51**	143	35	9	25	69	45	112	1	158	45	2	53	100	470
05:00 PM	**3**	94	50	**147**	45	**11**	26	82	**72**	112	1	**185**	**62**	**5**	**57**	**124**	**538**
05:15 PM	0	**96**	50	146	40	4	22	66	69	107	1	177	52	1	53	106	495
05:30 PM	1	87	42	130	**53**	9	**30**	**92**	53	**115**	**3**	171	52	2	51	105	498
Total Volume	4	369	193	566	173	33	103	309	239	446	6	691	211	10	214	435	2001
% App. Total	0.7	65.2	34.1		56	10.7	33.3		34.6	64.5	0.9		48.5	2.3	49.2		
PHF	.333	.961	.946	.963	.816	.750	.858	.840	.830	.970	.500	.934	.851	.500	.939	.877	.930



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Groups Printed- Pedestrians and Bikes

	East **~~South~~ Leg**		South **~~West~~ Leg**		West **~~North~~ Leg**		North **~~East~~ Leg**		
Start Time	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	Int. Total
07:30 AM	0	1	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	1
08:00 AM	0	1	0	2	1	0	0	0	4
08:15 AM	1	0	1	1	0	0	0	2	5
08:30 AM	0	0	1	0	0	0	0	0	1
08:45 AM	0	0	0	1	0	0	1	0	2
Total	1	1	2	4	1	0	1	2	12
04:00 PM	0	2	0	2	0	0	0	0	4
04:15 PM	0	2	0	1	0	1	0	1	5
04:30 PM	0	2	2	0	0	0	0	2	6
04:45 PM	0	0	0	1	0	1	0	1	3
Total	0	6	2	4	0	2	0	4	18
05:15 PM	0	0	0	0	1	0	0	0	1
05:30 PM	0	2	0	0	0	0	0	0	2
05:45 PM	1	0	0	0	0	0	1	0	2
Total	1	2	0	0	1	0	1	0	5
Grand Total	2	10	4	8	2	2	2	6	36
Apprch %	16.7	83.3	33.3	66.7	50	50	25	75	
Total %	5.6	27.8	11.1	22.2	5.6	5.6	5.6	16.7	

File Name : CameronAve_OrangeAve_BP
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	Cameron Avenue East ~~South~~ Leg			Orange Avenue South ~~West~~ Leg			Cameron Avenue West ~~North~~ Leg			Orange Avenue North ~~East~~ Leg			
Start Time	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	**1**	**1**	0	**2**	**2**	**1**	0	**1**	0	0	0	4
08:15 AM	**1**	0	1	**1**	1	2	0	0	0	0	**2**	**2**	**5**
08:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	1	1	0	0	0	**1**	0	1	2
Total Volume	1	1	2	2	4	6	1	0	1	1	2	3	12
% App. Total	50	50		33.3	66.7		100	0		33.3	66.7		
PHF	.250	.250	.500	.500	.500	.750	.250	.000	.250	.250	.250	.375	.600



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	East **Cameron Avenue ~~South~~ Leg**			South **Orange Avenue ~~West~~ Leg**			West **Cameron Avenue ~~North~~ Leg**			North **Orange Avenue ~~East~~ Leg**			
Start Time	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	**2**	**2**	0	**2**	**2**	0	0	0	0	0	0	4
04:15 PM	0	2	2	0	1	1	0	**1**	**1**	0	1	1	5
04:30 PM	0	2	2	**2**	0	2	0	0	0	0	**2**	**2**	**6**
04:45 PM	0	0	0	0	1	1	0	1	1	0	1	1	3
Total Volume	0	6	6	2	4	6	0	2	2	0	4	4	18
% App. Total	0	100		33.3	66.7		0	100		0	100		
PHF	.000	.750	.750	.250	.500	.750	.000	.500	.500	.000	.500	.500	.750



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Groups Printed- Vehicles

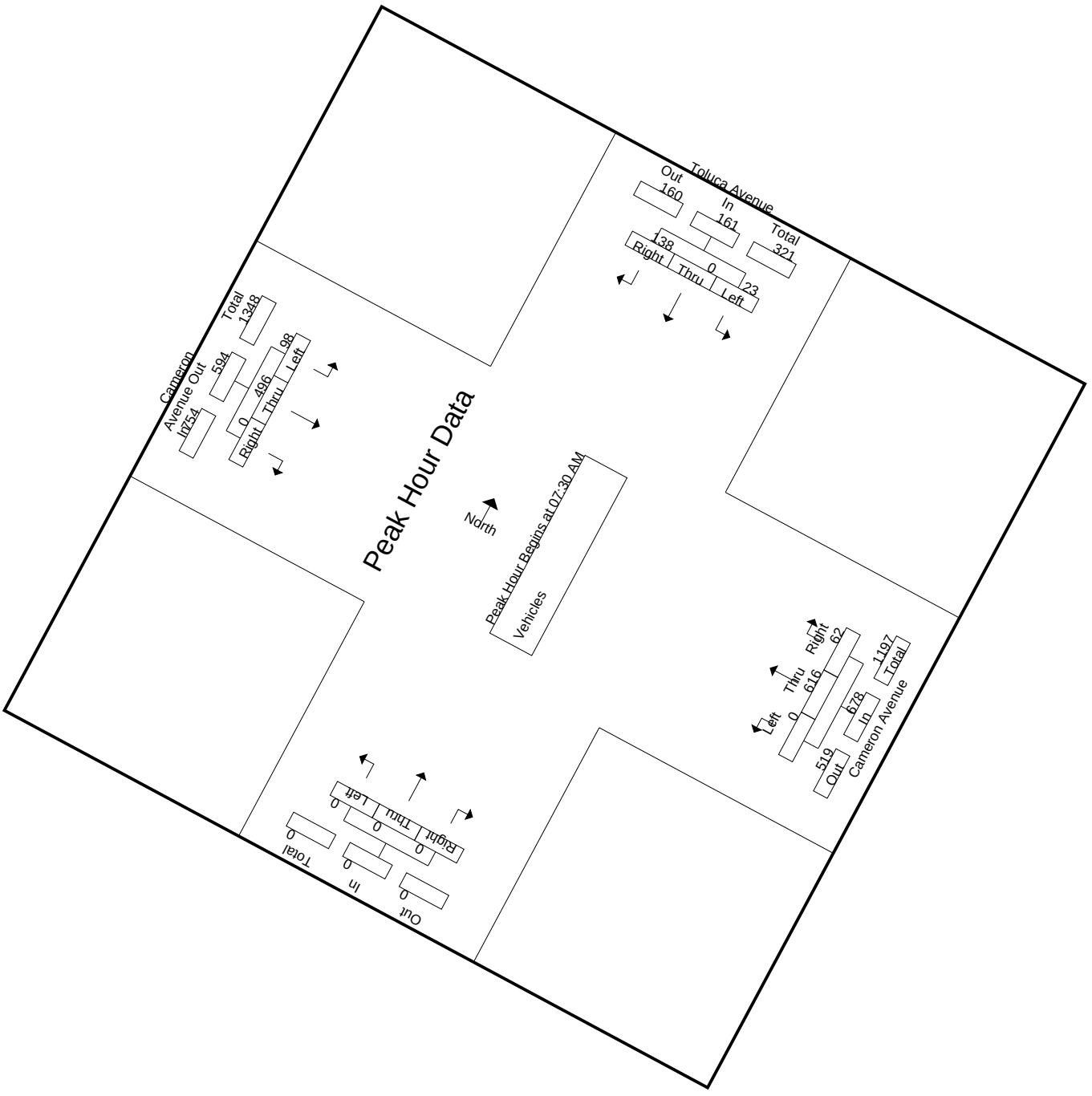
	EB Cameron Avenue ~~Southbound~~			SB Toluca Avenue ~~Westbound~~			WB Cameron Avenue ~~Northbound~~			~~Eastbound~~			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	15	73	0	4	0	20	0	124	8	0	0	0	244
07:15 AM	16	83	0	2	0	21	0	162	15	0	0	0	299
07:30 AM	19	115	0	7	0	38	0	154	15	0	0	0	348
07:45 AM	26	117	0	3	0	42	0	177	16	0	0	0	381
Total	76	388	0	16	0	121	0	617	54	0	0	0	1272
08:00 AM	19	140	0	9	0	30	0	145	17	0	0	0	360
08:15 AM	34	124	0	4	0	28	0	140	14	0	0	0	344
08:30 AM	21	110	0	6	0	28	0	131	14	0	0	0	310
08:45 AM	20	118	0	5	0	28	0	97	11	0	0	0	279
Total	94	492	0	24	0	114	0	513	56	0	0	0	1293
04:00 PM	53	140	0	7	0	42	0	98	9	0	0	0	349
04:15 PM	37	150	0	20	0	48	0	101	11	0	0	0	367
04:30 PM	47	133	0	8	0	35	0	92	26	0	0	0	341
04:45 PM	53	141	0	10	0	32	0	120	26	0	0	0	382
Total	190	564	0	45	0	157	0	411	72	0	0	0	1439
05:00 PM	30	188	0	10	0	67	0	110	18	0	0	0	423
05:15 PM	38	156	0	7	0	58	0	118	25	0	0	0	402
05:30 PM	50	160	0	3	0	46	0	135	18	0	0	0	412
05:45 PM	34	127	0	10	0	55	0	103	14	0	0	0	343
Total	152	631	0	30	0	226	0	466	75	0	0	0	1580
Grand Total	512	2075	0	115	0	618	0	2007	257	0	0	0	5584
Apprch %	19.8	80.2	0	15.7	0	84.3	0	88.6	11.4	0	0	0	
Total %	9.2	37.2	0	2.1	0	11.1	0	35.9	4.6	0	0	0	

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	EB Cameron Avenue ~~Southbound~~				SB Toluca Avenue ~~Westbound~~				WB Cameron Avenue ~~Northbound~~				~~Eastbound~~				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	19	115	0	134	7	0	38	**45**	0	154	15	169	0	0	0	0	348
07:45 AM	26	117	0	143	3	0	**42**	45	0	**177**	16	**193**	0	0	0	0	**381**
08:00 AM	19	**140**	0	**159**	**9**	0	30	39	0	145	**17**	162	0	0	0	0	360
08:15 AM	**34**	124	0	158	4	0	28	32	0	140	14	154	0	0	0	0	344
Total Volume	98	496	0	594	23	0	138	161	0	616	62	678	0	0	0	0	1433
% App. Total	16.5	83.5	0		14.3	0	85.7		0	90.9	9.1		0	0	0		
PHF	.721	.886	.000	.934	.639	.000	.821	.894	.000	.870	.912	.878	.000	.000	.000	.000	.940

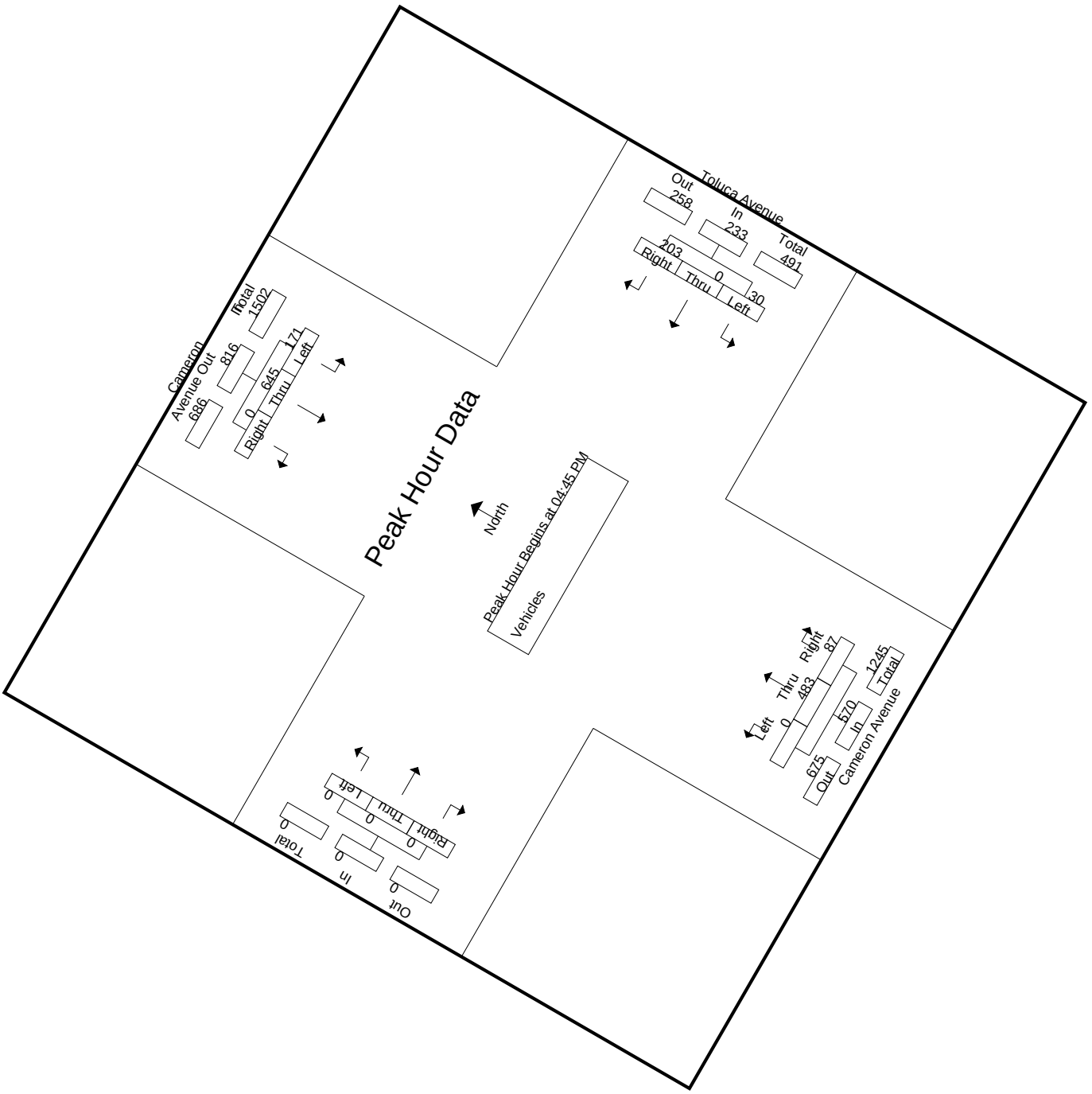


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	EB Cameron Avenue Southbound				SB Toluca Avenue Westbound				WB Cameron Avenue Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**53**	141	0	194	**10**	0	32	42	0	120	**26**	146	0	0	0	0	382
05:00 PM	30	**188**	0	**218**	10	0	**67**	**77**	0	110	18	128	0	0	0	0	**423**
05:15 PM	38	156	0	194	7	0	58	65	0	118	25	143	0	0	0	0	402
05:30 PM	50	160	0	210	3	0	46	49	0	**135**	18	**153**	0	0	0	0	412
Total Volume	171	645	0	816	30	0	203	233	0	483	87	570	0	0	0	0	1619
% App. Total	21	79	0		12.9	0	87.1		0	84.7	15.3		0	0	0		
PHF	.807	.858	.000	.936	.750	.000	.757	.756	.000	.894	.837	.931	.000	.000	.000	.000	.957



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Groups Printed- Pedestrians and Bikes

	East **Cameron Avenue ~~South~~ Leg**		South **Toluca Avenue ~~West~~ Leg**		West **Cameron Avenue ~~North~~ Leg**		**~~East Leg~~**		
Start Time	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	Int. Total
07:45 AM	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	1	0	1
08:00 AM	0	1	0	0	0	0	0	0	1
08:15 AM	0	1	0	0	0	0	0	0	1
08:45 AM	1	0	0	0	1	0	0	0	2
Total	1	2	0	0	1	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	1	1	2	4
Grand Total	1	2	0	0	1	2	2	3	11
Apprch %	33.3	66.7	0	0	33.3	66.7	40	60	
Total %	9.1	18.2	0	0	9.1	18.2	18.2	27.3	

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	East **~~South~~ Leg**			South **~~West~~ Leg**			West **~~North~~ Leg**			**~~East Leg~~**			
Start Time	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	**1**	**1**	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	**1**	0	1	0	0	0	**1**	0	**1**	0	0	0	**2**
Total Volume	1	2	3	0	0	0	1	0	1	0	0	0	4
% App. Total	33.3	66.7		0	0		100	0		0	0		
PHF	.250	.500	.750	.000	.000	.000	.250	.000	.250	.000	.000	.000	.500



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	East **Cameron Avenue ~~South~~ Leg**			South **Toluca Avenue ~~West~~ Leg**			West **Cameron Avenue ~~North~~ Leg**			**~~East Leg~~**			
Start Time	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
05:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	1
05:45 PM	0	0	0	0	0	0	0	**1**	**1**	0	1	1	**2**
Total Volume	0	0	0	0	0	0	0	1	1	1	2	3	4
% App. Total	0	0		0	0		0	100		33.3	66.7		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.500	.750	.500



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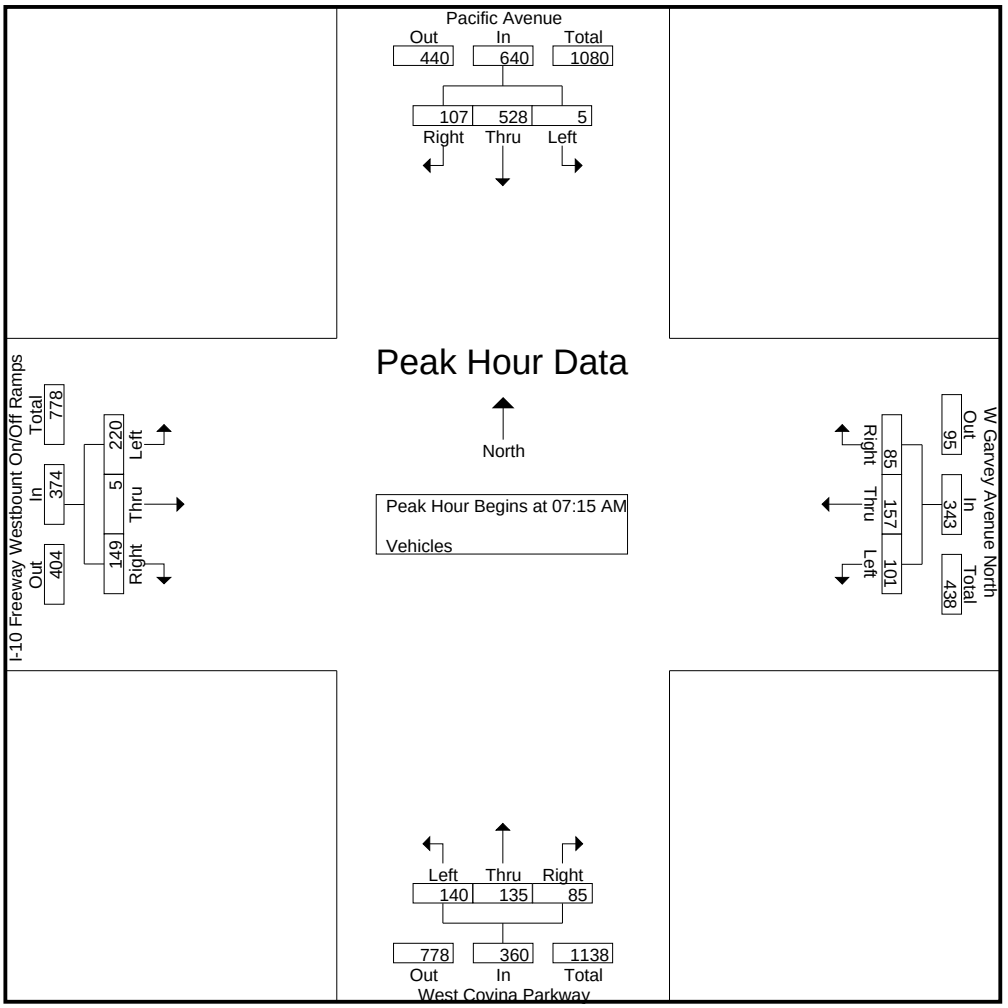
File Name : WestCovinaPkwy-PacificAve_I-10FrwyWBRamps-W.GarveyAveN.
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Groups Printed- Vehicles

	Pacific Avenue Southbound			W Garvey Avenue North Westbound			West Covina Parkway Northbound			I-10 Freeway Westbount On/Off Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	104	30	14	26	11	38	22	13	48	2	24	334
07:15 AM	0	99	24	18	40	27	35	26	23	71	1	27	391
07:30 AM	2	160	23	30	46	26	40	41	15	65	1	42	491
07:45 AM	3	136	30	26	36	24	27	35	26	55	1	44	443
Total	7	499	107	88	148	88	140	124	77	239	5	137	1659
08:00 AM	0	133	30	27	35	8	38	33	21	29	2	36	392
08:15 AM	4	120	23	30	30	12	25	27	22	45	2	38	378
08:30 AM	2	119	16	20	17	6	27	34	25	61	2	47	376
08:45 AM	4	110	18	17	22	3	42	23	25	37	0	30	331
Total	10	482	87	94	104	29	132	117	93	172	6	151	1477
04:00 PM	3	140	24	31	25	5	67	57	24	43	2	36	457
04:15 PM	6	139	46	28	29	4	78	51	23	66	0	44	514
04:30 PM	8	136	22	25	24	9	72	64	30	63	5	30	488
04:45 PM	2	140	31	22	37	7	68	65	39	59	4	24	498
Total	19	555	123	106	115	25	285	237	116	231	11	134	1957
05:00 PM	3	100	26	26	44	7	74	60	26	69	3	32	470
05:15 PM	2	137	32	21	22	17	68	58	28	79	4	35	503
05:30 PM	2	122	33	18	23	15	74	59	31	79	4	48	508
05:45 PM	5	137	23	18	26	11	53	57	21	88	6	46	491
Total	12	496	114	83	115	50	269	234	106	315	17	161	1972
Grand Total	48	2032	431	371	482	192	826	712	392	957	39	583	7065
Apprch %	1.9	80.9	17.2	35.5	46.1	18.4	42.8	36.9	20.3	60.6	2.5	36.9	
Total %	0.7	28.8	6.1	5.3	6.8	2.7	11.7	10.1	5.5	13.5	0.6	8.3	

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	Pacific Avenue Southbound				W Garvey Avenue North Westbound				West Covina Parkway Northbound				I-10 Freeway Westbount On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	99	24	123	18	40	**27**	85	35	26	23	84	**71**	1	27	99	391
07:30 AM	2	**160**	23	**185**	**30**	**46**	26	**102**	**40**	**41**	15	**96**	65	1	42	**108**	**491**
07:45 AM	**3**	136	**30**	169	26	36	24	86	27	35	**26**	88	55	1	**44**	100	443
08:00 AM	0	133	30	163	27	35	8	70	38	33	21	92	29	**2**	36	67	392
Total Volume	5	528	107	640	101	157	85	343	140	135	85	360	220	5	149	374	1717
% App. Total	0.8	82.5	16.7		29.4	45.8	24.8		38.9	37.5	23.6		58.8	1.3	39.8		
PHF	.417	.825	.892	.865	.842	.853	.787	.841	.875	.823	.817	.938	.775	.625	.847	.866	.874

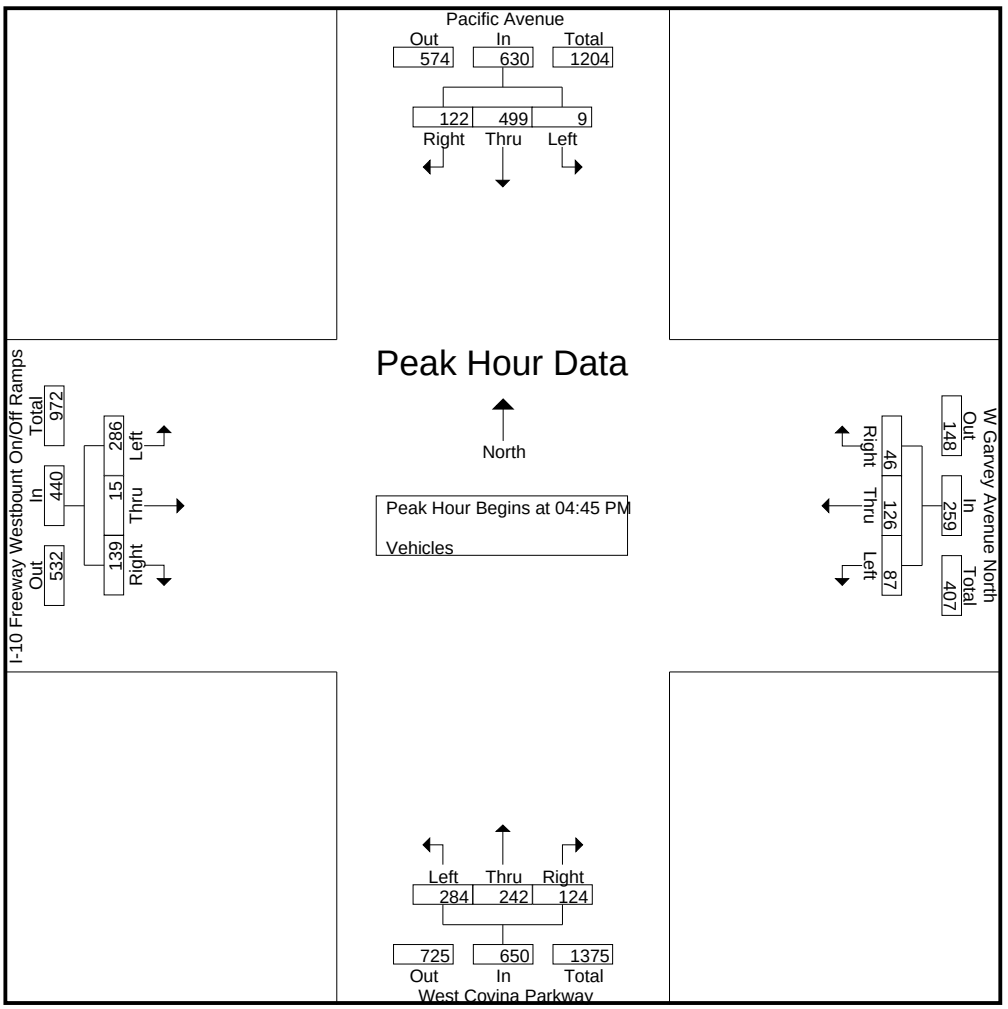


CITY TRAFFIC COUNTERS

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Start Date : 4/4/2023
Page No : 3

	Pacific Avenue Southbound				W Garvey Avenue North Westbound				West Covina Parkway Northbound				I-10 Freeway Westbount On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	**140**	31	**173**	22	37	7	66	68	**65**	**39**	**172**	59	**4**	24	87	498
05:00 PM	**3**	100	26	129	**26**	**44**	7	**77**	**74**	60	26	160	69	3	32	104	470
05:15 PM	2	137	32	171	21	22	**17**	60	68	58	28	154	**79**	4	35	118	503
05:30 PM	2	122	**33**	157	18	23	15	56	74	59	31	164	79	4	**48**	**131**	**508**
Total Volume	9	499	122	630	87	126	46	259	284	242	124	650	286	15	139	440	1979
% App. Total	1.4	79.2	19.4		33.6	48.6	17.8		43.7	37.2	19.1		65	3.4	31.6		
PHF	.750	.891	.924	.910	.837	.716	.676	.841	.959	.931	.795	.945	.905	.938	.724	.840	.974



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

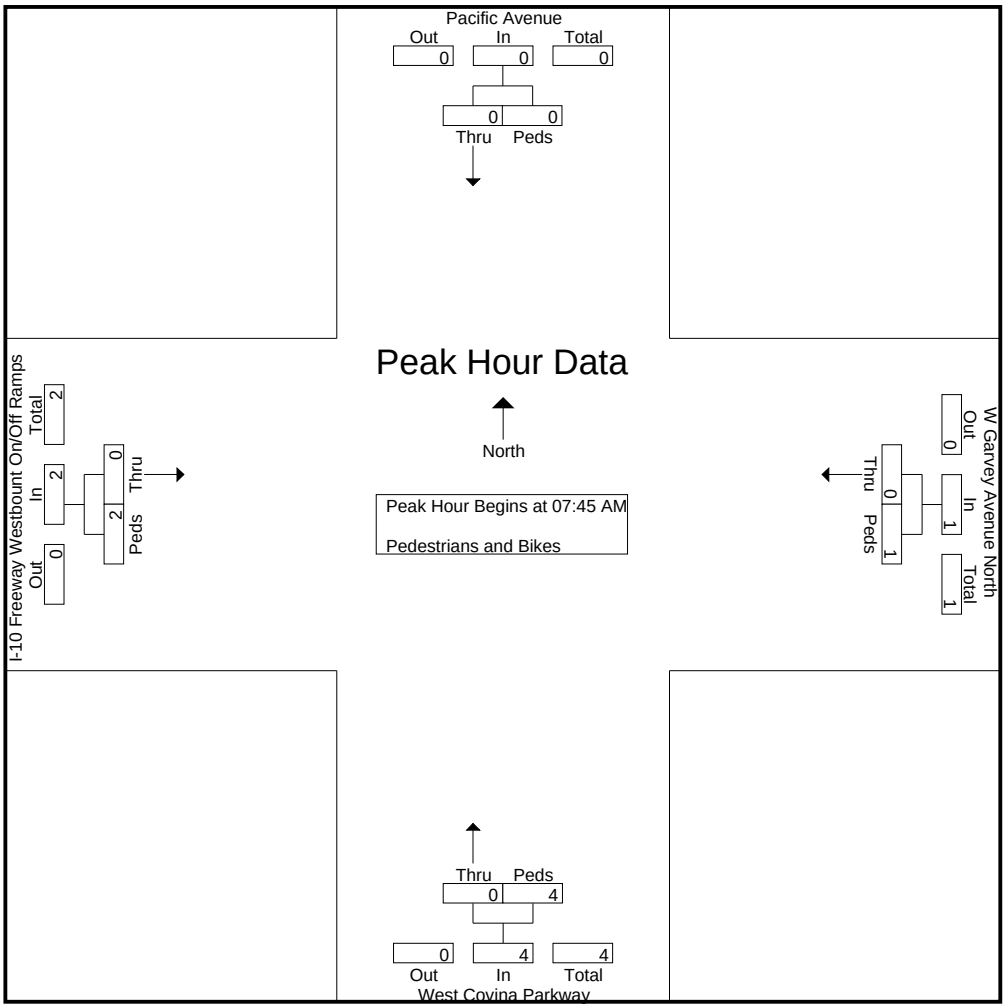
File Name : WestCovinaPkwy-PacificAve_I-10FrwyWBRamps-W.GarveyAveN_BP
Site Code : 00000000
Start Date : 4/4/2023

Groups Printed- Pedestrians and Bikes

	Pacific Avenue South Leg		W Garvey Avenue North West Leg		West Covina Parkway North Leg		I-10 Freeway Westbount On/Off Ramps East Leg		
Start Time	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	Int. Total
07:45 AM	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	1	0	1	2
08:00 AM	0	0	0	0	0	3	0	0	3
08:30 AM	0	0	0	1	0	0	0	1	2
Total	0	0	0	1	0	3	0	1	5
04:00 PM	0	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	1	0	0	2	0	3
04:45 PM	0	0	0	0	0	0	0	2	2
Total	0	0	0	2	0	0	2	3	7
05:30 PM	0	0	0	0	0	1	1	2	4
05:45 PM	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	1	3	2	6
Grand Total	0	0	0	3	0	5	5	7	20
Apprch %	0	0	0	100	0	100	41.7	58.3	
Total %	0	0	0	15	0	25	25	35	

File Name : WestCovinaPkwy-PacificAve_I-10FrwyWBRamps-W.GarveyAveN_BP
Site Code : 00000000
Start Date : 4/4/2023
Page No : 2

	Pacific Avenue South Leg			W Garvey Avenue North West Leg			West Covina Parkway North Leg			I-10 Freeway Westbound On/Off Ramps East Leg			
Start Time	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	0	0	0	0	0	0	1	1	0	**1**	**1**	2
08:00 AM	0	0	0	0	0	0	0	**3**	**3**	0	0	0	**3**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	**1**	**1**	0	0	0	0	1	1	2
Total Volume	0	0	0	0	1	1	0	4	4	0	2	2	7
% App. Total	0	0		0	100		0	100		0	100		
PHF	.000	.000	.000	.000	.250	.250	.000	.333	.333	.000	.500	.500	.583

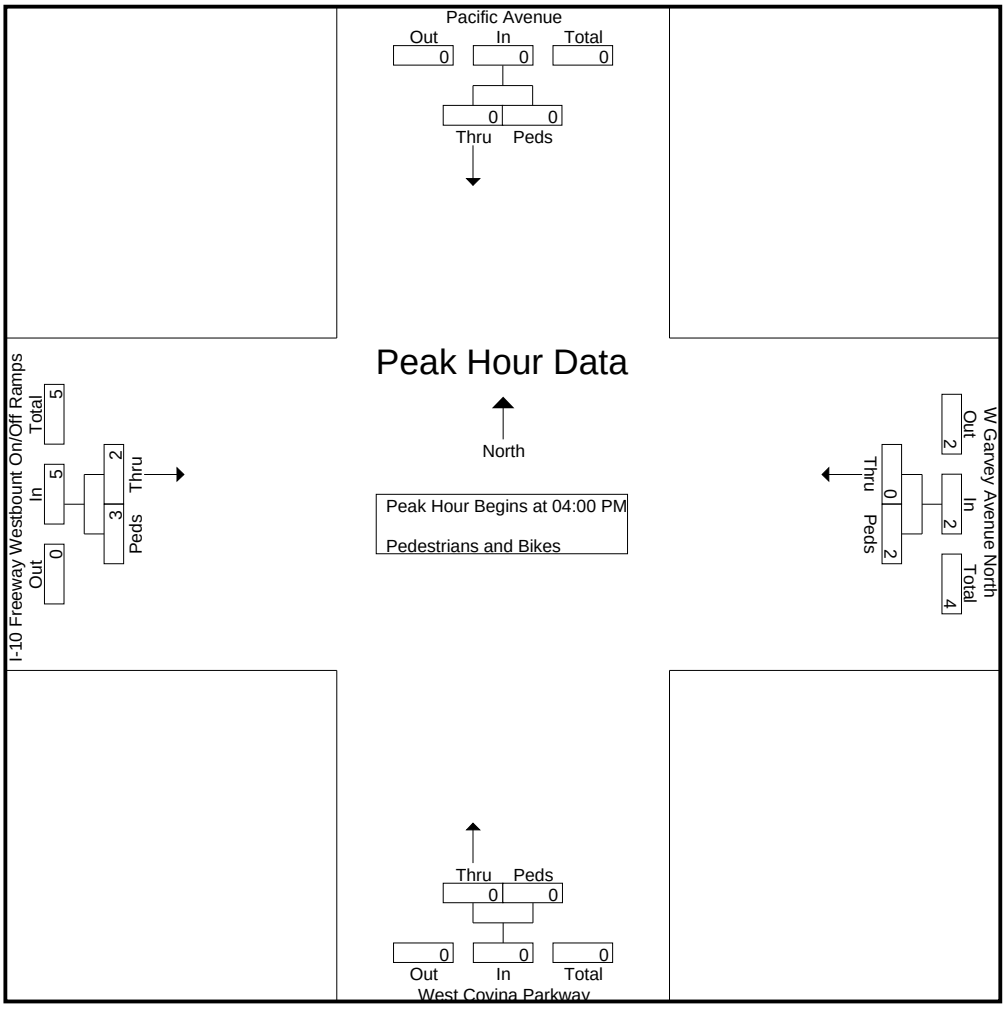


CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : WestCovinaPkwy-PacificAve_I-10FrwyWBRamps-W.GarveyAveN_BP
Site Code : 00000000
Start Date : 4/4/2023
Page No : 3

	Pacific Avenue South Leg			W Garvey Avenue North West Leg			West Covina Parkway North Leg			I-10 Freeway Westbound On/Off Ramps East Leg			
Start Time	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	**1**	**1**	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	1	1	0	0	0	**2**	0	**2**	**3**
04:45 PM	0	0	0	0	0	0	0	0	0	0	**2**	2	2
Total Volume	0	0	0	0	2	2	0	0	0	2	3	5	7
% App. Total	0	0		0	100		0	0		40	60		
PHF	.000	.000	.000	.000	.500	.500	.000	.000	.000	.250	.375	.625	.583



APPENDIX C

SAN GABRIEL VALLEY COG
VEHICLE MILES TRAVELED EVALUATION TOOL
SCREENING WORKSHEETS

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: January 30, 2024, 10:15:02 PM

Project Name: West Covina Medical Center Behavioral Health Addition Project

Project Description: Proposed new four-story 42,000 sf psychiatric in-patient facility (WCMC Behavioral Health Addition) to the east side of the existing facility.

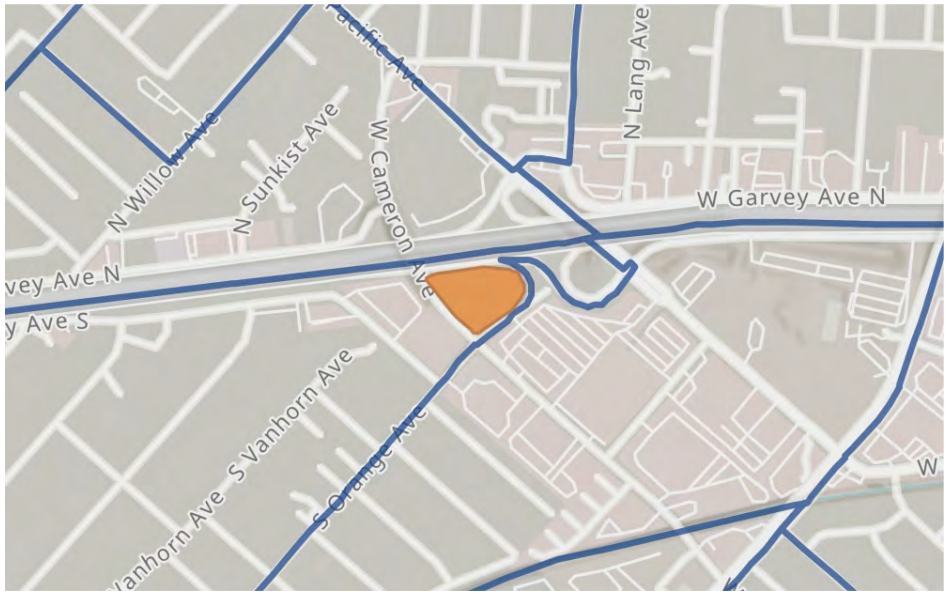
Project Location

jurisdiction: West Covina

apn	TAZ
8474-001-022	22296100

Inside a TPA?

Yes (Pass)



Analysis Details

Data Version: SCAG Regional Travel Demand Model 2016 RTP Base Year 2012

Analysis Methodology: TAZ

Baseline Year: 2023

Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

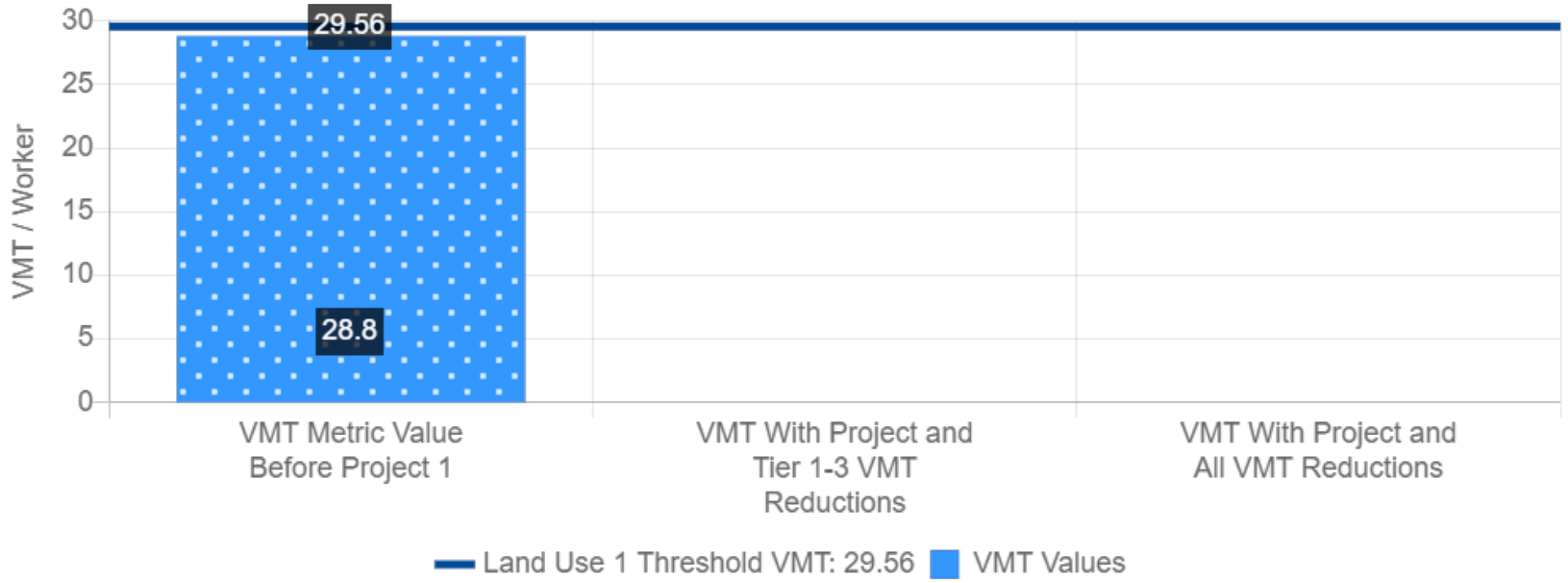
Motor Vehicle Parking:

Bicycle Parking:

Office Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Office
VMT Without Project 1:	Total VMT per Service Population
VMT Baseline Description 1:	SGVCOG Average
VMT Baseline Value 1:	34.78
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	28.8	null	null
Low VMT Screening Analysis	Yes (Pass)	null	null



APPENDIX D

ICU/HCM AND LEVELS OF SERVICE EXPLANATION
ICU/HCM DATA WORKSHEETS -
WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics

Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

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INTERSECTION CAPACITY UTILIZATION

Orange Avenue @ Cameron Avenue
Peak hr: AM
Annual Growth: 1.00%
Applied Growth: 3.03%

N-S St: Orange Avenue
E-W St: Cameron Avenue
Project: West Covina Medical Center - Behavioral Health Addition Project/1-23-4524-1
File: ICU1

Date: 2/15/2024
Existing Year: 2023
Projection Year: 2026

	2023 EXISTING TRAFFIC			2023 EXISTING WITH PROJECT				2023 EXISTING W/ PROJECT + MITIGATION				2026 FUTURE PRE-PROJECT					2026 FUTURE WITH PROJECT			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	218	0	0.121	6	224	0	0.124	0	224	0	0.124	7	0	225	1800	0.125 *	6	231	1800	0.128 *
NB Thru	5	1800	0.214 *	0	5	1800	0.219 *	0	5	1800	0.219 *	0	0	5	1800	0.096	0	5	1800	0.098
NB Right	163	0	0.000	3	166	0	0.000	0	166	0	0.000	5	0	168	0	0.000	3	171	0	0.000
SB Left [3]	106	0	0.059 *	1	107	0	0.059 *	0	107	0	0.059 *	3	18	127	1800	0.071	1	128	1800	0.071
SB Thru	56	1800	0.124	7	63	1800	0.130	0	63	1800	0.130	2	0	58	1800	0.068 *	7	65	1800	0.073 *
SB Right	62	0	0.000	2	64	0	0.000	0	64	0	0.000	2	0	64	0	0.000	2	66	0	0.000
EB Left	7	1800	0.004	1	8	1800	0.004	0	8	1800	0.004	0	0	7	1800	0.004	1	8	1800	0.004
EB Thru	346	3600	0.158 *	0	346	3600	0.160 *	0	346	3600	0.160 *	10	9	365	3600	0.166 *	0	365	3600	0.167 *
EB Right	224	0	0.000	5	229	0	0.000	0	229	0	0.000	7	0	231	0	0.000	5	236	0	0.000
WB Left	203	1800	0.113 *	6	209	1800	0.116 *	0	209	1800	0.116 *	6	0	209	1800	0.116 *	6	215	1800	0.119 *
WB Thru	513	3600	0.145	0	513	3600	0.145	0	513	3600	0.145	16	19	548	3600	0.155	0	548	3600	0.155
WB Right	9	0	0.000	1	10	0	0.000	0	10	0	0.000	0	0	9	0	0.000	1	10	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.644				0.655				0.655					0.574				0.588
LOS			B				B				B					A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Northbound and southbound left-turn lanes proposed on Orange Avenue as part of the City's HSIP cycle 10 grant.

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INTERSECTION CAPACITY UTILIZATION

Orange Avenue @ Cameron Avenue
Peak hr: PM
Annual Growth: 1.00%
Applied Growth: 3.03%

N-S St: Orange Avenue
E-W St: Cameron Avenue
Project: West Covina Medical Center - Behavioral Health Addition Project/1-23-4524-1
File: ICU1

Date: 2/15/2024
Existing Year: 2023
Projection Year: 2026

	2023 EXISTING TRAFFIC			2023 EXISTING WITH PROJECT				2023 EXISTING W/ PROJECT + MITIGATION				2026 FUTURE PRE-PROJECT					2026 FUTURE WITH PROJECT			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	211	0	0.117	12	223	0	0.124	0	223	0	0.124	6	0	217	1800	0.121	12	229	1800	0.127
NB Thru	10	1800	0.242 *	0	10	1800	0.252 *	0	10	1800	0.252 *	0	0	10	1800	0.128 *	0	10	1800	0.131 *
NB Right	214	0	0.000	6	220	0	0.000	0	220	0	0.000	6	0	220	0	0.000	6	226	0	0.000
SB Left [3]	173	0	0.096 *	1	174	0	0.097 *	0	174	0	0.097 *	5	13	191	1800	0.106 *	1	192	1800	0.107 *
SB Thru	33	1800	0.172	4	37	1800	0.176	0	37	1800	0.176	1	0	34	1800	0.078	4	38	1800	0.082
SB Right	103	0	0.000	3	106	0	0.000	0	106	0	0.000	3	0	106	0	0.000	3	109	0	0.000
EB Left	4	1800	0.002	1	5	1800	0.003	0	5	1800	0.003	0	0	4	1800	0.002	1	5	1800	0.003
EB Thru	369	3600	0.156 *	0	369	3600	0.157 *	0	369	3600	0.157 *	11	7	387	3600	0.163 *	0	387	3600	0.164 *
EB Right	193	0	0.000	3	196	0	0.000	0	196	0	0.000	6	0	199	0	0.000	3	202	0	0.000
WB Left	239	1800	0.133 *	3	242	1800	0.134 *	0	242	1800	0.134 *	7	0	246	1800	0.137 *	3	249	1800	0.138 *
WB Thru	446	3600	0.126	0	446	3600	0.126	0	446	3600	0.126	14	33	493	3600	0.139	0	493	3600	0.139
WB Right	6	0	0.000	1	7	0	0.000	0	7	0	0.000	0	0	6	0	0.000	1	7	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.727				0.740				0.740					0.633				0.640
LOS			C				C				C					B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Northbound and southbound left-turn lanes proposed on Orange Avenue as part of the City's HSIP cycle 10 grant.

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	98	496	616	62	23	138
Future Vol, veh/h	98	496	616	62	23	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	95	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	539	670	67	25	150

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	737	0	-	0	1188	369
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	484	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	865	-	-	-	181	628
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	865	-	-	-	159	628
Mov Cap-2 Maneuver	-	-	-	-	284	-
Stage 1	-	-	-	-	396	-
Stage 2	-	-	-	-	585	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	865	-	-	-	284	628
HCM Lane V/C Ratio	0.123	-	-	-	0.088	0.239
HCM Control Delay (s)	9.7	-	-	-	18.9	12.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.3	0.9

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	171	645	483	87	30	203
Future Vol, veh/h	171	645	483	87	30	203
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	95	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	701	525	95	33	221

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	620	0	-	0	1296	310
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	723	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	956	-	-	-	154	686
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	441	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	956	-	-	-	124	686
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	424	-
Stage 2	-	-	-	-	441	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	956	-	-	-	254	686
HCM Lane V/C Ratio	0.194	-	-	-	0.128	0.322
HCM Control Delay (s)	9.7	-	-	-	21.3	12.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.4	1.4

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	497	618	62	23	143
Future Vol, veh/h	100	497	618	62	23	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	95	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	540	672	67	25	155

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	739	0	-	0	1194	370
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	488	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	863	-	-	-	179	627
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	583	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	863	-	-	-	156	627
Mov Cap-2 Maneuver	-	-	-	-	282	-
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	583	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	863	-	-	-	282	627
HCM Lane V/C Ratio	0.126	-	-	-	0.089	0.248
HCM Control Delay (s)	9.8	-	-	-	19	12.6
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.3	1

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	176	647	484	87	30	206
Future Vol, veh/h	176	647	484	87	30	206
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	95	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	703	526	95	33	224

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	621	0	-	0	1308	311
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	734	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	956	-	-	-	151	685
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	436	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	956	-	-	-	121	685
Mov Cap-2 Maneuver	-	-	-	-	251	-
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	436	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	956	-	-	-	251	685
HCM Lane V/C Ratio	0.2	-	-	-	0.13	0.327
HCM Control Delay (s)	9.7	-	-	-	21.5	12.8
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.4	1.4

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	109	540	644	64	24	144
Future Vol, veh/h	109	540	644	64	24	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	95	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	587	700	70	26	157

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	770	0	-	0	1265	385
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	530	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	840	-	-	-	161	613
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	840	-	-	-	138	613
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	555	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	840	-	-	-	264	613
HCM Lane V/C Ratio	0.141	-	-	-	0.099	0.255
HCM Control Delay (s)	10	-	-	-	20.1	12.9
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.3	1

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	181	679	529	90	31	216
Future Vol, veh/h	181	679	529	90	31	216
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	95	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	197	738	575	98	34	235

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	673	0	-	0	1387	337
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	763	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	914	-	-	-	134	659
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	421	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	914	-	-	-	105	659
Mov Cap-2 Maneuver	-	-	-	-	232	-
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	421	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	914	-	-	-	232	659
HCM Lane V/C Ratio	0.215	-	-	-	0.145	0.356
HCM Control Delay (s)	10	-	-	-	23.1	13.5
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q(veh)	0.8	-	-	-	0.5	1.6

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	111	541	646	64	24	149
Future Vol, veh/h	111	541	646	64	24	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	95	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	588	702	70	26	162

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	772	0	-	0	1273	386
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	536	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	839	-	-	-	159	612
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	551	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	839	-	-	-	136	612
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	551	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	839	-	-	-	261	612
HCM Lane V/C Ratio	0.144	-	-	-	0.1	0.265
HCM Control Delay (s)	10	-	-	-	20.3	13
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.3	1.1

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	186	681	530	90	31	219
Future Vol, veh/h	186	681	530	90	31	219
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	95	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	202	740	576	98	34	238

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	674	0	-	0	1399	337
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	774	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	913	-	-	-	132	659
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	415	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	913	-	-	-	103	659
Mov Cap-2 Maneuver	-	-	-	-	229	-
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	415	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	913	-	-	-	229	659
HCM Lane V/C Ratio	0.221	-	-	-	0.147	0.361
HCM Control Delay (s)	10.1	-	-	-	23.4	13.5
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q(veh)	0.8	-	-	-	0.5	1.6

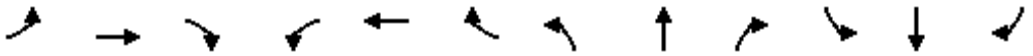
APPENDIX E

CALTRANS ANALYSIS HCM DATA WORKSHEETS - WEEKDAY AM AND PM PEAK HOURS

Appendix Table E-1
TABULATION OF OFF-RAMP VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

INT. NO.	OFF-RAMP LOCATION	PEAK HOUR	LANE GROUP MOVEMENT [2]	NO. OF LANES [2]	EXISTING		EXISTING WITH PROJECT		FUTURE YEAR 2026 WITHOUT PROJECT		FUTURE YEAR 2026 WITH PROJECT	
					MAXIMUM BACK OF QUEUE [3] (Veh.)	MAXIMUM TOTAL QUEUE [4] (Veh.)	MAXIMUM BACK OF QUEUE [3] (Veh.)	MAXIMUM TOTAL QUEUE [4] (Veh.)	MAXIMUM BACK OF QUEUE [3] (Veh.)	MAXIMUM TOTAL QUEUE [4] (Veh.)	MAXIMUM BACK OF QUEUE [3] (Veh.)	MAXIMUM TOTAL QUEUE [4] (Veh.)
1	I-10 Freeway EB Off-Ramp-Orange Avenue/ Cameron Avenue	AM	SB Left/Through/Right	1	7.3	7.3	7.5	7.5	8.9	8.9	9.2	9.2
			Total AM Queuing			7.3		7.5		8.9		9.2
		PM	SB Left/Through/Right	1	10.7	10.7	10.9	10.9	12.3	12.3	12.6	12.6
			Total PM Queuing			10.7		10.9		12.3		12.6
2	I-10 Freeway WB Off-Ramp-Garvey Ave. N./ West Covina Parkway	AM	NB Left/Through	1	10.4	10.4	3.3	3.3	3.3	3.3	3.4	3.4
			NB Right	1	4.4	4.4	1.9	1.9	1.9	1.9	1.9	1.9
			Total AM Queuing			14.8		5.2		5.2		5.3
		PM	NB Left/Through	1	4.3	4.3	4.4	4.4	4.6	4.6	4.6	4.6
			NB Right	1	1.7	1.7	1.7	1.7	1.7	1.7	1.8	1.8
			Total PM Queuing			6.0		6.1		6.3		6.4

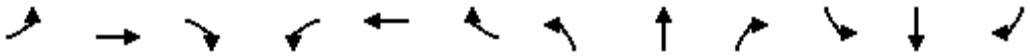
[1] Queues calculated herein are utilized in the off-ramp queuing analysis presented in Table 6-1.
[2] Off-ramp movements and lane geometry assumptions based on the results of the shared-lane volume balancing procedure provided by the Synchro 11 software.
[3] The 95th percentile queue (in vehicles) as reported by the HCM methodology reflects the maximum back of queue for the lane with the highest queue in the lane group. Refer to the analysis worksheets contained in *Appendix E*.
[4] The 95th percentile maximum queue was obtained by multiplying the reported queue by the number of lanes in the lane group. The total peak hour queue was obtained by summing all lane group queues.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	346	224	203	513	9	218	5	163	106	56	62
Future Volume (veh/h)	7	346	224	203	513	9	218	5	163	106	56	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	376	243	221	558	10	237	5	177	115	61	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	729	464	256	1736	31	313	7	189	261	139	130
Arrive On Green	0.01	0.35	0.35	0.14	0.49	0.49	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1781	2082	1326	1781	3572	64	752	21	565	604	416	388
Grp Volume(v), veh/h	8	320	299	221	277	291	419	0	0	243	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1632	1781	1777	1859	1338	0	0	1409	0	0
Q Serve(g_s), s	0.4	12.8	13.1	10.9	8.6	8.6	15.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	12.8	13.1	10.9	8.6	8.6	27.5	0.0	0.0	12.1	0.0	0.0
Prop In Lane	1.00		0.81	1.00		0.03	0.57		0.42	0.47		0.28
Lane Grp Cap(c), veh/h	14	622	571	256	864	903	509	0	0	529	0	0
V/C Ratio(X)	0.56	0.51	0.52	0.86	0.32	0.32	0.82	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	109	622	571	307	864	903	547	0	0	568	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.5	23.2	23.3	37.7	14.1	14.1	29.4	0.0	0.0	23.8	0.0	0.0
Incr Delay (d2), s/veh	12.0	3.0	3.4	16.8	1.0	0.9	8.5	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	9.4	9.0	9.7	6.0	6.3	14.4	0.0	0.0	7.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.4	26.2	26.7	54.5	15.1	15.0	37.9	0.0	0.0	24.0	0.0	0.0
LnGrp LOS	E	C	C	D	B	B	D	A	A	C	A	A
Approach Vol, veh/h		627			789			419			243	
Approach Delay, s/veh		26.8			26.1			37.9			24.0	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	49.2		35.5	17.4	37.0		35.5				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	5.5	36.5		32.5	15.5	26.5		32.5				
Max Q Clear Time (g_c+I1), s	2.4	10.6		29.5	12.9	15.1		14.1				
Green Ext Time (p_c), s	0.0	4.8		0.6	0.1	0.5		0.9				

Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	369	193	239	446	6	211	10	214	173	33	103
Future Volume (veh/h)	4	369	193	239	446	6	211	10	214	173	33	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	401	210	260	485	7	229	11	233	188	36	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	689	356	294	1667	24	295	16	244	291	61	145
Arrive On Green	0.00	0.30	0.30	0.17	0.46	0.46	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1781	2265	1172	1781	3586	52	656	44	679	636	170	403
Grp Volume(v), veh/h	4	314	297	260	240	252	473	0	0	336	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1659	1781	1777	1861	1378	0	0	1209	0	0
Q Serve(g_s), s	0.2	13.4	13.7	12.8	7.5	7.5	8.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	13.4	13.7	12.8	7.5	7.5	30.2	0.0	0.0	22.2	0.0	0.0
Prop In Lane	1.00		0.71	1.00		0.03	0.48		0.49	0.56		0.33
Lane Grp Cap(c), veh/h	8	540	505	294	826	865	554	0	0	496	0	0
V/C Ratio(X)	0.53	0.58	0.59	0.88	0.29	0.29	0.85	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	109	540	505	307	826	865	557	0	0	499	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.7	26.5	26.6	36.7	14.9	14.9	28.2	0.0	0.0	25.3	0.0	0.0
Incr Delay (d2), s/veh	19.8	4.5	5.0	23.3	0.9	0.9	11.7	0.0	0.0	3.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	10.1	9.7	11.7	5.4	5.6	16.4	0.0	0.0	10.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.6	31.0	31.5	60.0	15.8	15.8	39.9	0.0	0.0	28.3	0.0	0.0
LnGrp LOS	E	C	C	E	B	B	D	A	A	C	A	A
Approach Vol, veh/h		615			752			473			336	
Approach Delay, s/veh		31.5			31.1			39.9			28.3	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	47.3		37.8	19.4	32.9		37.8				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	5.5	36.5		32.5	15.5	26.5		32.5				
Max Q Clear Time (g_c+I1), s	2.2	9.5		32.2	14.8	15.7		24.2				
Green Ext Time (p_c), s	0.0	4.1		0.1	0.0	0.5		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	346	229	209	513	10	224	5	166	107	63	64
Future Volume (veh/h)	8	346	229	209	513	10	224	5	166	107	63	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	376	249	227	558	11	243	5	180	116	68	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	16	695	454	262	1695	33	319	7	191	260	152	135
Arrive On Green	0.01	0.34	0.34	0.15	0.48	0.48	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1781	2060	1345	1781	3564	70	746	20	556	587	444	392
Grp Volume(v), veh/h	9	324	301	227	278	291	428	0	0	254	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1628	1781	1777	1858	1321	0	0	1423	0	0
Q Serve(g_s), s	0.5	13.3	13.5	11.2	8.8	8.8	16.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	13.3	13.5	11.2	8.8	8.8	28.5	0.0	0.0	12.4	0.0	0.0
Prop In Lane	1.00		0.83	1.00		0.04	0.57		0.42	0.46		0.28
Lane Grp Cap(c), veh/h	16	600	550	262	845	884	516	0	0	547	0	0
V/C Ratio(X)	0.56	0.54	0.55	0.87	0.33	0.33	0.83	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	109	600	550	307	845	884	541	0	0	572	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.4	24.1	24.2	37.5	14.7	14.7	29.1	0.0	0.0	23.3	0.0	0.0
Incr Delay (d2), s/veh	11.1	3.5	3.9	17.9	1.0	1.0	9.3	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	9.8	9.3	10.0	6.2	6.5	14.8	0.0	0.0	7.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	27.6	28.1	55.4	15.7	15.7	38.4	0.0	0.0	23.5	0.0	0.0
LnGrp LOS	E	C	C	E	B	B	D	A	A	C	A	A
Approach Vol, veh/h		634			796			428			254	
Approach Delay, s/veh		28.3			27.0			38.4			23.5	
Approach LOS		C			C			D			C	

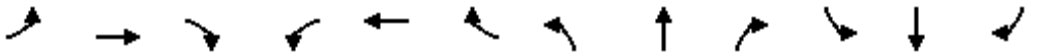
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	48.3		36.4	17.7	35.9		36.4				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	5.5	36.5		32.5	15.5	26.5		32.5				
Max Q Clear Time (g_c+I1), s	2.5	10.8		30.5	13.2	15.5		14.4				
Green Ext Time (p_c), s	0.0	4.8		0.4	0.1	0.5		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	369	196	242	446	7	223	10	220	174	37	106
Future Volume (veh/h)	5	369	196	242	446	7	223	10	220	174	37	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	401	213	263	485	8	242	11	239	189	40	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	676	355	297	1651	27	299	13	238	290	65	147
Arrive On Green	0.01	0.30	0.30	0.17	0.46	0.46	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1781	2253	1182	1781	3578	59	662	37	660	630	181	407
Grp Volume(v), veh/h	5	315	299	263	241	252	492	0	0	344	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1658	1781	1777	1860	1359	0	0	1219	0	0
Q Serve(g_s), s	0.3	13.6	13.8	13.0	7.6	7.6	10.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	13.6	13.8	13.0	7.6	7.6	32.5	0.0	0.0	22.4	0.0	0.0
Prop In Lane	1.00		0.71	1.00		0.03	0.49		0.49	0.55		0.33
Lane Grp Cap(c), veh/h	9	533	497	297	820	858	550	0	0	502	0	0
V/C Ratio(X)	0.54	0.59	0.60	0.89	0.29	0.29	0.89	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	109	533	497	307	820	858	550	0	0	502	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.7	26.8	26.9	36.7	15.1	15.1	28.9	0.0	0.0	25.3	0.0	0.0
Incr Delay (d2), s/veh	16.7	4.8	5.3	23.8	0.9	0.9	16.5	0.0	0.0	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	10.2	9.9	11.8	5.4	5.7	18.0	0.0	0.0	10.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	31.6	32.2	60.4	16.0	16.0	45.4	0.0	0.0	28.5	0.0	0.0
LnGrp LOS	E	C	C	E	B	B	D	A	A	C	A	A
Approach Vol, veh/h		619			756			492			344	
Approach Delay, s/veh		32.1			31.5			45.4			28.5	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	47.0		38.0	19.5	32.5		38.0				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	5.5	36.5		32.5	15.5	26.5		32.5				
Max Q Clear Time (g_c+I1), s	2.3	9.6		34.5	15.0	15.8		24.4				
Green Ext Time (p_c), s	0.0	4.1		0.0	0.0	0.5		1.0				

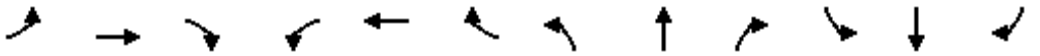
Intersection Summary			
HCM 6th Ctrl Delay		34.3	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	365	231	209	548	9	225	5	168	127	58	64
Future Volume (veh/h)	7	365	231	209	548	9	225	5	168	127	58	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	397	251	227	596	10	245	5	183	138	63	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	840	525	262	1928	32	356	12	435	300	227	252
Arrive On Green	0.01	0.40	0.40	0.15	0.54	0.54	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	2100	1312	1781	3576	60	1257	42	1549	1195	809	899
Grp Volume(v), veh/h	8	335	313	227	296	310	245	0	188	138	0	133
Grp Sat Flow(s),veh/h/ln	1781	1777	1634	1781	1777	1860	1257	0	1592	1195	0	1709
Q Serve(g_s), s	0.4	12.6	12.8	11.2	8.3	8.3	17.0	0.0	8.7	9.6	0.0	5.5
Cycle Q Clear(g_c), s	0.4	12.6	12.8	11.2	8.3	8.3	22.5	0.0	8.7	18.3	0.0	5.5
Prop In Lane	1.00		0.80	1.00		0.03	1.00		0.97	1.00		0.53
Lane Grp Cap(c), veh/h	14	711	654	262	958	1003	356	0	446	300	0	479
V/C Ratio(X)	0.56	0.47	0.48	0.87	0.31	0.31	0.69	0.00	0.42	0.46	0.00	0.28
Avail Cap(c_a), veh/h	109	711	654	307	958	1003	457	0	575	396	0	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.5	20.0	20.0	37.5	11.5	11.5	34.0	0.0	26.4	33.9	0.0	25.3
Incr Delay (d2), s/veh	12.0	2.2	2.5	17.9	0.8	0.8	1.6	0.0	0.2	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	9.0	8.6	10.0	5.6	5.9	8.8	0.0	5.7	5.0	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.4	22.2	22.5	55.4	12.3	12.3	35.6	0.0	26.6	34.3	0.0	25.4
LnGrp LOS	E	C	C	E	B	B	D	A	C	C	A	C
Approach Vol, veh/h		656			833			433			271	
Approach Delay, s/veh		22.8			24.0			31.7			29.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	54.0		30.7	17.7	41.5		30.7				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	5.5	36.5		32.5	15.5	26.5		32.5				
Max Q Clear Time (g_c+I1), s	2.4	10.3		24.5	13.2	14.8		20.3				
Green Ext Time (p_c), s	0.0	5.2		0.8	0.1	0.5		0.6				

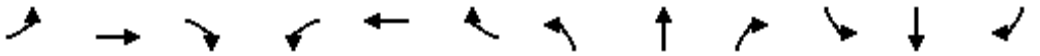
Intersection Summary												
HCM 6th Ctrl Delay			25.9									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	387	199	246	493	6	217	10	220	191	34	106
Future Volume (veh/h)	4	387	199	246	493	6	217	10	220	191	34	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	421	216	267	536	7	236	11	239	208	37	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	750	381	301	1773	23	404	23	504	312	132	411
Arrive On Green	0.00	0.33	0.33	0.17	0.49	0.49	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1781	2281	1158	1781	3592	47	1235	70	1526	1130	401	1245
Grp Volume(v), veh/h	4	327	310	267	265	278	236	0	250	208	0	152
Grp Sat Flow(s),veh/h/ln	1781	1777	1662	1781	1777	1862	1235	0	1596	1130	0	1646
Q Serve(g_s), s	0.2	13.6	13.8	13.2	8.0	8.0	15.7	0.0	11.2	16.1	0.0	6.1
Cycle Q Clear(g_c), s	0.2	13.6	13.8	13.2	8.0	8.0	21.8	0.0	11.2	27.3	0.0	6.1
Prop In Lane	1.00		0.70	1.00		0.03	1.00		0.96	1.00		0.76
Lane Grp Cap(c), veh/h	8	585	547	301	877	919	404	0	527	312	0	543
V/C Ratio(X)	0.53	0.56	0.57	0.89	0.30	0.30	0.58	0.00	0.47	0.67	0.00	0.28
Avail Cap(c_a), veh/h	109	585	547	307	877	919	442	0	576	347	0	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.7	24.8	24.9	36.6	13.6	13.6	30.3	0.0	23.9	34.8	0.0	22.3
Incr Delay (d2), s/veh	19.8	3.8	4.2	24.4	0.9	0.8	0.9	0.0	0.2	3.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	10.0	9.7	12.0	5.6	5.9	8.0	0.0	7.2	8.1	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.6	28.7	29.1	61.0	14.5	14.4	31.2	0.0	24.2	37.8	0.0	22.4
LnGrp LOS	E	C	C	E	B	B	C	A	C	D	A	C
Approach Vol, veh/h		641			810			486			360	
Approach Delay, s/veh		29.1			29.8			27.6			31.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	49.9		35.2	19.7	35.1		35.2				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	5.5	36.5		32.5	15.5	26.5		32.5				
Max Q Clear Time (g_c+I1), s	2.2	10.0		23.8	15.2	15.8		29.3				
Green Ext Time (p_c), s	0.0	4.6		1.0	0.0	0.5		0.4				

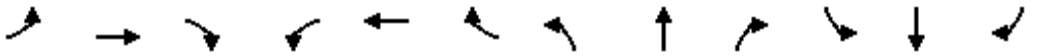
Intersection Summary												
HCM 6th Ctrl Delay			29.4									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	365	236	215	548	10	231	5	171	128	65	66
Future Volume (veh/h)	8	365	236	215	548	10	231	5	171	128	65	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	397	257	234	596	11	251	5	186	139	71	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	16	803	514	269	1886	35	361	12	450	311	247	251
Arrive On Green	0.01	0.39	0.39	0.15	0.53	0.53	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	2078	1330	1781	3569	66	1245	42	1550	1192	851	863
Grp Volume(v), veh/h	9	339	315	234	297	310	251	0	191	139	0	143
Grp Sat Flow(s),veh/h/ln	1781	1777	1631	1781	1777	1859	1245	0	1591	1192	0	1715
Q Serve(g_s), s	0.5	13.0	13.2	11.6	8.5	8.5	17.6	0.0	8.7	9.6	0.0	5.8
Cycle Q Clear(g_c), s	0.5	13.0	13.2	11.6	8.5	8.5	23.4	0.0	8.7	18.3	0.0	5.8
Prop In Lane	1.00		0.82	1.00		0.04	1.00		0.97	1.00		0.50
Lane Grp Cap(c), veh/h	16	686	630	269	939	982	361	0	462	311	0	498
V/C Ratio(X)	0.56	0.49	0.50	0.87	0.32	0.32	0.69	0.00	0.41	0.45	0.00	0.29
Avail Cap(c_a), veh/h	109	686	630	307	939	982	449	0	575	395	0	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.4	20.9	21.0	37.3	12.0	12.0	33.8	0.0	25.7	33.1	0.0	24.7
Incr Delay (d2), s/veh	11.1	2.5	2.8	19.1	0.9	0.8	2.1	0.0	0.2	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	9.4	8.9	10.3	5.8	6.1	9.0	0.0	5.7	5.0	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	23.5	23.8	56.4	12.9	12.9	35.9	0.0	26.0	33.5	0.0	24.8
LnGrp LOS	E	C	C	E	B	B	D	A	C	C	A	C
Approach Vol, veh/h		663			841			442			282	
Approach Delay, s/veh		24.1			25.0			31.6			29.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	53.1		31.6	18.1	40.3		31.6				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	5.5	36.5		32.5	15.5	26.5		32.5				
Max Q Clear Time (g_c+I1), s	2.5	10.5		25.4	13.6	15.2		20.3				
Green Ext Time (p_c), s	0.0	5.2		0.7	0.1	0.5		0.6				

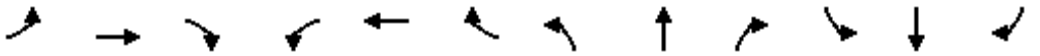
Intersection Summary		
HCM 6th Ctrl Delay		26.5
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	387	202	249	493	7	229	10	226	192	38	109
Future Volume (veh/h)	5	387	202	249	493	7	229	10	226	192	38	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	421	220	271	536	8	249	11	246	209	41	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	729	377	304	1747	26	404	23	512	313	143	410
Arrive On Green	0.01	0.32	0.32	0.17	0.49	0.49	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1781	2265	1171	1781	3584	53	1227	68	1527	1123	425	1224
Grp Volume(v), veh/h	5	329	312	271	266	278	249	0	257	209	0	159
Grp Sat Flow(s),veh/h/ln	1781	1777	1660	1781	1777	1861	1227	0	1595	1123	0	1650
Q Serve(g_s), s	0.3	13.9	14.1	13.4	8.1	8.1	16.9	0.0	11.5	16.3	0.0	6.4
Cycle Q Clear(g_c), s	0.3	13.9	14.1	13.4	8.1	8.1	23.2	0.0	11.5	27.8	0.0	6.4
Prop In Lane	1.00		0.71	1.00		0.03	1.00		0.96	1.00		0.74
Lane Grp Cap(c), veh/h	9	572	534	304	866	907	404	0	534	313	0	553
V/C Ratio(X)	0.54	0.58	0.58	0.89	0.31	0.31	0.62	0.00	0.48	0.67	0.00	0.29
Avail Cap(c_a), veh/h	109	572	534	307	866	907	436	0	576	342	0	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.7	25.4	25.5	36.5	13.9	13.9	30.6	0.0	23.7	34.7	0.0	22.0
Incr Delay (d2), s/veh	16.7	4.2	4.6	25.0	0.9	0.9	1.5	0.0	0.3	3.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	10.2	9.9	12.2	5.7	6.0	8.5	0.0	7.4	8.2	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	29.6	30.1	61.5	14.8	14.8	32.1	0.0	24.0	38.0	0.0	22.1
LnGrp LOS	E	C	C	E	B	B	C	A	C	D	A	C
Approach Vol, veh/h		646			815			506			368	
Approach Delay, s/veh		30.1			30.3			28.0			31.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	49.4		35.6	19.9	34.5		35.6				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	5.5	36.5		32.5	15.5	26.5		32.5				
Max Q Clear Time (g_c+I1), s	2.3	10.1		25.2	15.4	16.1		29.8				
Green Ext Time (p_c), s	0.0	4.6		1.0	0.0	0.5		0.3				

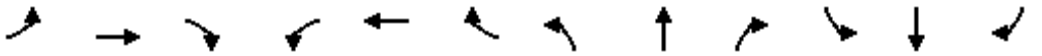
Intersection Summary			
HCM 6th Ctrl Delay		29.9	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	528	107	140	135	85	220	5	149	101	157	85
Future Volume (veh/h)	5	528	107	140	135	85	220	5	149	101	157	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	574	116	152	147	92	239	5	162	110	171	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	11	707	315	176	627	370	464	9	970	175	266	134
Arrive On Green	0.01	0.20	0.20	0.10	0.29	0.29	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1781	3554	1585	1781	2150	1269	680	14	1585	235	435	219
Grp Volume(v), veh/h	5	574	116	152	120	119	244	0	162	373	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1642	694	0	1585	889	0	0
Q Serve(g_s), s	0.4	23.1	9.5	12.6	7.7	8.3	0.0	0.0	6.6	25.3	0.0	0.0
Cycle Q Clear(g_c), s	0.4	23.1	9.5	12.6	7.7	8.3	44.9	0.0	6.6	70.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.77	0.98		1.00	0.29		0.25
Lane Grp Cap(c), veh/h	11	707	315	176	518	479	472	0	970	575	0	0
V/C Ratio(X)	0.45	0.81	0.37	0.86	0.23	0.25	0.52	0.00	0.17	0.65	0.00	0.00
Avail Cap(c_a), veh/h	303	1789	798	279	871	805	472	0	970	575	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	74.3	57.4	51.9	66.6	40.4	40.6	20.0	0.0	12.6	35.6	0.0	0.0
Incr Delay (d2), s/veh	25.6	2.3	0.7	14.9	0.2	0.3	4.0	0.0	0.4	5.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	15.9	6.9	10.6	6.2	6.2	10.4	0.0	4.4	18.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.9	59.7	52.6	81.5	40.6	40.9	24.0	0.0	12.9	41.2	0.0	0.0
LnGrp LOS	F	E	D	F	D	D	C	A	B	D	A	A
Approach Vol, veh/h		695			391			406			373	
Approach Delay, s/veh		58.8			56.6			19.6			41.2	
Approach LOS		E			E			B			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	96.3	19.3	34.3	96.3	5.4	48.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	37.5	23.5	75.5	37.5	25.5	73.5
Max Q Clear Time (g_c+I1), s	46.9	14.6	25.1	72.1	2.4	10.3
Green Ext Time (p_c), s	0.0	0.2	4.7	0.0	0.0	1.5

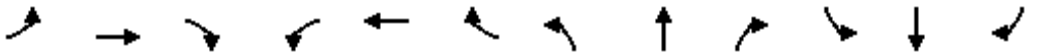
Intersection Summary	
HCM 6th Ctrl Delay	46.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	499	122	284	242	124	286	15	139	87	126	46
Future Volume (veh/h)	9	499	122	284	242	124	286	15	139	87	126	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	542	133	309	263	135	311	16	151	95	137	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	475	1421	634	412	919	458	646	25	634	287	387	122
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	987	3554	1585	864	2297	1144	1226	63	1585	451	968	306
Grp Volume(v), veh/h	10	542	133	309	202	196	327	0	151	282	0	0
Grp Sat Flow(s),veh/h/ln	987	1777	1585	864	1777	1664	1289	0	1585	1724	0	0
Q Serve(g_s), s	0.3	4.9	2.5	13.1	3.5	3.6	3.5	0.0	2.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.9	4.9	2.5	18.0	3.5	3.6	8.5	0.0	2.8	5.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.69	0.95		1.00	0.34		0.18
Lane Grp Cap(c), veh/h	475	1421	634	412	711	666	672	0	634	797	0	0
V/C Ratio(X)	0.02	0.38	0.21	0.75	0.28	0.29	0.49	0.00	0.24	0.35	0.00	0.00
Avail Cap(c_a), veh/h	475	1421	634	412	711	666	672	0	634	797	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.5	9.6	8.8	17.1	9.1	9.2	10.5	0.0	9.0	9.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.8	0.8	11.8	1.0	1.1	2.5	0.0	0.9	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	2.9	1.4	7.6	2.2	2.2	4.3	0.0	1.7	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.6	10.3	9.6	29.0	10.1	10.3	13.0	0.0	9.8	10.8	0.0	0.0
LnGrp LOS	B	B	A	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		685			707			478			282	
Approach Delay, s/veh		10.2			18.4			12.0			10.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	10.5	6.9	7.0	20.0
Green Ext Time (p_c), s	1.7	3.2	1.2	0.0

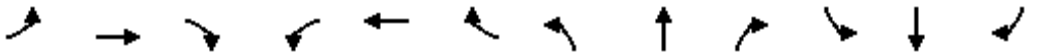
Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	530	111	140	135	85	225	5	154	101	157	85
Future Volume (veh/h)	5	530	111	140	135	85	225	5	154	101	157	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	576	121	152	147	92	245	5	167	110	171	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	563	1421	634	398	860	507	600	11	634	255	365	169
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1141	3554	1585	837	2150	1269	1103	27	1585	379	912	423
Grp Volume(v), veh/h	5	576	121	152	120	119	250	0	167	373	0	0
Grp Sat Flow(s),veh/h/ln	1141	1777	1585	837	1777	1642	1130	0	1585	1714	0	0
Q Serve(g_s), s	0.1	5.2	2.2	7.1	2.0	2.1	0.6	0.0	3.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.2	5.2	2.2	12.4	2.0	2.1	7.6	0.0	3.2	7.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.77	0.98		1.00	0.29		0.25
Lane Grp Cap(c), veh/h	563	1421	634	398	711	657	610	0	634	789	0	0
V/C Ratio(X)	0.01	0.41	0.19	0.38	0.17	0.18	0.41	0.00	0.26	0.47	0.00	0.00
Avail Cap(c_a), veh/h	563	1421	634	398	711	657	610	0	634	789	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.5	9.7	8.8	14.1	8.7	8.7	10.4	0.0	9.1	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.7	2.8	0.5	0.6	2.0	0.0	1.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	3.2	1.3	2.6	1.2	1.3	3.3	0.0	1.9	4.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.5	10.5	9.4	16.9	9.2	9.3	12.4	0.0	10.1	12.2	0.0	0.0
LnGrp LOS	A	B	A	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		702			391			417			373	
Approach Delay, s/veh		10.3			12.2			11.5			12.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	9.6	7.2	9.0	14.4
Green Ext Time (p_c), s	1.5	3.2	1.5	0.8

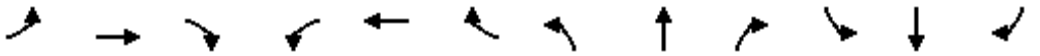
Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	504	131	284	242	124	289	15	142	87	126	46
Future Volume (veh/h)	9	504	131	284	242	124	289	15	142	87	126	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	548	142	309	263	135	314	16	154	95	137	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	475	1421	634	410	919	458	647	25	634	287	387	122
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	987	3554	1585	859	2297	1144	1226	62	1585	451	968	306
Grp Volume(v), veh/h	10	548	142	309	202	196	330	0	154	282	0	0
Grp Sat Flow(s),veh/h/ln	987	1777	1585	859	1777	1664	1288	0	1585	1725	0	0
Q Serve(g_s), s	0.3	4.9	2.7	13.1	3.5	3.6	3.6	0.0	2.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.9	4.9	2.7	18.0	3.5	3.6	8.6	0.0	2.9	5.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.69	0.95		1.00	0.34		0.18
Lane Grp Cap(c), veh/h	475	1421	634	410	711	666	672	0	634	797	0	0
V/C Ratio(X)	0.02	0.39	0.22	0.75	0.28	0.29	0.49	0.00	0.24	0.35	0.00	0.00
Avail Cap(c_a), veh/h	475	1421	634	410	711	666	672	0	634	797	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.5	9.6	8.9	17.2	9.1	9.2	10.5	0.0	9.0	9.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.8	0.8	12.2	1.0	1.1	2.6	0.0	0.9	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	3.0	1.6	7.7	2.2	2.2	4.4	0.0	1.7	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.6	10.4	9.7	29.4	10.1	10.3	13.1	0.0	9.9	10.8	0.0	0.0
LnGrp LOS	B	B	A	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		700			707			484			282	
Approach Delay, s/veh		10.2			18.6			12.1			10.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	10.6	6.9	7.0	20.0
Green Ext Time (p_c), s	1.7	3.2	1.2	0.0

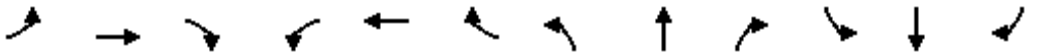
Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	545	110	144	157	88	227	5	154	104	162	88
Future Volume (veh/h)	5	545	110	144	157	88	227	5	154	104	162	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	592	120	157	171	96	247	5	167	113	176	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	547	1421	634	391	895	478	593	10	634	256	363	171
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1112	3554	1585	825	2237	1195	1086	26	1585	382	907	428
Grp Volume(v), veh/h	5	592	120	157	134	133	252	0	167	385	0	0
Grp Sat Flow(s),veh/h/ln	1112	1777	1585	825	1777	1655	1112	0	1585	1718	0	0
Q Serve(g_s), s	0.1	5.4	2.2	7.6	2.2	2.4	0.7	0.0	3.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	5.4	2.2	13.0	2.2	2.4	8.0	0.0	3.2	7.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.72	0.98		1.00	0.29		0.25
Lane Grp Cap(c), veh/h	547	1421	634	391	711	662	603	0	634	791	0	0
V/C Ratio(X)	0.01	0.42	0.19	0.40	0.19	0.20	0.42	0.00	0.26	0.49	0.00	0.00
Avail Cap(c_a), veh/h	547	1421	634	391	711	662	603	0	634	791	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.6	9.7	8.8	14.4	8.8	8.8	10.5	0.0	9.1	10.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.7	3.1	0.6	0.7	2.1	0.0	1.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	3.3	1.3	2.7	1.4	1.4	3.3	0.0	1.9	4.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	10.6	9.4	17.5	9.3	9.5	12.6	0.0	10.1	12.4	0.0	0.0
LnGrp LOS	A	B	A	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		717			424			419			385	
Approach Delay, s/veh		10.4			12.4			11.6			12.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	10.0	7.4	9.3	15.0
Green Ext Time (p_c), s	1.5	3.3	1.6	0.7

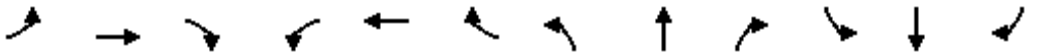
Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	514	126	293	262	128	296	15	143	90	130	47
Future Volume (veh/h)	9	514	126	293	262	128	296	15	143	90	130	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	559	137	318	285	139	322	16	155	98	141	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	463	1421	634	405	935	444	643	24	634	289	389	122
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	963	3554	1585	850	2337	1110	1217	60	1585	455	972	304
Grp Volume(v), veh/h	10	559	137	318	215	209	338	0	155	290	0	0
Grp Sat Flow(s),veh/h/ln	963	1777	1585	850	1777	1671	1277	0	1585	1731	0	0
Q Serve(g_s), s	0.3	5.0	2.6	13.0	3.7	3.9	4.0	0.0	2.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.2	5.0	2.6	18.0	3.7	3.9	9.1	0.0	2.9	5.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.66	0.95		1.00	0.34		0.18
Lane Grp Cap(c), veh/h	463	1421	634	405	711	668	667	0	634	800	0	0
V/C Ratio(X)	0.02	0.39	0.22	0.79	0.30	0.31	0.51	0.00	0.24	0.36	0.00	0.00
Avail Cap(c_a), veh/h	463	1421	634	405	711	668	667	0	634	800	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.7	9.6	8.9	17.5	9.2	9.3	10.7	0.0	9.0	9.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.8	0.8	14.2	1.1	1.2	2.7	0.0	0.9	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	3.0	1.5	8.2	2.4	2.4	4.6	0.0	1.7	3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.8	10.4	9.6	31.7	10.3	10.5	13.4	0.0	9.9	10.9	0.0	0.0
LnGrp LOS	B	B	A	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		706			742			493			290	
Approach Delay, s/veh		10.3			19.5			12.3			10.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	11.1	7.0	7.1	20.0
Green Ext Time (p_c), s	1.6	3.2	1.2	0.0

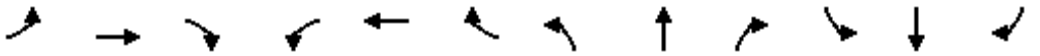
Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	547	114	144	157	88	232	5	159	104	162	88
Future Volume (veh/h)	5	547	114	144	157	88	232	5	159	104	162	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	595	124	157	171	96	252	5	173	113	176	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	547	1421	634	390	895	478	593	10	634	257	363	172
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1112	3554	1585	823	2237	1195	1086	26	1585	383	908	429
Grp Volume(v), veh/h	5	595	124	157	134	133	257	0	173	385	0	0
Grp Sat Flow(s),veh/h/ln	1112	1777	1585	823	1777	1655	1112	0	1585	1720	0	0
Q Serve(g_s), s	0.1	5.4	2.3	7.6	2.2	2.4	0.9	0.0	3.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	5.4	2.3	13.1	2.2	2.4	8.2	0.0	3.3	7.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.72	0.98		1.00	0.29		0.25
Lane Grp Cap(c), veh/h	547	1421	634	390	711	662	603	0	634	791	0	0
V/C Ratio(X)	0.01	0.42	0.20	0.40	0.19	0.20	0.43	0.00	0.27	0.49	0.00	0.00
Avail Cap(c_a), veh/h	547	1421	634	390	711	662	603	0	634	791	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.6	9.7	8.8	14.4	8.8	8.8	10.5	0.0	9.1	10.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.7	3.1	0.6	0.7	2.2	0.0	1.1	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	3.3	1.3	2.7	1.4	1.4	3.4	0.0	1.9	4.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	10.6	9.5	17.5	9.3	9.5	12.7	0.0	10.2	12.4	0.0	0.0
LnGrp LOS	A	B	A	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		724			424			430			385	
Approach Delay, s/veh		10.4			12.4			11.7			12.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	10.2	7.4	9.3	15.1
Green Ext Time (p_c), s	1.5	3.3	1.6	0.7

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	519	135	293	262	128	299	15	146	90	130	47
Future Volume (veh/h)	9	519	135	293	262	128	299	15	146	90	130	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	564	147	318	285	139	325	16	159	98	141	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	463	1421	634	403	935	444	643	24	634	289	389	122
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	963	3554	1585	847	2337	1110	1217	60	1585	455	973	305
Grp Volume(v), veh/h	10	564	147	318	215	209	341	0	159	290	0	0
Grp Sat Flow(s),veh/h/ln	963	1777	1585	847	1777	1671	1277	0	1585	1733	0	0
Q Serve(g_s), s	0.3	5.1	2.8	12.9	3.7	3.9	4.1	0.0	3.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.2	5.1	2.8	18.0	3.7	3.9	9.2	0.0	3.0	5.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.66	0.95		1.00	0.34		0.18
Lane Grp Cap(c), veh/h	463	1421	634	403	711	668	667	0	634	800	0	0
V/C Ratio(X)	0.02	0.40	0.23	0.79	0.30	0.31	0.51	0.00	0.25	0.36	0.00	0.00
Avail Cap(c_a), veh/h	463	1421	634	403	711	668	667	0	634	800	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.7	9.6	8.9	17.6	9.2	9.3	10.7	0.0	9.0	9.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.8	0.9	14.5	1.1	1.2	2.8	0.0	0.9	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	3.1	1.6	8.2	2.4	2.4	4.6	0.0	1.8	3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.8	10.5	9.8	32.1	10.3	10.5	13.5	0.0	10.0	10.9	0.0	0.0
LnGrp LOS	B	B	A	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		721			742			500			290	
Approach Delay, s/veh		10.3			19.7			12.4			10.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	11.2	7.1	7.1	20.0
Green Ext Time (p_c), s	1.6	3.3	1.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

EXHIBIT B

RESPONSES TO COMMENTS AND MITIGATION MONITORING AND REPORTING PROGRAM

COMMENTS AND RESPONSES

The Initial Study/Mitigated Negative Declaration (IS/MND) for the West Covina Medical Center Behavioral Health Building Addition project at 725 South Orange Avenue (proposed project) was circulated for a 20-day public review period that began on January 15, 2025 and ended on February 3, 2025. The City of West Covina received two written comment letters on the IS/MND. California Environmental Quality Act (CEQA) Guidelines Section 15074(b) requires the decision-making body of the lead agency to consider the proposed IS/MND and comments received during the public review process. The comment letters and responses are provided in this document in accordance with CEQA.

Table 1 lists the public agency that submitted written comments on the IS/MND, along with the page number on which the commenter's letter response appears.

TABLE 1: LIST OF WRITTEN COMMENT LETTERS RECEIVED

Letter No.	Agency/Individual	Date	Response Page No.
1	Department of Toxic Substance Control	January 22, 2025	5
2	Los Angeles County Sanitation Districts	January 28, 2025	8

The body of the comment letter is separated into individual comments, which are numbered. This results in a tiered numbering system.

COMMENT LETTER 1

Department of Toxic Substances Control

Yana Garcia
Secretary for
Environmental Protection

Katherine M. Butler, MPH, Director
8800 Cal Center Drive
Sacramento, California 95826-3200
dtsc.ca.gov

Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

January 22, 2025

Jo-Anne Burns
Deputy Community Development Director
City of West Covina
1444 West Garvey Avenue South
West Covina, CA 91790
jburns@westcovina.org

RE: MITIGATED NEGATIVE DECLARATION FOR THE WEST COVINA MEDICAL CENTER BEHAVIORAL HEALTH BUILDING ADDITION DATED JANUARY 15, 2025, STATE CLEARINGHOUSE NUMBER 2025010474

Dear Jo-Anne Burns,

The Department of Toxic Substances Control (DTSC) reviewed the Mitigated Negative Declaration (MND) for the West Covina Medical Center Behavioral Health Building (Project). The proposed Project would construct a 4-story 42,000-square-foot behavioral health facility on the east side of the 2.83-acre West Covina Medical Center property. The existing 55 parking spaces located in the eastern portion of the Project site would be removed and 4 parking spaces would remain. The carport and parking spaces to the west of the existing building would be removed with only 2 parking spaces remaining. DTSC recommends and requests consideration of the following comments: 1-1

1. If buildings or other structures are to be demolished on any Project sites included in the proposed Project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, 1-2

sampling near current and/or former buildings should be conducted in accordance with DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual. 1-2 (cont.)

2. DTSC recommends that all imported soil and fill material should be tested to assess any contaminants of concern meet screening levels as outlined in DTSC's PEA Guidance Manual. Additionally, DTSC advises referencing the DTSC Information Advisory Clean Imported Fill Material Fact Sheet if importing fill is necessary. To minimize the possibility of introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material are suitable for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of prior land use. Additional information can be found by visiting DTSC's Human and Ecological Risk Office (HERO) webpage. 1-3

DTSC appreciates the opportunity to comment on the MND for the West Covina Medical Center Behavioral Health Building Addition. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like clarification on DTSC's comments, please respond to this letter or via our CEQA Review email for additional guidance. 1-4

Sincerely,

Tamara Purvis

Tamara Purvis
Associate Environmental Planner
HWMP - Permitting Division – CEQA Unit
Department of Toxic Substances Control
Tamara.Purvis@dtsc.ca.gov

cc: (via email)

Governor's Office of Land Use and Climate Innovation
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Teresa Li
Senior Planner
Terry A. Hayes Associates Inc.
taha@webtaha.com

Nick Hermann
Vice President of Energy
Building Resources.
nhermann@brco.com

Dave Kereazis
Associate Environmental Planner
HWMP-Permitting Division – CEQA Unit
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

Scott Wiley
Associate Governmental Program Analyst
HWMP - Permitting Division – CEQA Unit
Department of Toxic Substances Control
Scott.Wiley@dtsc.ca.gov

LETTER 1

Tamara Purvis, Associate Environmental Planner
HWMP – Permitting Division – CEQA Unit
Department of Toxic Substances Control
8800 Cal Center Drive
Sacramento, CA 95826-3200

Response 1-1

The introductory comment summarizes the project description. The comment does not address the adequacy or accuracy of the IS/MND. No further response is required.

Response 1-2

The comment states that if buildings or other structures are to be demolished, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. The comment further states that the removal, demolition, and disposal of these chemicals should be conducted in compliance with California environmental regulations and policies. Additionally, sampling near current and/or former buildings is recommended to be conducted in accordance with the Department of Toxic Substances Control's (DTSC) Preliminary Endangerment Assessment (PEA) Guidance Manual.

No buildings or other structures would be demolished as a result of the proposed project. The proposed building would be located on an existing surface parking lot on the east side of the project site and would adjoin the existing medical hospital. As discussed in Response to Checklist Question 3.9a-b, all hazardous materials during construction and operational activities associated with the proposed project would be handled in compliance with applicable standards and regulations. Impacts would remain less than significant, and no revisions to the IS/MND are required in response to this comment.

Response 1-3

The comment states that DTSC recommends that all imported soil and fill material should be tested to assess whether any contaminants of concern meet the screening levels that are outlined in the DTSC PEA Guidance Manual. DTSC also advises the developer to reference the DTSC Information Advisory Clean Imported Fill Material Fact Sheet if importing fill is necessary. The comment also includes information on how to obtain more information on soil sampling.

The proposed project would comply with applicable federal, state, and local standards and regulations pertaining to hazardous materials. The use of imported soil and fill material is not expected for the proposed project. Nevertheless, the applicant will be made aware of DTSC's PEA Guidance Manual and Information Advisory Clean Imported Fill Material Fact Sheet. This comment does not change the impact conclusions of the IS/MND. Impacts would remain less than significant, and no revisions to the IS/MND are required in response to this comment.

Response 1-4

The concluding comment states that DTSC appreciates the opportunity to comment on the IS/MND for the proposed project, and thanks the City of West Covina for its assistance in protecting the state's people and environment from the harmful effects of toxic substances. The comment also provides information on how to respond to DTSC's comments. The comment does not address the adequacy or accuracy of the IS/MND. No further response is required.

COMMENT LETTER 2

LOS ANGELES COUNTY SANITATION DISTRICTS
Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager

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

January 28, 2025

Ref. DOC 7411854

VIA EMAIL jburns@westcovina.org

Ms. Jo-Anne Burns, Deputy Development Director
City of West Covina, Planning Division
1444 West Garvey Avenue S, Room 208
West Covina, CA 91790

Dear Ms. Burns:

NOI Response to West Covina Medical Center Behavioral Health Building Addition Project

The Los Angeles County Sanitation Districts (Districts) received a Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration (MND) for the subject project located in the City of West Covina on January 21, 2025. The proposed project is located within the jurisdictional boundaries of District No. 22. We offer the following comments regarding sewerage service: 2-1

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' 30-inch diameter Joint Outfall H – Unit 8M Trunk Sewer, located in South Orange Avenue, east of West Durness Street. This trunk sewer has a capacity of 19.1 million gallons per day (mgd) and conveyed a peak flow of 7.3 mgd when last measured in 2021. 2-2

2. The expected average wastewater flow from the project, described in the Initial Study as 42,000 square feet of behavioral health facility with a kitchen services area that would serve 117 patient beds, is 27,225 gallons per day. A copy of the District's average wastewater generation factors is available on our website at Table 1, Loadings for Each Class of Land Use. 2-3

3. The wastewater generated by the proposed project will be treated at the San Jose Creek Water Reclamation Plant (WRP) located adjacent to the City of Industry, which has a capacity of 100 mgd and currently processes an average recycled flow of 60.1 mgd. All biosolids and wastewater flows that exceed the capacity of the San Jose Creek WRP are diverted to and treated at the A.K. Warren Water Resource Facility (formerly known as the Joint Water Pollution Control Plant) in the City of Carson. 2-4

4. The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital facilities. Payment of a connection fee may be required before this project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family Home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, please contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727. 2-5

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service but is to advise the City that the Districts intend to provide this service up to the levels that are legally permitted and to inform the City of the currently existing capacity and any proposed expansion of the Districts' facilities. 2-6

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2742, or phorsley@lacsd.org.

Very truly yours,

Patricia Horsley

Patricia Horsley
Environmental Planner
Facilities Planning Department

PLH:plh

cc: D. Hatch
A. Howard

LETTER 2

Patricia Horsley, Environmental Planner
Facilities Planning Department
Los Angeles County Sanitation Districts
1955 Workman Mill Road
Whittier, CA 90601-1400

Response 2-1

The introductory comment is an acknowledgement from the Los Angeles County Sanitation Districts (Districts) that it received the Notice of Intent to Adopt an MND for the proposed project. The comment also states that the proposed project is located within the jurisdictional boundaries of District No. 22. The comment does not address the adequacy or accuracy of the IS/MND. No further response is required.

Response 2-2

This comment states that wastewater flow originating from the project site would be discharged to a local sewer line for conveyance, which is not maintained by the Los Angeles County Sanitation Districts (Districts), to the Districts' Joint Outfall H – Unit 8M Trunk Sewer. The trunk sewer has a capacity of 19.1 million gallons per day (mgd) and conveyed a peak flow of 7.3 mgd when last measured in 2021.

Based on the information provided by the Districts, Joint Outfall H – Unit 8M Trunk Sewer would have sufficient available sewer capacity to meet the demands of the proposed project.

Response 2-3

The comment states that the expected average wastewater flow from the proposed 42,000-square-foot behavioral health facility with 117 patient beds would be 27,225 gallons per day (gpd).

The proposed project would provide 71 new licensed beds. The existing medical facility currently has 46 beds and would remain unchanged. Response to Checklist Question 3.19a in the IS/MND states that the proposed project would result in the generation of approximately 36,423 gpd of wastewater, which is higher than the estimate provided by the comment. The estimated wastewater generation presented in the IS/MND represents a more conservative analysis. The information provided by this comment does not raise any new significant environmental issues and the impact conclusion would remain the same. The Districts' trunk sewer would have sufficient available sewer capacity and San Jose Creek Water Reclamation Plant (WRP) would have adequate remaining available treatment capacity to accommodate the proposed building on the project site, and impacts would remain less than significant.

Response 2-4

The comment states that wastewater generated by the proposed project will be treated at the San Jose Creek WRP, which has a capacity of 100.0 mgd and currently processes an average flow of 60.1 mgd. It further states that all biosolids and wastewater flows that exceed the capacity are diverted and treated at the A.K. Warren Water Resource Facility (formerly known as the Joint Water Pollution Control Plant).

Response to Checklist Question 3.19a in the IS/MND states that wastewater generated from the project site would be treated at the San Jose Creek WRP. The WRP treats approximately

58.5 mgd of wastewater and has the capacity to treat up to 100 mgd of wastewater. The IS/MND presents a lower amount of wastewater that is currently treated at the San Jose Creek WRP than provided by the commenter. Based on the comment's average wastewater flow at the San Jose Creek WRP, the WRP currently has an available remaining capacity of 39.9 mgd. Using the Districts' expected average wastewater flow of 27,225 gpd from the proposed project and available remaining capacity, the San Jose Creek WRP would have adequate remaining available treatment capacity to accommodate the proposed project. Using the average wastewater flow of 36,423 gpd that was presented in the IS/MND, which is a more conservative estimate, and the available remaining capacity provided by the Districts, the San Jose Creek WRP would still have adequate remaining available treatment capacity to accommodate the proposed project. The information provided by this comment does not raise any new significant environmental issues and does not change the impact conclusions. Impacts would remain less than significant.

Response 2-5

The comment states that payment of a connection fee may be required before the proposed project is permitted to discharge to the Districts' Sewer System. The comment also includes information on how to obtain more information regarding the connection fee application procedure and fees, as well as a copy of the Connection Fee Information Sheet.

The applicant will be made aware of the sewer connection fee. The information provided by the Districts does not raise any new significant environmental issues and does not change the impact conclusions of the IS/MND. Impacts to wastewater facilities would remain less than significant.

Response 2-6

The comment states that the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Government (SCAG). The comment further states that all expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the regional growth forecasts. The available capacity of the Districts' treatment facilities will be limited to levels associated with this regional growth forecast. The letter does not constitute a guarantee of wastewater service but is to advise the City that the Districts intend to provide this service up to the levels that are legally permitted and to inform the City of the currently existing capacity and any proposed expansion of the Districts' facilities.

The applicant will be made aware of the Districts' intent to provide wastewater services up to the levels that are legally permitted. The existing capacity for Joint Outfall H – Unit 8M Trunk Sewer and at the San Jose Creek WRP is acknowledged. As discussed in Response to Checklist Question 3.14a of the IS/MND, the proposed project would provide a net increase of approximately 50 jobs in the City that can be filled by the local labor force. While the proposed project would increase the number of employees on the project site, it is expected that workers from nearby communities would be available to serve the needs of the proposed project. Employees are not expected to relocate to the surrounding area and, thus, would not result in a substantial permanent increase in population. Thus, the proposed project is expected to be within SCAG's growth forecasts for the City. The information provided by the Districts does not raise any new significant environmental issues and does not change the impact conclusions of the IS/MND. Impacts to wastewater facilities would remain less than significant.

MITIGATION MONITORING PROGRAM

This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of Public Resources Code (PRC) Section 21081.6 and California Environmental Quality Act (CEQA) Guidelines Section 15097. This MMP describes the procedures that will be followed to implement the mitigation measures identified in the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the West Covina Medical Center Behavioral Health Building Addition project at 725 South Orange Avenue in the City of West Covina (proposed project) and adopted in connection with the approval of the proposed project. The intent of this MMP is to establish the following:

(1) Verify satisfaction of the required mitigation measures identified in the IS/MND;

(2) Provide a methodology to document implementation of the required mitigation measures;

(3) Provide a record of the monitoring program;

(4) Identify monitoring responsibility;

(5) Establish administrative procedures for the clearance of mitigation measures;

(6) Establish the frequency and duration of monitoring; and

(7) Utilize existing review processes wherever feasible.

The City of West Covina, as the Lead Agency, is responsible for overseeing and enforcing implementation of the MMP, which shall be carried out by the City and other entities (e.g., Applicant/Construction Contractor), as shown in **Table 1**.

TABLE 1: MITIGATION MONITORING PROGRAM				
Mitigation Measure	**Monitoring Phase**	**Responsible Party**	**Enforcement / Monitoring Party**	**Action Indicating Compliance**
BIOLOGICAL RESOURCES				
BR-1 All tree removal and tree trimming activities shall be performed prior to or after the bird-breeding season of February 1st through August 31st (i.e., only between September 1 and January 31). If clearing/vegetation removal or tree trimming is planned to occur during the breeding season, a nest survey shall be conducted by a qualified biologist no more than one week prior to any clearing or tree trimming activities. Work may proceed only if no active bird nests are detected. The biologist conducting the nest survey shall document a negative survey with a report indicating that no impacts to active avian nests shall occur.	Prior to Construction	Applicant/ Construction Contractor	Planning / Building Division	Approval of nest survey by Planning Division prior to construction plan approval
CULTURAL RESOURCES				
CR-1 If archaeological resources are encountered during ground-disturbing activities, the City of West Covina Community Development Department shall be immediately informed of the discovery. All work shall cease in the area of the find or diverted away from the discovery to a distance of 50 feet until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines, including those set forth in PRC Section 21083.2. Personnel of the project shall not collect or move any archaeological materials or associated materials. Construction activity may continue unimpeded on other portions of the project site. Construction shall not resume in the locality of the discovery until the identified resources are properly assessed and consultation between the qualified archaeologist, the City of West Covina Community Development Department, the applicant's representative, and all other concerned parties takes place and reaches a conclusion approved by the City of West Covina Community Development Department. The qualified archaeologist shall be retained by the project applicant to determine if the find is classified as a significant cultural resource pursuant to the CEQA definition of historical resources (CEQA Guidelines Section 15064.5[a]) and/or unique archaeological resources (PRC Section 21083.2[g]). If the resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," the qualified archaeologist shall make recommendations on the treatment and disposition of the find. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Section 21083.2(b) for unique archaeological resources. The treatment plan shall be reviewed by the City of West Covina	During Ground-Disturbing Activities (e.g., site clearing, grading, and excavation)	Applicant/ Construction Contractor	Planning / Building Division	Planning Division approval of report prepared by the qualified archaeologist prior to obtaining Certificate of Occupancy

TABLE 1: MITIGATION MONITORING PROGRAM				
Mitigation Measure	**Monitoring Phase**	**Responsible Party**	**Enforcement / Monitoring Party**	**Action Indicating Compliance**
Community Development Department prior to implementation. Upon approval by the City of West Covina Community Development Department, the treatment plan shall be implemented, and the City shall be provided with a final report on the treatment and disposition of the find prior to issuance of a Certificate of Occupancy. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. See Mitigation Measure **TR-2** for archaeological material that are Native American in origin.				
GEOLOGY AND SOILS				
GS-1 In the event paleontological resources are encountered during construction, the City of West Covina Community Development Department shall be immediately informed of the discovery. All work shall cease in the area of the find and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. The City shall require that all paleontological resources identified on the project site be assessed and treated in a manner determined by the qualified paleontologist. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Any significant paleontological resources found during construction monitoring shall be prepared, identified, analyzed, and permanently curated in an approved regional museum repository under the oversight of the qualified paleontologist. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the project paleontologist. Work in the area of the discovery shall resume once the find is properly documented and the qualified paleontologist authorizes resumption of construction work.	During Ground-Disturbing Activities	Applicant/ Construction Contractor	Building Division	Certificate of Occupancy

TABLE 1: MITIGATION MONITORING PROGRAM				
Mitigation Measure	**Monitoring Phase**	**Responsible Party**	**Enforcement / Monitoring Party**	**Action Indicating Compliance**
NOISE				
N-1 The construction contractor shall develop and implement a Noise Control Plan to minimize excessive noise levels at the existing West Covina Medical Center during construction. At a minimum, the Noise Control Plan shall require the following: • Prior to initiating construction activity, the construction contractor shall coordinate with the West Covina Medical Center administration to discuss construction activities that would generate high noise levels. Coordination between the administration and the construction contractor shall continue on an as-needed basis throughout the construction phase of the proposed project to minimize potential disruption to medical facilities. • Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with muffling devices consistent with manufacturers' standards. All equipment shall be properly maintained to assure that no additional noise would be generated due to worn or improperly maintained parts. • The construction contractor shall use "quiet" gasoline-powered compressors or electrically powered compressors as well as electric rather than gasoline- or diesel-powered forklifts for small lifting, where feasible. • The construction contractor shall locate construction equipment as far as feasible from adjacent or nearby noise-sensitive receptors.	Prior to and During Construction	Applicant/ Construction Contractor	Building Division	Prior to Construction: Planning and Building Divisions' approval of Noise Control Plan During Construction: Field inspection sign-off
TRANSPORTATION				
T1 The existing crosswalk at the Orange Avenue/Cameron Avenue intersection shall be converted to white continental crosswalks to provide greater visibility and safety to pedestrians and motorists.	During Construction	Applicant/ Construction Contractor	Engineering Division	Certificate of Occupancy
T2 The applicant shall comply with all measures identified in the Transportation Impact Study for the proposed project. These measures include the following: • Install red curb markings and signage to prohibit on-street parking along the west side of Orange Avenue along the project site frontage (assuming a north-south orientation for Orange Avenue). The existing red curb marking immediately south of the project site driveway shall be extended by approximately 40 feet to connect with the next southerly red curb marking on Orange Avenue. • All existing red curb markings on Orange Avenue shall be refreshed	During Construction	Applicant/ Construction Contractor	Engineering Division	Certificate of Occupancy

TABLE 1: MITIGATION MONITORING PROGRAM				
Mitigation Measure	**Monitoring Phase**	**Responsible Party**	**Enforcement / Monitoring Party**	**Action Indicating Compliance**
for visibility. • Remove the existing two-hour parking sign that is located to the north of the existing entrance canopy. • Trim the existing trees and bushes along the west side of the Orange Avenue/freeway off-ramp north of the project site driveway to maintain a clear line of sight between motorists and oncoming motorists. • Install advance warning signs for southbound approaching vehicles coming from the freeway off-ramp on both sides of Orange Avenue to indicate the presence of an intersection/driveway further ahead (see Figure 2-4, Intersection Sight Distance at Project Driveway, of the Transportation Impact Study for the proposed project for the proposed signs and the location of these signs). • Install/refresh the red curb markings for 20 feet on either side of the two driveways for the off-site parking lot (i.e., at the Garvey Avenue South and Orange Avenue driveways). • Install signs at the two driveways of the off-site parking lots to indicate that the usage of the off-site parking lot is for the West Covina Medical Center staff and visitors only.				
TRIBAL CULTURAL RESOURCES				
TR-1 The project applicant shall retain a Native American monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh). The Native American monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the proposed project at all project locations (i.e., both on-site and any off-site locations that are included in the project description and/or required in connection with the proposed project, such as public improvement work). "Ground-disturbing activity," as defined by the Kizh, includes, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The Native American monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Kizh. Monitor	Prior to and During Ground-Disturbing Activities	Applicant/ Construction Contractor	Building Division	Prior to Ground-Disturbing Activities: provide contact information of monitor and a copy of the executed monitoring agreement to Planning Division prior to construction plan approval During Ground-Disturbing Activities: provide daily monitoring logs prior to field inspection sign-off After Ground-

TABLE 1: MITIGATION MONITORING PROGRAM

Mitigation Measure	Monitoring Phase	Responsible Party	Enforcement / Monitoring Party	Action Indicating Compliance
logs shall identify and describe any discovered tribal cultural resources, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the lead agency upon written request. On-site tribal monitoring shall conclude upon the latter of the following: (1) written confirmation to the Kizh from a designated point of contact for the project applicant that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the proposed project are complete; or (2) a determination and written notification by the Kizh or Native American monitor to the project applicant and lead agency that no future, planned construction activity and/or construction phase at the project site possesses the potential to impact tribal cultural resources.				Disturbing Activities: provide letter to Planning Division confirming that ground-disturbing activities have concluded or that the construction activity/phase would not have the potential to impact tribal cultural resources
TR-2 Upon discovery of any tribal cultural resources, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered tribal cultural resources has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered tribal cultural resources in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.	During Ground-Disturbing Activities	Applicant/ Construction Contractor	Building Division	Certificate of Occupancy
TR-3 Native American human remains are defined in PRC Section 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC Section 5097.98, are also to be treated according to this statute. If Native American human remains and/or grave goods are discovered or recognized on the project site, construction activities shall be diverted at a minimum of 150 feet from the discovery and an exclusion zone shall be placed around the burial. PRC Section 5097.9 and Health and Safety Code Section 7050.5 shall be followed. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. Work shall continue to be diverted while the coroner determines whether the remains are Native American. If the County Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Native American	During Construction	Applicant/ Construction Contractor	Building Division	Certificate of Occupancy

TABLE 1: MITIGATION MONITORING PROGRAM				
Mitigation Measure	**Monitoring Phase**	**Responsible Party**	**Enforcement / Monitoring Party**	**Action Indicating Compliance**
Heritage Commission shall be contacted by telephone within 24 hours. If the finds are determined to be Native American, the coroner will notify the Native American Heritage Commission as mandated by state law, who will then appoint a Most Likely Descendent. Human remains and grave/burial goods shall be treated alike per PRC Section 5097.98(d)(1) and (2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.				
SOURCE: TAHA, 2025				

RESOLUTION NO. 2025-26

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING PRECISE PLAN NO. 23-05 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE ALLOWING THE CONSTRUCTION OF A 4-STORY 42,000 SQUARE-FOOT PSYCHIATRIC HOSPITAL ADDITION AND ASSOCIATED TREE REMOVAL

THE CITY COUNCIL OF THE CITY OF WEST COVINA HEREBY FINDS AND DECLARES AS FOLLOWS:

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

Allow for the construction of a four-story, 42,000 square feet psychiatric/behavioral health facility hospital addition and associated tree removals and site improvements to the existing West Covina Medical Center building on a certain property described as:

Assessor's Parcel No. 8474-001-022 in the records of the Los Angeles County Assessor; and

WHEREAS, the Planning Commission upon giving the required notice did on February 11, 2025, conduct duly advertised public hearings as prescribed by law to consider said application and voted to approve the above stated application; and

WHEREAS, the City Council on February 19, 2025 voted to call up the above stated application for City Council review and consideration; and

WHEREAS, the City Council upon giving the required notice, did on April 15, 2025, conduct a duly noticed public hearing to consider the precise plan; and

WHEREAS, studies and investigations made by the City Council and on its behalf reveal the following:

1. The applicant is requesting the approval of a Precise Plan to allow the construction of a four-story, 42,000 square feet, seventy-one (71) bed psychiatric/behavioral health facility addition to the existing West Covina Medical Center building.

2. Appropriate findings for approval of a precise plan of design are as follows:

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

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

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

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

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

3. Pursuant to the requirements of the California Environmental Quality Act (CEQA) of 1970, a MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT has been prepared indicating the project will not have a significant effect on the environment due to mitigating measures.

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

SECTION 1. CEQA – On the basis of evidence presented, both oral and documentary, the City Council, in pursuant to the California Environmental Quality Act (CEQA), has adopted Resolution No. 2025-25, certifying the mitigated negative declaration of environmental impact.

SECTION 2. On the basis of the evidence presented, both oral and documentary, the City Council makes the following findings:

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

The project site is designated as "Commercial" in the City's General Plan and the development of a behavioral health facility hospital addition is consistent with the General Plan's goals. The subject property is located south of the Interstate 10 Freeway. The project site is adjacent to commercial properties to the South, East, and West. The proposed project is consistent with the following General Plan policies:

- Our Prosperous Community P2.4 Build on and grow West Covina's regional appeal
- Our Prosperous Community P2.7a Explore health/medical campus opportunities
- Our Prosperous Community P2.9 Support local businesses.

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

   The project includes the construction of a 42,000 square feet hospital addition to the West Covina Medical Center. The proposed hospital addition complies with the Urban Center Zone of the Downtown Plan and Code standards. The project includes a variance application for a 79 off-street parking deficit that is justified based on the analysis of the future parking demands for the site.

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

   The proposed project is surrounded by commercial uses, including an office building and a retail center. Therefore, as conditioned, granting the permit would not be detrimental to the public interest, health, safety, and welfare would not unreasonably interfere with the use or enjoyment of property in the vicinity of the subject property.

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

   The site will be physically suitable for the type, density and intensity of the development being proposed. The project site will be visible from the surrounding areas, which includes the Interstate 10 Freeway and commercial buildings. Vehicles would be able to access the project site via Orange Avenue.

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

   The proposed addition is designed to complement and be compatible with the existing medical office and hospital buildings. The use does not interfere with the orderly development in the vicinity.

SECTION 3. Pursuant to all of the evidence presented, both oral and documentary, and further based on the findings above, Precise Plan No. 23-05 are approved subject to the provisions of the West Covina Municipal Code, provided that the physical development of the herein described property shall conform to said plan and the conditions set forth herein which, except as otherwise expressly indicated, shall be fully performed and completed or shall be secured by bank or cash deposit satisfactory to the Community Development Director, before the use or occupancy of the property is commenced and before the Certificate of Occupancy is issued.

SECTION 4. The Precise Plan shall not be effective for any purpose until the applicant (or a duly authorized representative) has filed at the office of the Community Development Director, his/her affidavit stating he/she is aware of, and accepts, all conditions of this precise plan as set forth below. Additionally, no permits shall be issued until the applicant (or a duly authorized representative) pays all costs associated with the processing of this application pursuant to City Council Resolution No. 8690.

SECTION 5. The costs and expenses of any enforcement activities, including, but not limited to attorneys' fees, caused by the applicant's violation of any condition imposed by this approval or any provision of the West Covina Municipal Code shall be paid by the applicant.

SECTION 6. The City Council approves the Precise Plan subject to the following conditions:

PLANNING DIVISION:

a. Comply with the plans reviewed by the City Council on April 15, 2025.

b. Approval of this precise plan is contingent upon, and shall not become effective unless and until, approval of Conditional Use Permit No. 23-04 and Variance No. 24-02.

c. These conditions of approval shall be printed on, or attached to, the working drawings submitted to the Engineering Division for approval.

d. That the project complies with all requirements of the "Urban Center" Zone and all other applicable standards of the West Covina Municipal Code and Downtown Plan and Code.

e. This approval is to allow for the construction of a 42,000 square foot, 71-bed behavioral health hospital addition.

f. The applicant shall defend, indemnify, and hold harmless the City of West Covina, its agents, officers, and employees from any claim, action or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul, approval of this Conditional Use Permit. The City

will promptly notify the applicant of any such claim, action or proceeding against the City and will cooperate fully in the defense.

g. In the event the City determines that it is necessary to take legal action to enforce any of the provisions of these conditions, and such legal action is taken, the applicant agrees to pay any and all costs of such legal action, including reasonable attorney's fees, incurred by the City, even if the matter is not prosecuted to a final judgment or is amicably resolved, unless the City should otherwise agree with the applicant to waive said fees or any part thereof. The foregoing shall not apply if the permittee prevails in the enforcement proceeding.

h. The applicant shall meet any and all monitoring or reporting requirements necessary to ensure compliance with the mitigation measures contained in the Mitigated Negative Declaration of Environmental Impact as those may be determined by the City, including, but not limited to, entering into an agreement to perform and/or for monitoring and reporting during project construction and implementation. The applicant further agrees it will cease construction of the project immediately upon written notice of a violation of such requirement and that such a provision may be part of any agreement of City and applicant.

i. The approved use shall not create a public nuisance as defined under Section 15-200 of the West Covina Municipal Code.

j. The approved use shall be in compliance with the Noise Ordinance (Chapter 15).

k. This Precise Plan approval shall become null and void if the building permit is not obtained within two (2) years of the date of this approval.

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

m. That any proposed change to the approved site plan, floor plan or elevations be reviewed by the Planning, Building, Fire and Police Departments and that the written authorization of the Community Development Director shall be obtained prior to implementation.

n. All outstanding fees and Development Impact Fees will be due at the time of building permit issuance.

o. All new gutters and downspouts shall not project from the vertical surface of the building.

p. This approval does not include approval of signs; a separate sign permit shall be obtained. All signs shall be required to comply with the City of West Covina Sign Code.

q. All approved materials and colors shall be clearly indicated on the plans.

r. All new ground-mounted, wall-mounted and/or roof-mounted equipment not shown on the approved plans shall be screened from all views, in a manner that is architecturally compatible with the main building. Plans and elevations indicating the type of equipment and method of concealment shall be submitted to the Community Development Director for review and approval prior to the issuance of building permits.

s. The location of new electrical transformers, vaults, antennas, mechanical and all other equipment not indicated on the approved plans must be approved by the Community Development Director prior to the issuance of the building permit. Provide construction details prior to the issuance of a building permit.

t. The parking lot shall be resurfaced/repaired and restriped so that there are no visible cracks and/or holes on the surface prior to permit final.
    i. Parking lots or other paved areas with a cracked, broken or otherwise deteriorating surface, in excess of ten (10) percent of the surface area shall be considered a nuisance and shall be repaired.

u. The paved areas at the site shall be maintained clean and free of oil stains. All paved areas shall be pressure-washed as needed to maintain the site in a clean and orderly manner.

v. All new utilities shall be placed underground prior to issuance of Certificate of Occupancy. All relocated on-site utility service lines shall be underground when the cost or square footage of an addition or alteration exceeds 50% of the existing value or area per WCMC 23-273.

w. Any graffiti that appears on the property during construction shall be cleaned or removed on the same business day. During construction, the delivery of materials and equipment, outdoor operations of equipment, and construction activity shall be limited to the hours between 7:00 a.m. and 8:00 p.m.

x. A detailed landscape and irrigation plan in compliance with AB 1881 and executive order 13-29-15 shall be submitted for all planted areas to be affected by project. Plans shall include type, size and quantity of landscape materials and irrigation equipment. All vegetation areas shall be automatically irrigated, and a detailed watering program and water budget shall be provided. All damaged vegetation shall be replaced, and the site shall be kept free of

diseased or dead plant materials and litter at all times. The landscape and irrigation plan shall be approved and the landscaping/irrigation installed prior to permit final. A licensed landscape architect shall certify that the landscaping was installed per the approved landscape plan.

y. The landscape plan shall include the planting of at least one 24" box-sized replacement tree to be planted on the planter island directly in front of the hospital addition pursuant to Tree Removal Permit No. 25-01. If 10 additional replacement trees cannot be accommodated on the site, the applicant shall pay an in lieu amount equivalent to five (5) 24-inch box sized trees and five (5) 36-inch box size trees to the City's tree fund to be used to plant replacement trees on the City public right-of-way or publicly owned properties (i.e., Civic Center, parks).

z. The landscaping on the hospital parking lot on Orange Avenue, across from the West Covina Medical Center site, shall be rehabilitated. A landscape and irrigation plan shall be submitted and approved, with the landscaping and irrigation installed per the approved plan as certified by a licensed landscape architect prior to Planning final approval.

aa. Clinging vines shall be installed on all street facing perimeter retaining or freestanding walls to assist in deterring graffiti. The vines shall be installed prior to permit final.

bb. The new development shall comply with the Development Impact Fees (Ordinance No. 2286 and Resolution No. 2015-81). The impact fees will be due at the time of engineering permit issuance.

cc. Comply with all requirements of the "Art in Public Places" ordinance (WCMC Chapter 17), prior to the issuance of building permits. Artwork shall be installed or required fee paid prior to issuance of Certificate of Occupancy or permit final.

ENGINEERING DIVISION:

a. The building shall be addressed as 725 S Orange Ave and an application to assign the address shall be filed with Engineering Division prior to plan check submittal.

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

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

d. Reconstruct the driveway approaches located at Orange Avenue at I-10 EB off ramp, Orange Avenue between West Cameron Avenue and West Garvey Avenue South, and on West Garvey Avenue South in accordance with SPPWC Standard Plan 110-2, and as directed by the City Engineer or his/her designee. A new driveway approach will need to meet ADA sidewalk requirements.

e. Remove and replace broken and off grade sidewalk for 725 South Orange Avenue property and adjacent parking lot in accordance with SPPWC standard plan 113-2, and as directed by the City Engineer or his/her designee.

f. Remove and replace broken and off grade curb for 725 South Orange Avenue property and adjacent parking lot and gutter in accordance with SPPWC Standard Plan 120-2, and as directed by the City Engineer or his/her designee.

g. Rehabilitate existing AC street pavement along the length of the property frontage to the centerline of the street as directed by the City Engineer or his/her designee.

h. Project shall be reviewed and approved by the City Traffic Engineer, prior to the issuance of permits.

i. Prior final of the building permit(s), inspection required by Public Works inspector.

j. The existing parking lot should be updated to meet general and ADA requirements (eliminate trip and fall hazards due to uneven pavement and tree roots, add required ADA assessable parking spaces with pavement markings and signage) based on Muni Code Section 26-584.

TRAFFIC DIVISION:

a. Prior to the start of construction, the applicant shall provide to the City, a circulation plan for Deliveries, Trash, Medical Waste Drop Off and any patient access during construction. Construction shall not start until the circulation plan is approved by the City Traffic Engineer.

b. All pedestrian paths from ADA parking spaces on-site to building shall be clear from obstacles as well as be ADA compliant with ramps as well as truncated domes.

c. Refresh all red curb along Orange Avenue – project frontage, prior to permit final.

d. Add 20’ of red curb on the west side of the Orange Ave driveway, prior to permit final.

e. In the parking lot across from the hospital show the location of reserved spaces for staff as well as meet ADA requirements for number of ADA spaces, prior to permit final.

f. Install 20’of red curb on either side of the hospital parking lot on Garvey Ave S for line of sight, prior to permit final.

g. Provide clear signage noting the parking lot is for employees and guests to the hospital at the parking lot, prior to permit final.

FIRE DEPARTMENT:

a. Continue to utilize 2022 or most current approved California Codes.

b. A written Fire Protection Plan is still required prior to proceeding pass foundation work. Notate on next plan revision.

c. Monitored Fire Sprinklers will be noted as deferred submittal on initial plans submittal.

d. Monitored Fire Alarm will be noted as deferred submittal on initial plans submittal.

e. Monitored Fire Pump will be noted as deferred submittal on initial plans submittal.

f. Smoke Control system(s) noted as deferred submittal on initial plans submittal.

g. ERRCS will be noted as deferred submittal on initial plans submittal.

h. Fire Command Room to be identified on initial plan submittal.

i. After discussion with City Staff and Design Fire, the proposed alternate means and methods for the secondary access is acceptable as noted on page 4A "Fire Department Access Plan" on 2024.10.10 Entitlements Resubmittal A. pdf.
    i. In lieu of Fire Department access from two separate points, the following alternate means and methods shall be required;
        - Fire fighter emergency access pathway/walkway along Cameron shall be provided.
        - Revised fire access turnaround will be required. (See #10)
        - Fire Command Room within behavioral health building to be provided.

j. Fire will identify any additional signage or pavement stenciling to maintain requirements as noted in # 10.

k. An approved and serviceable on-site fire protection system will be required prior to the start of building construction. Notate on plans as deferred submittal on initial plans submittal.

l. A preliminary on-site fire protection plan will be required as part of the initial plan submittal.

m. Hydrant installation shall be completed prior to combustible construction commencement.

n. As per submittal, current available fire flow is 5000gpm, at 74psi, for 5hrs.

o. This requirement has been remediated by #9 alternate means and methods.

p. Knox box location and installation to be noted on plans.

q. This requirement has been remediated by #9 alternate means and methods.

r. This requirement has been remediated by #9 alternate means and methods and #10.

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

SECTION 6. The City Clerk shall certify to the adoption of this Resolution and shall enter it into the book of original resolutions.

APPROVED AND ADOPTED on this 15th day of April, 2025.

Tony Wu
Mayor

APPROVED AS TO FORM

Thomas P. Duarte
City Attorney

ATTEST

Lisa Sherrick
Assistant City Clerk

I, LISA SHERRICK, Assistant City Clerk of the City of West Covina, California, do hereby certify that the foregoing Resolution No. 2025-26 was duly adopted by the City Council of the City of West Covina, California, at a regular meeting thereof held on the 15th day of April, 2025, by the following vote of the City Council:

AYES:
NOES:
ABSENT:
ABSTAIN:

Lisa Sherrick
Assistant City Clerk

RESOLUTION NO. 2025-27

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 23-04 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE TO ALLOW A PSYCHIATRIC/BEHAVIORAL HEALTH FACILITY USE

The City Council of the City of West Covina hereby finds and declares as follows:

WHEREAS, the applicant, the West Covina Medical Center, filed with the City a verified application on the forms prescribed in Chapter 26 of the West Covina Municipal Code, requesting approval of a conditional use permit (Conditional Use Permit No. 23-04) to:

Allow the operation of a 42,000 square-foot, 71 bed psychiatric/behavioral health facility on certain property described as follows:

Assessor's Parcel No. 8474-001-022 in the records of the Los Angeles County Assessor; and

WHEREAS, the applicant also filed applications for a precise plan (Precise Plan No. 23-05) to allow for the construction of a four-story, 42,000 square feet psychiatric/behavioral health facility addition and associated tree removals and site improvements and a variance (Variance No. 24-02) because the site, with the proposed construction, does not comply with the required number of off-street parking spaces; and

WHEREAS, Conditional Use Permit No. 23-04, Precise Plan No. 23-05, and Variance No. 24-02 (the "Project") are considered a "project" pursuant to the terms of the California Environmental Quality Act (CEQA); and

WHEREAS, on February 11, 2025, the Planning Commission conducted a duly noticed public hearing as prescribed by law to consider the Project, including said Conditional Use Permit application, and voted to approve the Project; and

WHEREAS, on February 18, 2025, the City Council voted to call up the Project for City Council review and consideration; and

WHEREAS, on April 15, 2025, the City Council conducted a duly noticed public hearing to consider the Project; and

WHEREAS, studies and investigations made by the City Council and on its behalf reveal the following:

1. The applicant is requesting the approval of a Conditional Use Permit to allow the construction of a four-story, 42,000 square feet, seventy-one (71) bed psychiatric/behavioral health facility addition to the existing West Covina Medical Center building in the “Urban Commercial Zone” in the Downtown Plan and Code.

2. Pursuant to Section 26-224 of the Development Code, appropriate findings for approval of a Conditional Use Permit are as follows:

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

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

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

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

    e. That the granting of such conditional use permit will not adversely affect the general plan of the city, or any other adopted plan of the city; and

WHEREAS, the City, through its environmental consultant, prepared an Initial Study and Mitigated Negative Declaration for the Project, including the Conditional Use Permit; and

WHEREAS, prior to adopting this Resolution, the City Council adopted Resolution No. 2025-25, adopting a Mitigated Negative Declaration for the Project and approving a Mitigation Monitoring and Reporting Program; and

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

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

SECTION 1. Recitals. The above recitals are true and correct and are incorporated herein.

SECTION 2. Findings. On the basis of the evidence presented, both oral and documentary, the City Council makes the following findings:

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

The proposed use is consistent with the Urban Center Zone. The Urban Center Zone is composed primarily of retail and service commercial, recreational, and business office land uses which, by their nature, are of a relatively high intensity. The proposed use is a 42,000 square foot secured behavioral health facility. As conditioned, the facility will offer a unique service and community benefit by allowing the City to drop-off unhoused individuals in need of mental health care.

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

The proposed use is a secured psychiatric/behavioral health facility. Patients arrive at the facility via non-emergency medical vans or ambulances coming from other care facilities, and are never discharged to the street with nowhere to go. Off-street parking will be provided. Based on anticipated parking demands, adequate off-street parking will be available most times. Therefore, there is no evidence that the use will be detrimental to the health, safety, peace or general welfare of surrounding residents or business owners.

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

The existing building and site are adequate and are properly designed to accommodate all existing and proposed uses. The medical offices and existing hospital are long-standing facilities and uses that have provided adequate off-street parking for a number of years. Based on anticipated parking demands, adequate off-street parking will be available most times.

The proposed use will not negatively impact the adjacent commercial retail center and medical office building since a minimal number of patient visitors will be present each day, the patients are dropped-off by vehicles without the use of sirens, the patients are never discharged onto the street, and the building addition is designed to be architecturally compatible with the existing hospital.

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

The subject property abuts Orange and Cameron Avenues and is accessible via driveway on Orange Avenue. The site is accessible through streets located along commercial areas. Since patients are typically dropped off and picked up by a van, ambulance service, or family, and leave the hospital pursuant to a facility-approved discharge plan, these vehicles and patients come to the site via the 10 Freeway, or from Cameron Avenue to Orange Avenue, and will not be channeled through residential areas. The parking lot across Orange Avenue is a longstanding use and will not be modified as part of this project.

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

Granting the CUP for the proposed use will not compromise the character of the surrounding neighborhood or be detrimental to the surrounding land uses. Allowing the proposed use is consistent with the policies and actions of the General Plan. The project is consistent with the following General Plan policies:

- Our Prosperous Community P2.4 Build on and grow West Covina's regional appeal
- Our Prosperous Community P2.7a Explore health/medical campus opportunities
- Our Prosperous Community P2.9 Support local businesses.

SECTION 3. Approval. Pursuant to all of the evidence presented, both oral and documentary, and further based on the findings above, the City Council approves Conditional Use Permit No. 23-04 subject to the provisions of the West Covina Municipal Code, provided that the physical development of the herein described property shall conform to the Project plans approved by the City Council and the conditions set forth herein which, except as otherwise expressly indicated, shall be fully performed and completed or shall be secured by bank or cash deposit satisfactory to the Deputy Community Development

Director, before the use or occupancy of the property is commenced and before the Certificate of Occupancy is issued.

SECTION 4. Affidavit. The Conditional Use Permit shall not be effective for any purpose until the applicant (or a duly authorized representative) has filed at the office of the Deputy Community Development Director, his/her/its affidavit stating he/she/it is aware of, and accepts, all conditions of this Conditional Use Permit as set forth below. Additionally, no permits shall be issued until the applicant (or a duly authorized representative) pays all costs associated with the processing of this application pursuant to City Council Resolution No. 8690.

SECTION 5. Costs of Enforcement. The costs and expenses of any enforcement activities, including, but not limited to, attorneys' fees, caused by the applicant's violation of any condition imposed by this approval or any provision of the West Covina Municipal Code shall be paid by the applicant.

SECTION 6. Conditions of Approval. The City Council approves the Conditional Use Permit subject to the following conditions:

PLANNING DIVISION:

a. Comply with the plans reviewed by the City Council on April 15, 2025.

b. Comply with all applicable sections of the West Covina Municipal Code.

c. Comply with all requirements of the "Urban Center Zone of the Downtown Plan and Code.

d. Approval of this Conditional Use Permit is contingent upon, and shall not become effective unless and until, approval of Precise Plan No. No. 23-05 and Variance No. 24-02.

e. This approval is to allow for the construction of a 42,000 square foot, 71-bed secured psychiatric/behavioral health facility addition.

f. Staff shall closely monitor any parking complaints or concerns filed regarding the West Covina Medical Center. The applicant and/or business operator shall work with staff to address any parking issues. In the event where issues remain unresolved, the Planning Commission shall review the Conditional Use Permit for the use and may, at its discretion, modify or impose new conditions.

g. During construction, the delivery of materials and equipment, outdoor operations of equipment and construction activity shall be limited to the hours between 7:00 a.m. and 8:00 p.m.

h. All construction equipment, stationery or mobile, shall be equipped with properly operating and maintained mufflers.

i. That any proposed change to the approved site plan, floor plan, or elevations be reviewed by the Planning, Fire, and Police Departments and Engineering, and that the written authorization of the Community Development Director shall be obtained prior to implementation.

j. The operation of the hospital shall comply with the West Covina Noise Ordinance.

k. This approval does not include the approval of signs; a separate sign permit shall be obtained. All signs shall be required to comply with the City of West Covina Sign Code.

l. That any proposed change to the approved site plan, floor plan, elevations, or operations plan be reviewed by the Planning, Building, Fire, and Police Departments and the Planning Commission, and that the written authorization of the Community Development Director shall be obtained prior to implementation.

m. The Conditional Use Permit may be revoked, amended, or suspended by the Planning Commission under the provisions of Section 26-268 of the West Covina Development Code.

n. The applicant shall defend, indemnify, and hold harmless the City of West Covina, its agents, officers, and employees from any claim, action or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul, approval of this Conditional Use Permit. The City will promptly notify the applicant of any such claim, action or proceeding against the City and will cooperate fully in the defense.

o. In the event the City determines that it is necessary to take legal action to enforce any of the provisions of these conditions, and such legal action is taken, the applicant agrees to pay any and all costs of such legal action, including reasonable attorney's fees, incurred by the City, even if the matter is not prosecuted to a final judgment or is amicably resolved, unless the City should otherwise agree with the applicant to waive said fees or any part thereof. The foregoing shall not apply if the permittee prevails in the enforcement proceeding.

p. To ensure that patients are not discharged onto the street or without proper housing, the business operator and/or property owner shall ensure that upon conclusion of treatment or upon hospital discharge, all patients are transferred either to another facility or into the care of a family member or other responsible adult.

q. The hospital operator shall allow the City to drop-off unhoused individuals in need of mental health care to either receive care onsite or at another nearby facility operated by the West Covina Medical Center ownership group at a rate of 10 patients per day, or more if capacity permits.

r. To ensure that the parking lot on Orange Avenue, across from the project site, continues to provide parking for the West Covina Medical Center, recorded legal documentation shall be filed requiring the parking lot to remain a parking lot serving the West Covina Medical Center.

s. The Conditional Use Permit and Variance shall be brought back to the Planning Commission by March 2027 for compliance review of the conditions of approval.

t. The landscaping on the hospital parking lot on Orange Avenue, across from the West Covina Medical Center site, shall be rehabilitated. A landscape and irrigation plan shall be submitted and approved, with the landscaping and irrigation installed per the approved plan as certified by a licensed landscape architect prior to Planning final approval.

TRAFFIC DIVISION:

a. The applicant should provide to the City a circulation plan for Deliveries, Trash, Medical Waste Drop Off and any patient access during construction.

b. All pedestrian paths from ADA parking spaces on-site to building should be clear from obstacles as well as be ADA compliant with ramps as well as truncated domes.

c. Refresh all red curb along Orange Avenue – project frontage.

d. Add 20’ of red curb on the west side of the Orange Ave driveway.

e. In the parking lot across from the hospital show the location of reserves spaces for staff as well as meet ADA requirements for number of ADA spaces.

f. Install 20’ of red curb on either side of the hospital parking lot on Garvey Ave S for line of sight.

g. Provide clear signage noting the parking lot is for employees and guests to the hospital at the parking lot.

FIRE DEPARTMENT:

a. Continue to utilize 2022 or most current approved California Codes.

b. A written Fire Protection Plan is still required prior to proceeding pas foundation work. Notate on next plan revision.

c. Monitored Fire Sprinklers will be noted as deferred submittal on initial plans submittal.

d. Monitored Fire Alarm will be noted as deferred submittal on initial plans submittal.

e. Monitored Fire Pump will be noted as deferred submittal on initial plans submittal.

f. Smoke Control system(s) noted as deferred submittal on initial plans submittal.

g. ERRCS will be noted as deferred submittal on initial plans submittal.

h. Fire Command Room to be identified on initial plan submittal.

i. After discussion with City Staff and Design Fire, the proposed alternate means and methods for the secondary access is acceptable as noted on page 4A "Fire Department Access Plan" on 2024.10.10 Entitlements Resubmittal A. pdf.
    i. In lieu of Fire Department access from two separate points, the following alternate means and methods shall be required:
        1. Fire fighter emergency access pathway/walkway along Cameron shall be provided.
        2. Revised fire access turnaround will be required. (See #10)
        3. Fire Command Room within psychiatric/behavioral health building to be provided.

j. Fire will identify any additional signage or pavement stenciling to maintain requirements as noted in # 10.

k. An approved and serviceable on-site fire protection system will be required prior to the start of building construction. Notate on plans as deferred submittal on initial plans submittal.

l. A preliminary on-site fire protection plan will be required as part of the initial plan submittal.

m. Hydrant installation shall be completed prior to combustible construction commencement.

n. As per submittal, current available fire flow is 5000gpm, at 74psi, for 5hrs.

o. This requirement has been remediated by #9 alternate means and methods.

p. Knox box location and installation to be noted on plans.

q. This requirement has been remediated by #9 alternate means and methods.

r. This requirement has been remediated by #9 alternate means and methods and #10.

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

SECTION 7. Effective Date. The City Clerk shall certify to the adoption of this Resolution and shall enter it into the book of original resolutions and it shall become effective immediately.

APPROVED AND ADOPTED on this 15th day of April, 2025.

Tony Wu
Mayor

APPROVED AS TO FORM

Thomas P. Duarte
City Attorney

ATTEST

Lisa Sherrick, CMC
Assistant City Clerk

I, LISA SHERRICK, ASSISTANT CITY CLERK of the City of West Covina, California, do hereby certify that the foregoing Resolution No. 2025-27 was duly adopted by the City Council of the City of West Covina, California, at a regular meeting thereof held on the 15th day of April, 2025, by the following vote of the City Council:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Lisa Sherrick, CMC
Assistant City Clerk

RESOLUTION NO. 2025-28

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, APPROVING VARIANCE NO. 24-02 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE TO ALLOW A 79-SPACE PARKING DEFICIENCY

The City Council of the City of West Covina hereby finds and declares as follows:

WHEREAS, the applicant, the West Covina Medical Center, filed with the City a verified application on the forms prescribed in Chapter 26 of the West Covina Municipal Code, requesting approval of a variance (Variance No. 24-02) to:

Allow a 79-parking space deficit and the reduction of the required off-street parking spaces on that certain property generally described as follows:

Assessor's Parcel No. 8474-001-022 in the records of the Los Angeles County Assessor; and

WHEREAS, the applicant also filed applications for a precise plan (Precise Plan No. 23-05) to allow for the construction of a four-story, 42,000 square feet psychiatric/behavioral health facility addition and associated tree removals and a conditional use permit (Conditional Use Permit No. 23-04) for a 71-bed psychiatric/behavioral health facility; and

WHEREAS, Variance No. 24-02, Conditional Use Permit No. 23-04, and Precise Plan No. 23-05 (the "Project") are considered a "project" pursuant to the terms of the California Environmental Quality Act (CEQA); and

WHEREAS, on February 11, 2025, the Planning Commission conducted a duly noticed public hearing as prescribed by law to consider the Project, including said Variance application, and voted to approve the Project; and

WHEREAS, on February 18, 2025, the City Council voted to call up the Project for City Council review and consideration; and

WHEREAS, on April 15, 2025, the City Council conducted a duly noticed public hearing to consider the Project; and

WHEREAS, studies and investigations made by the City Council and on its behalf reveal the following:

1. Pursuant to the Development Code in combination with the Downtown Plan and Code, based on the existing use and building area, number of beds (proposed and existing), and use, the Project requires a minimum of 229

off-street parking spaces. The applicant is proposing to have 150 parking spaces.

2. Pursuant to Section 26-233 of the Development Code, appropriate findings for approval of a variance are as follows:

   a. There are special circumstances (which may include, but are not limited to, size, shape, topography, location, or surroundings) applicable to the property which are not applicable to other property in the property's vicinity under identical zoning classification.

   b. As a result of the special circumstances, the strict application of the Development Code deprives the property of meaningful privileges enjoyed by other property in the vicinity and under identical zoning classification.

   c. Such variance is necessary to allow the property in question to have the same substantial property right possessed by other property in the same vicinity and zone.

   d. The granting of such variance will not be materially detrimental to the public welfare or materially injurious to residents or owners of nearby properties.

   e. That the granting of such variance shall be consistent with the adopted General Plan and any applicable specific plans.

   f. The variance does not authorize a use or activity which is not otherwise expressly authorized by the zoning regulations governing the parcel of property; and

WHEREAS, the City, through its environmental consultant, prepared an Initial Study and Mitigated Negative Declaration for the Project, including the Variance; and

WHEREAS, prior to adopting this Resolution, the City Council adopted Resolution No. 2025-25, adopting a Mitigated Negative Declaration for the Project and approving a Mitigation Monitoring and Reporting Program; and

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

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

SECTION 1. Recitals. The above recitals are true and correct and are incorporated herein.

SECTION 2. Findings. On the basis of the evidence presented, both oral and documentary, the City Council makes the following findings:

a. *There are special circumstances (which may include, but are not limited to, size, shape, topography, location, or surroundings) applicable to the property which are not applicable to other property in the property's vicinity under identical zoning classification.*

The Project site's location is unlike other properties in the vicinity in that it exhibits "island-like" characteristics in that it is directly adjacent to the I-10 Freeway to the north, I-10 Freeway off-ramp to the east, Orange Avenue to the south, and Cameron Avenue to the west; the site is not directly adjacent to any privately owned properties which eliminates the possibility of expanding the size of the lot to accommodate more parking onsite.

b. *As a result of the special circumstances, the strict application of the Development Code deprives the property of meaningful privileges enjoyed by other property in the vicinity and under identical zoning classification.*

Due to its "island-like" features, the site is not directly adjacent to any privately owned properties, which eliminates the possibility of expanding the size of the lot to accommodate more parking onsite. Furthermore, the lot's size and the current development constrain the location of the hospital expansion, necessitating the removal of existing onsite parking spaces. Other properties in the area are either underutilized, with abundant parking and large lots, or have the potential for expansion due to their proximity to other privately owned properties. Thus, the strict application of the code deprives the property of meaningful privileges enjoyed by other properties in the vicinity and under identical zoning classifications.

c. *Such variance is necessary to allow the property in question to have the same substantial property right possessed by other property in the same vicinity and zone.*

The parking variance is necessary to allow the subject property to have the same substantial property right possessed by other properties in the same vicinity. Due to its "island-like" features, the site is not directly adjacent to any privately owned properties, which eliminates the possibility of expanding the size of the lot to accommodate more parking onsite. Furthermore, the lot's size and the current development constrain the location of the hospital expansion, necessitating the removal of existing onsite parking spaces. Other properties in the area are either underutilized,

with abundant parking and large lots, or have the potential for expansion due to their proximity to other privately owned properties.

d. The granting of such variance will not be materially detrimental to the public welfare or materially injurious to residents or owners of nearby properties.

Based on the parking analysis, the total peak parking demand would be 154 parking spaces, 4 parking spaces more than the number of off-street parking spaces provided by the project. However, based on the unique characteristics of the proposed use, in combination with the vacation of the existing medical office tenants and anticipated expansion of an adult day care program, the parking demand for the site is expected to be lower than the current parking demand. As conditioned, granting of the variance will not be materially detrimental to the public welfare or materially injurious to the residents or owners of nearby properties.

e. That the granting of such variance shall be consistent with the adopted General Plan and any applicable specific plans.

The site has a "Commercial" General Plan land-use designation. Approval of the variance does not change the commercial use or land-use designation of the site. The Project is consistent with the following General Plan policies:

- Our Prosperous Community P2.4: Build on and grow West Covina's regional appeal
- Our Prosperous Community P2.7a: Explore health/medical campus opportunities
- Our Prosperous Community P2.9: Support local businesses.

f. The variance does not authorize a use or activity which is not otherwise expressly authorized by the zoning regulations governing the parcel of property.

The variance is to allow a 79-parking space deficit. The proposed psychiatric/behavioral health facility use is allowed within the Downtown Plan and Code area with approval of a Conditional Use Permit.

SECTION 3. Approval. Pursuant to all of the evidence presented, both oral and documentary, and further based on the findings above, the City Council approves Variance No. 24-02 subject to the provisions of the West Covina Municipal Code, provided that the physical development of the herein described property shall conform to the Project plans approved by the City Council and the conditions set forth herein which, except as otherwise expressly indicated, shall be fully performed and completed or shall be secured by bank or cash deposit satisfactory to the Deputy Community Development Director, before the use

or occupancy of the property is commenced and before the Certificate of Occupancy is issued.

SECTION 4. Affidavit. The Variance shall not be effective for any purpose until the applicant (or a duly authorized representative) has filed at the office of the Deputy Community Development Director, his/her/its affidavit stating he/she/it is aware of, and accepts, all conditions of this Variance as set forth below. Additionally, no permits shall be issued until the applicant (or a duly authorized representative) pays all costs associated with the processing of this application pursuant to City Council Resolution No. 8690.

SECTION 5. Costs of Enforcement. The costs and expenses of any enforcement activities, including, but not limited to attorneys' fees, caused by the applicant's violation of any condition imposed by this approval or any provision of the West Covina Municipal Code shall be paid by the applicant.

SECTION 6. Conditions of Approval. The City Council approves the Variance subject to the following conditions:

a. Comply with the plans approved by the City Council on April 15, 2025.

b. The project shall comply with all requirements of the Urban Center Zone of the Downtown Plan and Code.

c. The approval is to allow a 79-parking space deficit and parking reduction to accommodate 42,000 square feet, 71-bed psychiatric/behavioral health facility.

d. Approval of this Variance is contingent upon, and shall not become effective unless and until, the approval of Precise Plan No. No. 23-05 and Conditional Use Permit No. 23-04.

e. The applicant shall defend, indemnify, and hold harmless the City of West Covina, its agents, officers, and employees from any claim, action or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul, approval of this Conditional Use Permit. The City will promptly notify the applicant of any such claim, action or proceeding against the City and will cooperate fully in the defense.

f. In the event the City determines that it is necessary to take legal action to enforce any of the provisions of these conditions, and such legal action is taken, the applicant agrees to pay any and all costs of such legal action, including reasonable attorney's fees, incurred by the City, even if the matter is not prosecuted to a final judgment or is amicably resolved, unless the City should otherwise agree with the applicant to waive said fees or any part thereof. The foregoing shall not apply if the permittee prevails in the enforcement proceeding.

g. The applicant shall meet any and all monitoring or reporting requirements necessary to ensure compliance with the mitigation measures contained in the Mitigated Negative Declaration of Environmental Impact as those may be determined by the City, including, but not limited to, entering into an agreement to perform and/or for monitoring and reporting during project construction and implementation. The applicant further agrees it will cease construction of the project immediately upon written notice of a violation of such requirement and that such a provision may be part of any agreement of City and applicant.

h. The approved variance shall not create a public nuisance as defined under Section 15-200 of the West Covina Municipal Code.

i. Staff shall closely monitor any parking complaints or concerns filed regarding the West Covina Medical Center. The applicant and/or business operator shall work with staff to address any parking issues. In the event where issues remain unresolved, the Planning Commission shall review the Variance and Conditional Use Permit for the use and may, at its discretion, modify or impose new conditions. The Conditional Use Permit and Variance shall be brought back to the Planning Commission by March 2027 for compliance review of the conditions of approval.

j. To ensure that the parking lot on Orange Avenue, across from the project site, continues to provide parking for the West Covina Medical Center, recorded legal documentation shall be filed requiring the parking lot to remain a parking lot serving the West Covina Medical Center.

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

l. This approval shall become null and void if permit is not obtained within two (2) years of the date of this approval.

SECTION 7. Effective Date. The City Clerk shall certify to the adoption of this Resolution and shall enter it into the book of original resolutions and it shall become effective immediately.

APPROVED AND ADOPTED on this 15th day of April, 2025.

Tony Wu
Mayor

APPROVED AS TO FORM

Thomas P. Duarte
City Attorney

ATTEST

Lisa Sherrick, CMC
Assistant City Clerk

I, LISA SHERRICK, ASSISTANT CITY CLERK of the City of West Covina, California, do hereby certify that the foregoing Resolution No. 2025-28 was duly adopted by the City Council of the City of West Covina, California, at a regular meeting thereof held on the 15th day of April, 2025, by the following vote of the City Council:

AYES:
NOES:
ABSENT:
ABSTAIN:

Lisa Sherrick, CMC
Assistant City Clerk

RESOLUTION NO. 2025-31

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, DENYING PRECISE PLAN NO. 23-05 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE FOR THE CONSTRUCTION OF A FOUR-STORY 42,000 SQUARE-FOOT PSYCHIATRIC/BEHAVIORAL HEALTH FACILITY ADDITION AND ASSOCIATED TREE REMOVAL

The City Council of the City of West Covina hereby finds and declares as follows:

WHEREAS, the applicant, the West Covina Medical Center, filed with the City a verified application on the forms prescribed in Chapter 26 of the West Covina Municipal Code, requesting approval of a precise plan (Precise Plan No. 23-05) to:

> Allow for the construction of a four-story, 42,000 square feet psychiatric/behavioral health facility addition and associated tree removals and site improvements to the existing West Covina Medical Center building on a certain property described as:
>
> Assessor's Parcel No. 8474-001-022 in the records of the Los Angeles County Assessor; and

WHEREAS, the applicant also filed applications for a conditional use permit (Conditional Use Permit No. 23-04) for a 71-bed psychiatric/behavioral health facility and a variance (Variance No. 24-02) because the site, with the proposed construction, does not comply with the required number of off-street parking spaces; and

WHEREAS, Precise Plan No. 23-05, Conditional Use Permit No. 23-04, and Variance No. 24-02 are referred to herein as the "Project"; and

WHEREAS, on February 11, 2025, the Planning Commission conducted a duly noticed public hearing as prescribed by law to consider the Project, including said Precise Plan application, and voted to approve the Project; and

WHEREAS, on February 18, 2025, the City Council voted to call up the Project for City Council review and consideration; and

WHEREAS, on April 15, 2025, the City Council conducted a duly noticed public hearing to consider the Project; and

WHEREAS, studies and investigations made by the City Council and on its behalf reveal the following:

1. The applicant is requesting the approval of a Precise Plan to allow the construction of a four-story, 42,000 square feet, seventy-one (71) bed psychiatric/behavioral health facility addition to the existing West Covina Medical Center building.

2. Pursuant to Section 26-213 of the Development Code, appropriate findings for approval of a precise plan of design are as follows:

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

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

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

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

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

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

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

SECTION 1. Recitals. The above recitals are true and correct and are incorporated herein.

SECTION 2. Findings. On the basis of the evidence presented, both oral and documentary, the City Council finds that the following required findings for the Precise Plan cannot be made, for the following independent reasons:

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

The Project includes the construction of a 42,000-square-foot psychiatric/behavioral health facility addition to the West Covina Medical Center. The proposed facility addition complies with the Urban Center Zone of the Downtown Plan and Code standards. The Project includes a variance application for a 79 off-street parking deficit that is justified based on the analysis of the future parking demands for the site. The City Council finds that the impact statements and collision history raise serious concerns for the safety, health, and welfare of its residents. The City Council finds that the off-site location of the parking lot across the street in combination with the increase in pedestrian traffic and vehicular activity due to the hospital expansion would exacerbate unsafe street conditions and would increase the incidents of traffic collisions to residents or owners of property nearby.

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

The proposed Project is surrounded by commercial uses, including an office building and a retail center. There is no evidence that granting the permit would not be detrimental to the public interest, health, safety, and welfare would not unreasonably interfere with the use or enjoyment of property in the vicinity of the subject property. The City Council finds that there are discrepancies between the information provided to the Police Department and the operations plan regarding the manner of discharge of patients into the community. There is no clear plan to ensure that all patients will have housing arrangements upon discharge and the City Council finds that allowing a patient to be discharged to an existing or newly created unhoused situation or status would be detrimental to the health, safety, and welfare and to the public interest

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

The site will be physically suitable for the type, density and intensity of the development being proposed. The Project site will be visible from the surrounding areas, which include the Interstate 10 Freeway and commercial buildings. Vehicles would be able to access the project site via Orange Avenue. The application includes a parking variance to allow the construction of the Project and its use with a 79-parking space deficiency. The City Council finds that the impact statements and collision history raise serious concerns for the safety, health, and welfare of its residents. The City Council finds that the off-site location of the parking lot across the street in combination with the increase in pedestrian traffic and vehicular activity due to the hospital

expansion would exacerbate unsafe street conditions and would increase the incidents of traffic collisions to residents or owners of property nearby.

SECTION 3. Denial. Pursuant to all of the evidence presented, both oral and documentary, and further based on the findings above, the City Council overturns the Planning Commission's decision approving Precise plan No. 23-05 and denies the application.

SECTION 4. Redesign. Nothing in this Resolution is intended to prohibit the applicant from applying to the City for a redesigned facility addition with appropriate parking.

SECTION 5. Effective Date. The City Clerk shall certify to the adoption of this Resolution and shall enter it into the book of original resolutions and it shall become effective immediately.

APPROVED AND ADOPTED on this 15th day of April, 2025.

Tony Wu
Mayor

APPROVED AS TO FORM

Thomas P. Duarte
City Attorney

ATTEST

Lisa Sherrick, CMC
Assistant City Clerk

I, LISA SHERRICK, ASSISTANT CITY CLERK of the City of West Covina, California, do hereby certify that the foregoing Resolution No. 2025-31 was duly adopted by the City Council of the City of West Covina, California, at a regular meeting thereof held on the 15th day of April, 2025, by the following vote of the City Council:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Lisa Sherrick, CMC
Assistant City Clerk

RESOLUTION NO. 2025-32

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, DENYING CONDITIONAL USE PERMIT NO. 23-04 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE FOR A PSYCHIATRIC/BEHAVIORAL HEALTH FACILITY USE

The City Council of the City of West Covina hereby finds and declares as follows:

WHEREAS, the applicant, the West Covina Medical Center, filed with the City a verified application on the forms prescribed in Chapter 26 of the West Covina Municipal Code, requesting approval of a conditional use permit (Conditional Use Permit No. 23-04) to:

Allow the operation of a 42,000 square-foot, 71 bed psychiatric/behavioral health facility on certain property described as follows:

Assessor's Parcel No. 8474-001-022 in the records of the Los Angeles County Assessor; and

WHEREAS, the applicant also filed applications for a precise plan (Precise Plan No. 23-05) to allow for the construction of a four-story, 42,000 square feet psychiatric/behavioral health facility addition and associated tree removals and site improvements and a variance (Variance No. 24-02) because the site, with the proposed construction, does not comply with the required number of off-street parking spaces; and

WHEREAS, Conditional Use Permit No. 23-04, Precise Plan No. 23-05, and Variance No. 24-02 are referred to herein as the "Project"; and

WHEREAS, on February 11, 2025, the Planning Commission conducted a duly noticed public hearing as prescribed by law to consider the Project, including said Conditional Use Permit application, and voted to approve the Project; and

WHEREAS, on February 18, 2025, the City Council voted to call up the Project for City Council review and consideration; and

WHEREAS, on April 15, 2025, the City Council conducted a duly noticed public hearing to consider the Project; and

WHEREAS, studies and investigations made by the City Council and on its behalf reveal the following:

1. The applicant is requesting the approval of a Conditional Use Permit to allow the construction of a four-story, 42,000 square feet, seventy-one (71)

bed psychiatric/behavioral health facility addition to the existing West Covina Medical Center building in the “Urban Commercial Zone” in the Downtown Plan and Code.

2. Pursuant to Section 26-224 of the Development Code, appropriate findings for approval of a Conditional Use Permit are as follows:

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

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

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

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

   e. That the granting of such conditional use permit will not adversely affect the general plan of the city, or any other adopted plan of the city; and

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

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

SECTION 1. Recitals. The above recitals are true and correct and are incorporated herein.

SECTION 2. Findings. On the basis of the evidence presented, both oral and documentary, the City Council finds that the following required findings for the Conditional Use Permit cannot be made, for the following independent reasons:

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

The proposed use is consistent with the Urban Center Zone. The Urban Center Zone is composed primarily of retail and service commercial, recreational, and business office land uses which, by their nature, are of a relatively high intensity. The proposed use is a 42,000-square-foot psychiatric/behavioral health facility. The City Council finds that there are discrepancies between the information provided to the Police Department and the operations plan regarding the manner of discharge of patients into the community. There is no clear plan to ensure that all patients will have housing arrangements upon discharge and the City Council finds that allowing a patient to be discharged to an existing or newly created unhoused situation or status would be detrimental to the health, safety, and welfare and to the public interest.

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

The proposed use is a psychiatric/behavioral health facility. Patients typically arrive at the facility via non-emergency medical vans or ambulances coming from other care facilities. The City Council finds that there are discrepancies between the information provided to the Police Department and the operations plan regarding the manner of discharge of patients into the community. There is no clear plan to ensure that all patients will have housing arrangements upon discharge and the City Council finds that allowing a patient to be discharged to an existing or newly created unhoused situation or status would be detrimental to the health, safety, and welfare and to the public interest.

Off-street parking will be provided by the Project. Based on anticipated parking demands, adequate off-street parking will be available most times. The City Council finds that the impact statements and collision history raise serious concerns for the safety, health, and welfare of its residents. The City Council finds that the off-site location of the parking lot across the street in combination with the increase in pedestrian traffic and vehicular activity due to the hospital expansion would exacerbate unsafe street conditions and would increase the incidents of traffic collisions to residents or owners of property nearby.

c. *That the site for the proposed use is adequate in size and is so shaped as to accommodate said use, as well as all yards, spaces, walls, fences,*

parking, loading, landscaping, and any other features necessary to adjust said use to the land and uses in the neighborhood and make it compatible therewith.

The existing building and site are adequate and are properly designed to accommodate all existing and proposed uses. The medical offices and existing hospital are long-standing facilities and uses that have provided adequate off-street parking for a number of years. Based on anticipated parking demands, adequate off-street parking will be available most times. It is unclear if the proposed use would negatively impact the adjacent commercial retail center and medical office building. The application includes a parking variance to allow the construction of the Project and its use with a 79-parking space deficiency. The City Council finds that the impact statements and collision history raise serious concerns for the safety, health, and welfare of its residents. The City Council finds that the off-site location of the parking lot across the street in combination with the increase in pedestrian traffic and vehicular activity due to the hospital expansion would exacerbate unsafe street conditions and would increase the incidents of traffic collisions to residents or owners of property nearby.

SECTION 3. Denial. Pursuant to all of the evidence presented, both oral and documentary, and further based on the findings above, the City Council overturns the Planning Commission's decision approving Conditional Use Permit No. 23-04 and denies the application.

SECTION 4. Redesign. Nothing in this resolution is intended to prohibit the applicant from applying to the City for a redesigned facility addition with appropriate parking and revised operations plan.

SECTION 5. Effective Date. The City Clerk shall certify to the adoption of this Resolution and shall enter it into the book of original resolutions and it shall become effective immediately.

APPROVED AND ADOPTED on this 15th day of April, 2025.

Tony Wu
Mayor

APPROVED AS TO FORM

ATTEST

Thomas P. Duarte
City Attorney

Lisa Sherrick, CMC
Assistant City Clerk

I, LISA SHERRICK, ASSISTANT CITY CLERK of the City of West Covina, California, do hereby certify that the foregoing Resolution No. 2025-32 was duly adopted by the City Council of the City of West Covina, California, at a regular meeting thereof held on the 15th day of April, 2025, by the following vote of the City Council:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Lisa Sherrick, CMC
Assistant City Clerk

RESOLUTION NO. 2025-33

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, DENYING VARIANCE NO. 24-02 FOR THE PROPERTY LOCATED AT 725/741 S. ORANGE AVENUE FOR A 79-SPACE PARKING DEFICIENCY

The City Council of the City of West Covina hereby finds and declares as follows:

WHEREAS, the applicant, the West Covina Medical Center, filed with the City a verified application on the forms prescribed in Chapter 26 of the West Covina Municipal Code, requesting approval of a variance (Variance No. 24-02) to:

Allow a 79-parking space deficit and the reduction of the required off-street parking spaces on that certain property generally described as follows:

Assessor's Parcel No. 8474-001-022 in the records of the Los Angeles County Assessor; and

WHEREAS, the applicant also filed applications for a precise plan (Precise Plan No. 23-05) to allow for the construction of a four-story, 42,000 square feet psychiatric/behavioral health facility addition and associated tree removals and a conditional use permit (Conditional Use Permit No. 23-04) for a 71-bed psychiatric/behavioral health facility; and

WHEREAS, Variance No. 24-02, Conditional Use Permit No. 23-04, and Precise Plan No. 23-05 are referred to herein as the "Project"; and

WHEREAS, on February 11, 2025, the Planning Commission conducted a duly noticed public hearing as prescribed by law to consider the Project, including said Variance application, and voted to approve the Project; and

WHEREAS, on February 18, 2025, the City Council voted to call up the Project for City Council review and consideration; and

WHEREAS, on April 15, 2025, the City Council conducted a duly noticed public hearing to consider the Project; and

WHEREAS, studies and investigations made by the City Council and on its behalf reveal the following:

1. Pursuant to the Development Code in combination with the Downtown Plan and Code, based on the existing use and building area, number of beds (proposed and existing), and use, the Project requires a minimum of 229 off-street parking spaces. The applicant is proposing only 150 parking spaces.

2. Pursuant to Section 26-233 of the Development Code, appropriate findings for approval of a variance are as follows:

   a. There are special circumstances (which may include, but are not limited to, size, shape, topography, location, or surroundings) applicable to the property which are not applicable to other property in the property's vicinity under identical zoning classification.

   b. As a result of the special circumstances, the strict application of the Development Code deprives the property of meaningful privileges enjoyed by other property in the vicinity and under identical zoning classification.

   c. Such variance is necessary to allow the property in question to have the same substantial property right possessed by other property in the same vicinity and zone.

   d. The granting of such variance will not be materially detrimental to the public welfare or materially injurious to residents or owners of nearby properties.

   e. That the granting of such variance shall be consistent with the adopted General Plan and any applicable specific plans.

   f. The variance does not authorize a use or activity which is not otherwise expressly authorized by the zoning regulations governing the parcel of property; and

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

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

SECTION 1. Recitals. The above recitals are true and correct and are incorporated herein.

SECTION 2. Findings. On the basis of the evidence presented, both oral and documentary, the City Council finds that the following required findings for the Variance cannot be made, for the following independent reasons:

d. The granting of such variance will not be materially detrimental to the public welfare or materially injurious to residents or owners of nearby properties.

Based on the parking analysis, the total peak parking demand would be 154 parking spaces, 4 parking spaces more than the number of off-street parking spaces provided by the project. Based on the unique characteristics of the proposed use, in combination with the vacation of the existing medical office tenants and anticipated expansion of an adult day care program, the parking demand for the site is expected to be lower than the current parking demand. The City Council finds that the impact statements and collision history raise serious concerns for the safety, health, and welfare of its residents. The City Council finds that the off-site location of the parking lot across the street in combination with the increase in pedestrian traffic and vehicular activity due to the hospital expansion would exacerbate unsafe street conditions and would increase the incidents of traffic collisions to residents or owners of property nearby.

SECTION 3. Denial. Pursuant to all of the evidence presented, both oral and documentary, and further based on the findings above, the City Council overturns the Planning Commission's decision approving Variance No. 24-02 and denies the application.

SECTION 4. Redesign. Nothing in this Resolution is intended to prohibit the applicant from applying to the City for a redesigned facility addition with appropriate parking and revised operations plan.

SECTION 5. Effective Date. The City Clerk shall certify to the adoption of this Resolution and shall enter it into the book of original resolutions and it shall become effective immediately.

APPROVED AND ADOPTED on this 15th day of April, 2025.

Tony Wu
Mayor

APPROVED AS TO FORM

Thomas P. Duarte
City Attorney

ATTEST

Lisa Sherrick, CMC
Assistant City Clerk

I, LISA SHERRICK, ASSISTANT CITY CLERK of the City of West Covina, California, do hereby certify that the foregoing Resolution No. 2025-33 was duly adopted by the City Council of the City of West Covina, California, at a regular meeting thereof held on the 15th day of April, 2025, by the following vote of the City Council:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Lisa Sherrick, CMC
Assistant City Clerk

725/741 S. ORANGE AVENUE (WEST COVINA MEDICAL CENTER)

CONSIDERATION OF A MITIGATED NEGATIVE DECLARATION, PRECISE PLAN NO. 23-05, CONDITIONAL USE PERMIT NO. 23-04, AND VARIANCE NO. 24-02 FOR A 42,000 SQUARE-FOOT PSYCHIATRIC/BEHAVIORAL HEALTH FACILITY ADDITION, INCLUDING REMOVAL OF 25 SIGNIFICANT TREES AND A 79 PARKING SPACE DEFICIENCY

Community Development Department
Planning Division
April 15, 2025

ATTACHMENT NO. 14

ENTITLEMENTS FOR PROJECT

Precise Plan

Conditional Use Permit

Variance

Tree Removal Permit

Planning Commission Review - February 11, 2025

- Approval
- Added conditions
  - Requiring additional parking lot landscaping
  - Variance/CUP to be brought back to the Planning Commission in two years for compliance review

City Council Call Up - February 18, 2025

- Increase the notification radius to 1,000 feet from the parking lot across Cameron on Orange Avenue
- Concerns
  - Need for more public notification/participation
  - Obtain further information on the operations plan
  - Parking, traffic/pedestrian safety

LOCATION


San Bernardino Fwy
10
10
10
Super Mortgage Bros
W Cameron Ave
Diamond Bar Ear Nose & Throat
S Orange Ave
W Garvey Ave S
Community Service Agency
Purrfect Auto Service











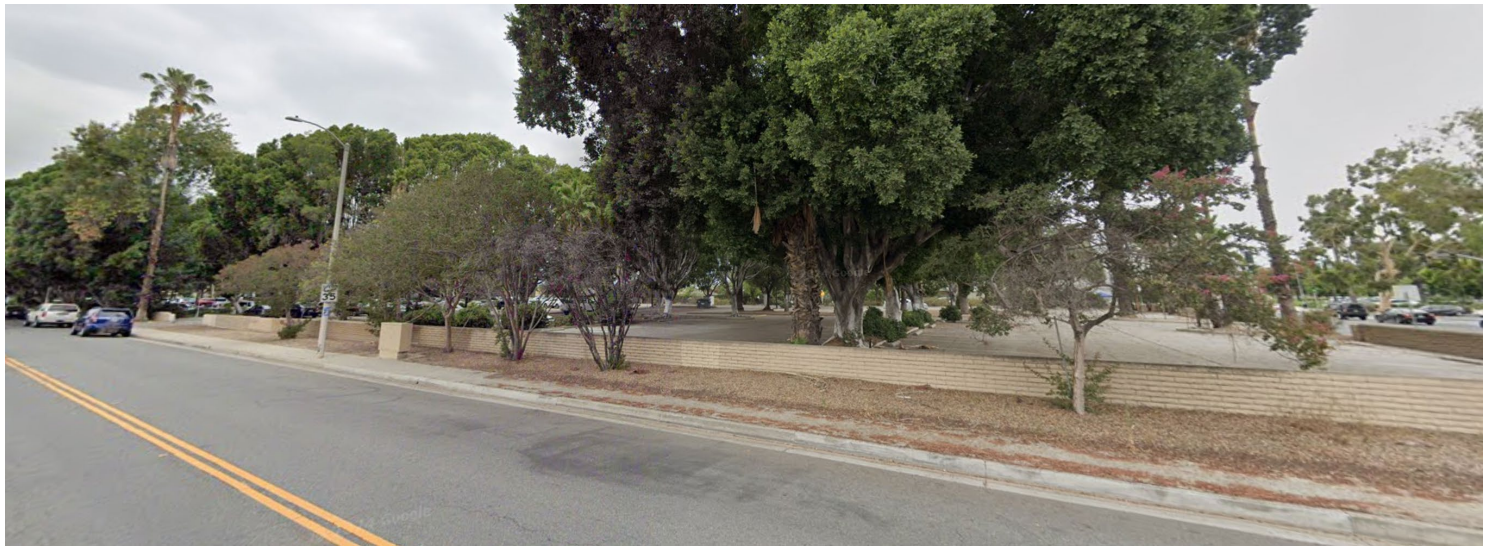


Abutting Neighbors

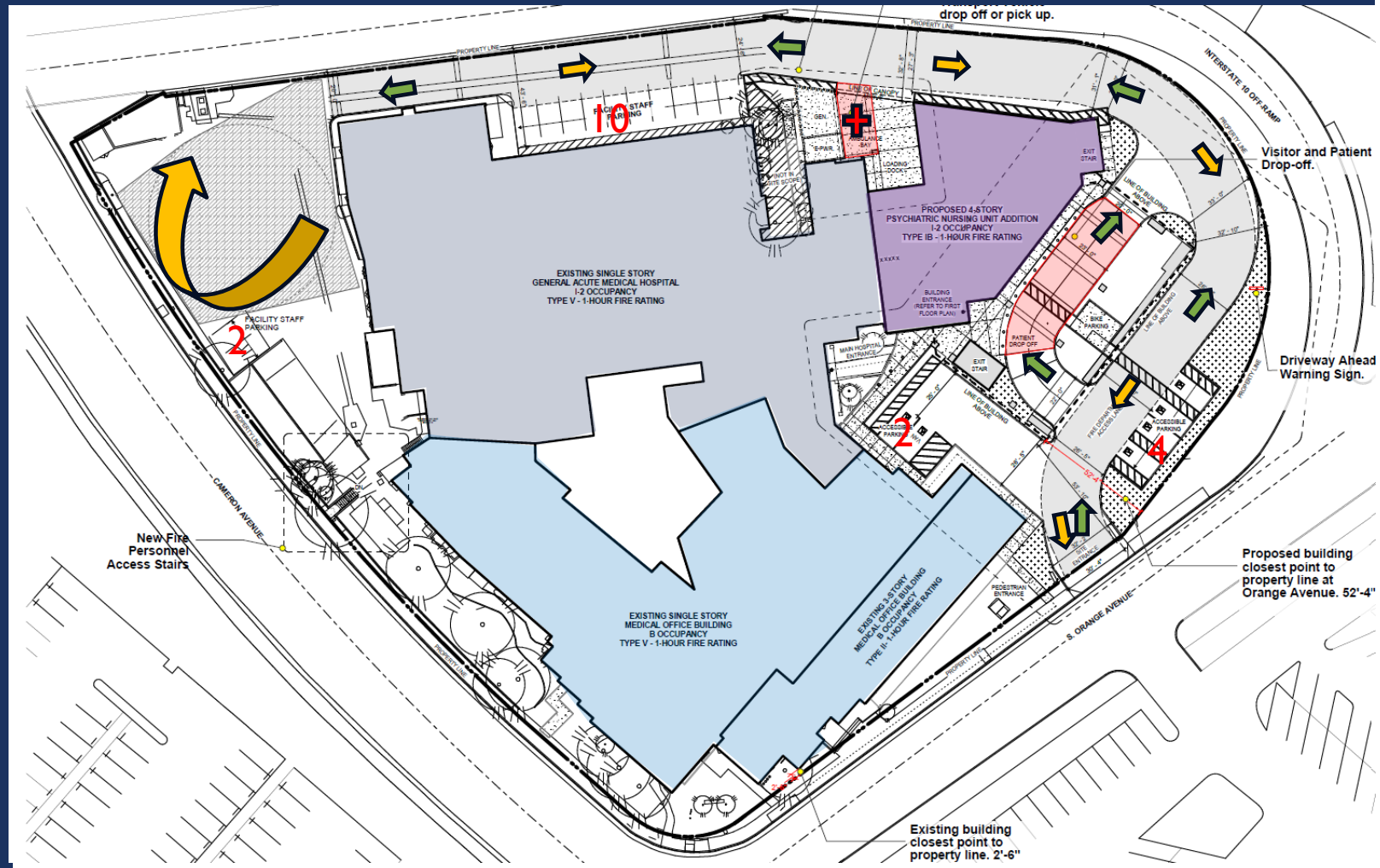








Project Overview

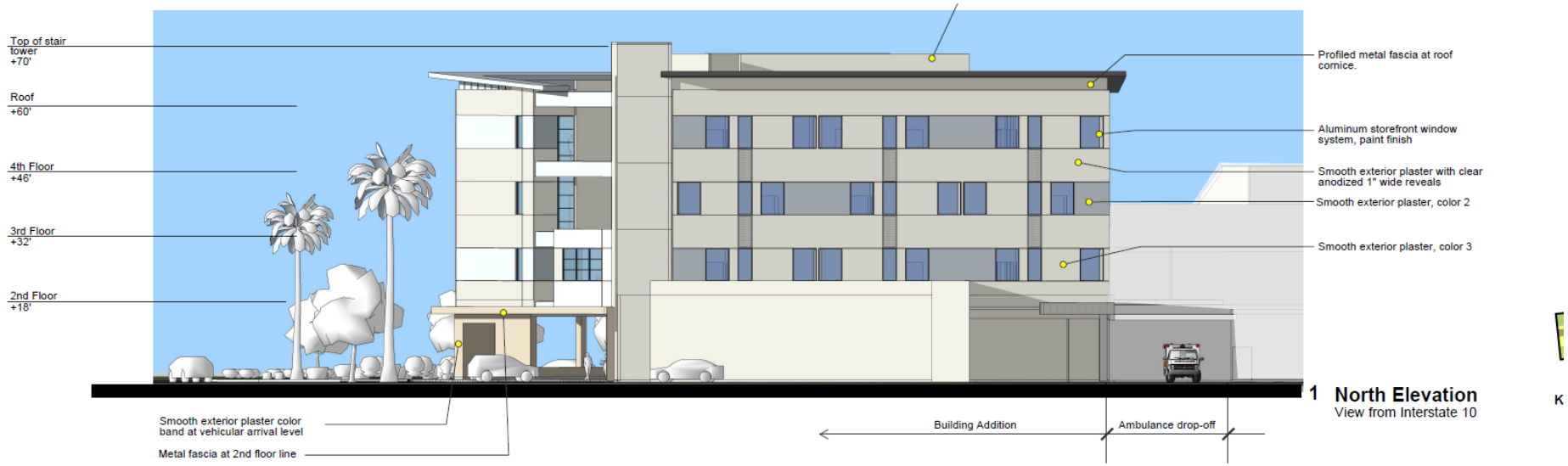




1 Southwest Elevation



2 Southeast Elevation

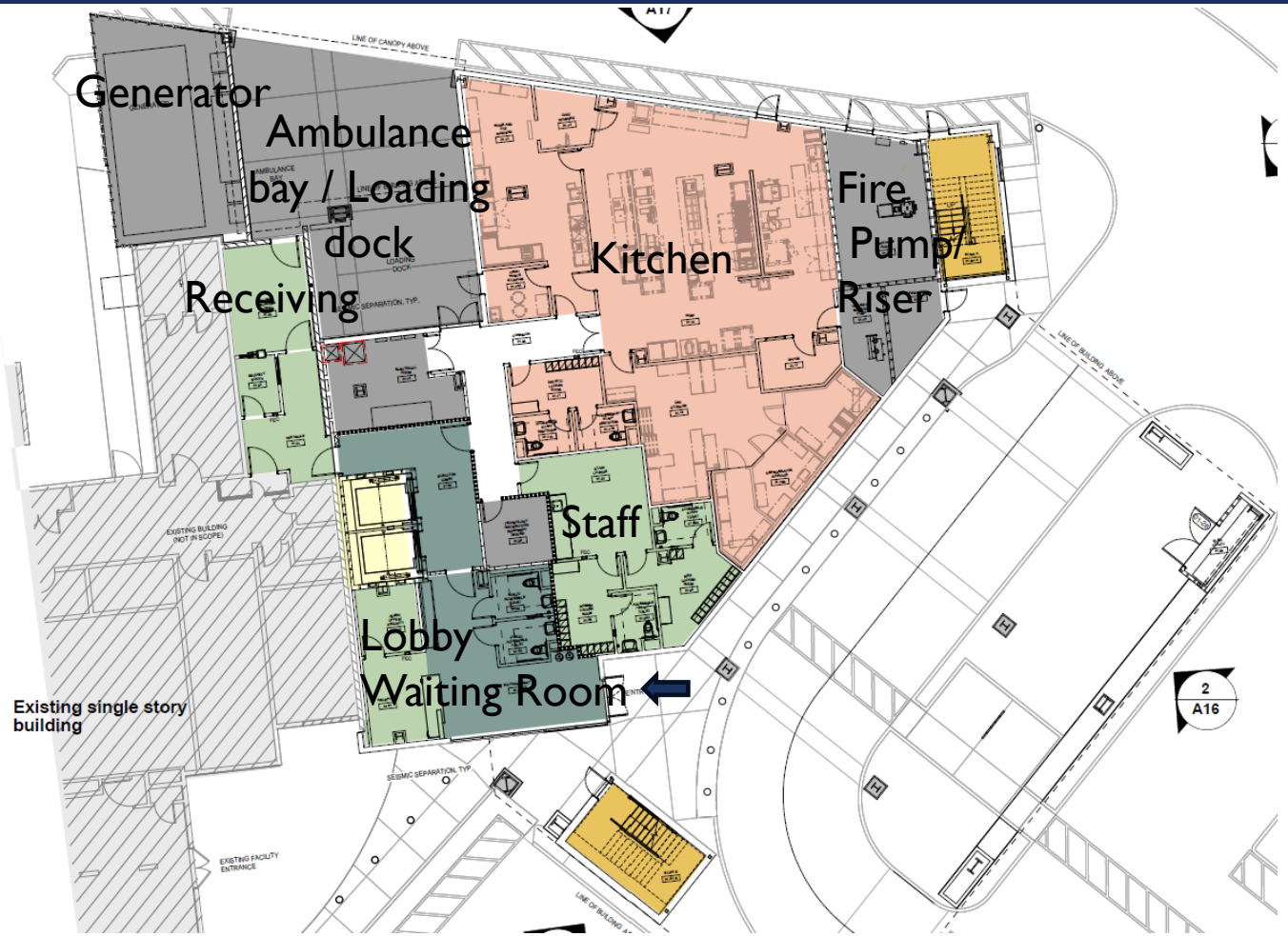


1 **North Elevation**
View from Interstate 10



2 **Northeast Elevation**

1ST FLOOR


Generator
Ambulance bay / Loading dock
Receiving
Kitchen
Fire Pump/ Riser
Staff
Lobby Waiting Room
Existing single story building
2
A16

2ND FLOOR



3RD FLOOR



4TH FLOOR


2-PATIENT BEDS
1-PATIENT BED
2-PATIENT BEDS
2-PATIENT BEDS
2-PATIENT BEDS
2-PATIENT BEDS
Open to below
Elevator
OPEN TO ABOVE
2-PATIENT BEDS
2-PATIENT BEDS
2-PATIENT BEDS
2-PATIENT BEDS
2-PATIENT BEDS
2 A17
2 A16
1 A16

PROJECT DATA

	PROPOSED	STANDARDS
LOT AREA	Existing 2.83 acres (123,823 square feet)	----------
BUILDING AREA **1st Floor** **2nd-4th Floors**	Total: 103,000 square feet Existing - 61,000 square feet New - 42,000 square feet 1st - 8,600 square feet 2nd - 11,300 square feet 3rd - 11,050 square feet 4th - 11,050 square feet	----------
HEIGHT	70 feet / 4 stories	70 feet / 5 stories
BUILDING COVERAGE	0.55 (68,350 Square Feet)	----------
SETBACKS **Front (East)** **Side (South)** **Side (North)** **Rear (West)**	Front (South) - N/A (Existing) Side (West) - N/A (Existing) Side (East) - 32'-10" Rear (North) - 32-8"	Front (South) - N/A (building is existing) Side (West) - 0 Side (East) - 0 Rear (North) - 5 Feet (Minimum)

PROJECT RENDERINGS



Overhead view, looking west. New addition in foreground



View from freeway offramp



Overhead view, looking northeast



Arrival from Orange Avenue



Toward patient drop-off

PARKING ANALYSIS

	REQUIRED	PROVIDED
Medical Office Building	116.8 x 0.65 = 76	--
Hospital	234 x 0.65 = 153	--
TOTAL	229 Parking Spaces (79 space deficit)	150 Parking Spaces

Parking Count (Existing Use)

- Peak Demand (10 AM Wednesday) – 123 occupied parking spaces
- All other timeframes range 13 – 19 occupied parking spaces

TOTAL Peak Parking Demand – 154 Parking spaces

REQUESTED EVALUATION

Police Department Review

- WCMC will not accept walk-ins; patients must be referred or medically cleared for admission, with most coming from nursing or residential facilities
- Upon discharge, patients are typically transferred to other treatment or housing facilities, with 10-20% potentially qualifying for voluntary discharge and using services like transportation or housing vouchers

Fire Department Review

- WCMC may experience minimal 911 calls if patients are medically cleared before admission, but unexpected complications could still lead to emergencies
- Clear emergency protocols could help reduce unnecessary calls

Health Department Review

- Further review of discharge protocol is needed

ADDITIONAL ITEMS TO CONSIDER

Collision Data

- Collision data obtained from the Statewide Integrated Traffic Records System (SWITRS), maintained by the State of California.
- A total of 11 collisions were reported within the 5-year period.
  - Within 250 feet of the intersection of Orange Avenue and Cameron Avenue from January 2020 to December 2024.

Other Potential Public Safety Impacts

- Psychiatric facilities may generate 911 calls not only for medical emergencies but also for behavioral incidents, requiring both EMS and law enforcement response, potentially straining city resources.
- Calls to psychiatric facilities may involve longer on-scene times, particularly for patient de-escalation and coordination with staff.
- Increased interactions with psychiatric patients may require specialized training for EMS personnel in mental health crisis intervention and de-escalation techniques, with joint training opportunities improving outcomes.

ADDITIONAL REQUIREMENTS

ART IN PUBLIC PLACES

- Equal to 1% of construction valuation

DEVELOPMENT IMPACT FEES

- $72,660 (based on $1.73 per square foot)

Community Benefit

- 10 beds per day

ENVIRONMENTAL REVIEW

Mitigated Negative Declaration of Environmental Impact (Neg. Dec.)

Circulated for Public Comment Jan. 15, to Feb. 3, 2025

- Comments received from: Los Angeles County Sanitation District and Department of Toxic Substance Control
- Comments were prepared for letters received during public comment

Terry A. Hayes and Associates – Environmental Consultant

- Teresa Li

RECOMMENDATION

It is recommended that the City Council:

Open the public hearing; **and either**

a. Uphold the Planning Commission's approval without changes and:

i. Adopt the following resolution to adopt the Mitigated Negative Declaration : **RESOLUTION NO. 2025-25**

ii. Adopt the following resolutions to approve the Precise Plan, Conditional Use Permit, and Variance:
RESOLUTION NO. 2025-26
RESOLUTION NO. 2025-27
RESOLUTION NO. 2025-28

b. Uphold the Planning Commission's approval with revisions to the conditions of approval;

c. Overturn the Planning Commission's approval and deny the project by adopting the following resolutions:
RESOLUTION NO. 2025-31
RESOLUTION NO. 2025-32
RESOLUTION NO. 2025-33

AGENDA STAFF REPORT

City of West Covina | Office of the City Manager

DATE: April 15, 2025

TO: Mayor and City Council

FROM: Paulina Morales, City Manager

SUBJECT: **CONSIDERATION OF AGREEMENT WITH LOS ANGELES COUNTY FOR TRAFFIC SIGNAL IMPROVEMENTS AT BADILLO STREET AND IRWINDALE AVENUE/SUNSET AVENUE (SHARED INTERSECTION WITH LOS ANGELES COUNTY) AND ADOPTION OF BUDGET AMENDMENT FOR THE PROJECT**

RECOMMENDATION:

It is recommended that the City Council provide direction.

BACKGROUND:

The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law by President Biden on November 15, 2021. Under IIJA, the Highway Safety Improvement Program (HSIP), codified as Section 148 of Title 23, United States Code (23 U.S.C § 148), is a core federal-aid program to states for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs).

The Los Angeles County Public Works Department (“County of Los Angeles”) informed the City that they submitted a grant funding application as the lead agency under Caltrans HSIP Cycle 8 in 2016 for the proposed traffic signal improvements at Badillo Street and Irwindale Avenue / Sunset Avenue and received grant funding approval in 2018. The County was awarded $523,092.35 in funding in 2018 to complete the project. It is a joint intersection shared equally between the County of Los Angeles and the City of West Covina, with the County maintaining operational responsibility for the traffic signal. At the time the project was initiated, the City of West Covina supported the effort, and the original proposal did not include any financial contribution from the City. The expectation was that the HSIP grant would fully fund the project.

The County of Los Angeles is the lead agency for this project and is responsible for design, construction, and compliance with the requirements of the HSIP grant administered by Caltrans.

Since the time of award, the project has experienced significant delays, primarily due to extended timelines during the design and environmental review phases—exacerbated by pandemic-related disruptions. Additionally, construction sector inflation and rising material and labor costs have caused the project’s estimated costs to increase well beyond the original grant award. The current engineer’s estimate provided by the County places the total project cost at $1,310,000.

In January 2024, County of Los Angeles notified City staff that the project design plans are finalized, and the project is ready to proceed with the construction phase, subject to City of West Covina's approval of project plans and adoption of funds needed for the project.

DISCUSSION:

The proposed traffic signal improvements at the intersection of Badillo Street and Irwindale Avenue / Sunset Avenue include a range of upgrades designed to improve traffic flow and enhance pedestrian safety. Improvements include:

- New traffic signal heads and mast arms
- Pedestrian countdown displays and push buttons
- Protected left-turn phasing utilizing existing left-turn pockets
- Americans with Disabilities Act (ADA)-compliant curb ramps
- Updated signage, striping, and related safety features

Per the proposed agreement (Attachment No. 1), the City would be required to:

- Deposit $355,000 with the County as the estimated local match
- Upon project completion, the County would conduct a final accounting:
    - If actual costs are less than $355,000, the City would receive a refund
    - If actual costs are more, the City would be invoiced for the difference

While the City has remained supportive of the project's goals, there are several key concerns that must be weighed by the City Council before committing funds:

- **Unexpected Shift in Financial Responsibility:** The original understanding was that this would be a grant-funded project with no local match required, but that has now changed. The City is being asked to contribute a significant amount late in the project timeline, after design completion, with limited ability to adjust scope or value-engineer the project.
- **Lack of Cost Control:** As the County is the lead agency, the City does not have direct control over the design scope, contractor selection, or overall cost management. This raises concern about the potential for further cost increases or project changes without the City's input.

Importantly, the City is currently leading a separate HSIP-funded traffic safety improvement project, having secured $4.7 million in HSIP Cycle 12 funding for citywide traffic signal and pedestrian safety improvements. The project includes a split intersection with Los Angeles County, for which the County is charging the City permit fees, even though it is a grant-funded public infrastructure project. Given the County's current request for financial participation from the City, there may be an opportunity to negotiate a reciprocal cost-sharing arrangement—for example, requesting a waiver or offset of County permit fees on the City-led project in exchange for the City's participation in this County-led effort.

Staff believes pursuing such an arrangement could result in a more equitable partnership and help reduce the City's overall financial burden across both projects.

City staff is seeking City Council direction on whether to:

- Proceed with the proposed agreement and partner with the County to complete the intersection improvements. Approving a budget amendment in the amount of $355,000 for FY 2024–25 to cover the City's potential cost share.; or
- Decline participation at this time due to the unexpected cost obligation and explore alternative strategies

While the project aligns with the City's goals for safety and accessibility improvements, the shift in cost responsibility warrants further Council consideration. If the Council opts to move forward, the improvements will address long-standing safety concerns at a major intersection. If not, the City will notify the County and reevaluate its options independently.

LEGAL REVIEW:

The City Attorney's Office has reviewed the resolution and approved it as to form and will review the final form of the agreement prior to execution.

OPTIONS:

The City Council has the following options:

1. Option 1 -

- Authorize the City Manager to negotiate and execute an agreement with the County of Los Angeles for the Traffic Signal Modification Project at the Intersection of Badillo Street and Irwindale Avenue/Sunset Avenue (Shared Intersection with Los Angeles County) for a contribution of $355,000 for the City's share of the project, in such final form as approved by the City Attorney.
- If the final cost for the City's share of the project exceeds $355,000, authorize staff to make a payment to the County in such amount as invoiced by the County for City's share of the project following a final accounting of the project costs.
- Adopt the following resolution:

RESOLUTION NO. 2025-17 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, ADOPTING A BUDGET AMENDMENT FOR THE FISCAL YEAR COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025 (TRAFFIC SIGNAL IMPROVEMENTS AT BADILLO STREET AND IRWINDALE AVENUE/SUNSET AVENUE)

2. Option 2 -

- Direct staff to negotiate a cost-sharing or cost-offset arrangement with the County of Los Angeles, leveraging the City's participation in the County-led HSIP project to reduce or waive permit fees associated with the City-led HSIP project; or

3. Option 3 -

- Opt-out of participating in the County of Los Angeles' Traffic Signal Modification Project at the Badillo Street and Irwindale Avenue/Sunset Avenue intersection and take no action on the proposed budget amendment; or

3. Option 4 -

- Provide alternative direction.

Prepared by: Robert Ortega, CIP Project Manager

Fiscal Impact

FISCAL IMPACT:

The following is the breakdown of the project estimate:

City of West Covina Share of Cost, payable to Los Angeles County Public Works	$355,000.00
Total Project Budget	**$355,000.00**

The funds available and requested for this project are as follows:

Project No.	Funds	Account No.	Amount
C24010: Traffic Signal at Badillo	Measure M Funds	235.503.80.86.00.00.78.78000.	355,000
		Total	**$355,000.00**

Attachments

Attachment No. 1 – Agreement
Attachment No. 2 – Project Cost Breakdown
Attachment No. 3 – Project Plans
Attachment No. 4 - Resolution No. 2025-17
Attachment No. 5 - PowerPoint

TRAFFIC SIGNAL MODIFICATION PROJECT AT THE INTERSECTION OF BADILLO STREET AND IRWINDALE AVENUE/SUNSET AVENUE

This AGREEMENT, is made and entered into by and between the CITY OF WEST COVINA, a municipal corporation in the County of Los Angeles, hereinafter referred to as CITY, and the COUNTY OF LOS ANGELES, a political subdivision of the State of California, hereinafter referred to as COUNTY:

WITNESSETH

WHEREAS, CITY and COUNTY propose to upgrade the traffic signal at the intersection of Badillo Street and Irwindale Avenue/Sunset Avenue, which is jurisdictionally shared between CITY and the COUNTY;

WHEREAS, the work will consist of the upgrade of traffic signal poles and signal mast arms, relocation and upgrade of the traffic signal controller cabinet, upgrade of highway safety lighting, and vehicle heads, installation of service cabinet, installation of a video/radar detection system, installation of protected-permissive left turns, and installation of underground electrical service, (which work is hereinafter referred to as TRAFFIC SIGNALS); and installation of striping and pavement markings at the aforementioned intersection as well as continental crosswalks at all approaches of the intersection (which is hereinafter referred to as SIGNING AND STRIPING); and reconstruction of median nose at the east, west and south approaches, and the construction of new Americans with Disabilities Act (ADA) curb ramps in accordance with Caltrans Revised Standard Plans (which is hereinafter referred to as ROADWAY IMPROVEMENTS); and

WHEREAS, TRAFFIC SIGNALS, SIGNING AND STRIPING, and ROADWAY IMPROVEMENTS together are referred to as PROJECT; and

WHEREAS, PROJECT is within the geographical boundaries of CITY and COUNTY; and

WHEREAS, PROJECT is of general interest to CITY and COUNTY; and

WHEREAS, COUNTY is willing to perform or cause to be performed the PRELIMINARY ENGINEERING and FINAL DESIGN, construction inspection and engineering, materials testing, construction survey, solicitation of construction bid and award of construction contract, and construction contract administration for PROJECT; and

WHEREAS, the sum of COST OF TRAFFIC SIGNALS, COST OF SIGNING AND STRIPING, and the COST OF ROADWAY IMPROVEMENTS (as defined in paragraph 1) c., 1) d., and 1) e., of this AGREEMENT) is hereinafter referred to as COST OF PROJECT; and

WHEREAS, COST OF PROJECT is currently estimated to be One Million Three Hundred Ten Thousand and 00/100 Dollars ($1,310,000.00) with Federal funding reimbursement estimated to be Five Hundred Twenty Three Thousand and Ninety-Two and 35/100 Dollars ($523,092.35); and

WHEREAS, CITY (50 percent) AND COUNTY (50 percent) are each willing to finance their respective LOCAL SHARE OF COSTS, the non-Federally reimbursable local agency portion of the COST OF PROJECT; and

WHEREAS, CITY proposes to finance its LOCAL SHARE OF COSTS by depositing Three Hundred Fifty-Five Thousand and 00/100 Dollars ($355,000.00) in cash funds to COUNTY; and

WHEREAS, COUNTY is willing to accept the CITY'S deposit towards the CITY'S LOCAL SHARE OF COSTS; and

WHEREAS, such a proposal is authorized and provided for by the provisions of Sections 6500 and 23004, et seq., of the Government Code and Sections 1685 and 1803 of the California Streets and Highways Code.

NOW, THEREFORE, in consideration of the mutual benefits to be derived by CITY and COUNTY and of the promises herein contained, it is hereby agreed as follows:

(1) DEFINITIONS:

a. JURISDICTION as referred to in this AGREEMENT shall be defined as the area within the geographical boundary of the CITY and unincorporated COUNTY areas as mentioned in this AGREEMENT.

b. PRELIMINARY ENGINEERING and FINAL DESIGN as referred to in this AGREEMENT shall consist of environmental findings and approvals/permits; design survey; soils report; traffic index and geometric investigation; preparation of plans, specifications, and cost estimates; right of way engineering and certification; utility engineering; and all other necessary work prior to advertising of PROJECT for construction bids.

c. COST OF TRAFFIC SIGNALS as referred to in this AGREEMENT shall consist of all costs incurred in connection with the completion of the TRAFFIC SIGNALS including, without limitation, the COST OF PRELIMINARY ENGINEERING AND FINAL DESIGN, COST OF CONSTRUCTION CONTRACT, COST OF CONSTRUCTION CONTRACT ADMINISTRATION, and all other work necessary to complete TRAFFIC SIGNALS in accordance with the approved plans and shall include any and all currently effective percentages added to total salaries, wages, and equipment costs to cover overhead, administration, and depreciation in connection with any or all of the aforementioned items.

d. COST OF SIGNING AND STRIPING as referred to in this AGREEMENT shall consist of all costs incurred in connection with the completion of the SIGNING AND STRIPING including, without limitation, the COST OF PRELIMINARY ENGINEERING AND FINAL DESIGN, COST OF CONSTRUCTION CONTRACT, COST OF CONSTRUCTION CONTRACT ADMINISTRATION, and all other work necessary to complete SIGNING AND STRIPING in accordance with the approved plans and shall include any and all currently effective percentages added to total salaries, wages, and equipment costs to cover overhead, administration, and depreciation in connection with any or all of the aforementioned items.

e. COST OF ROADWAY IMPROVEMENTS as referred to in this AGREEMENT shall consist of all costs incurred in connection with completion of the ROADWAY IMPROVEMENTS including, without limitation, the COST OF PRELIMINARY ENGINEERING AND FINAL DESIGN, COST OF CONSTRUCTION CONTRACT, COST OF CONSTRUCTION CONTRACT ADMINISTRATION, and all other work necessary to construct ROADWAY IMPROVEMENTS in accordance with approved plans and shall include any and all currently effective percentages added to total salaries wages and equipment costs to cover overhead, administration, and depreciation in connection with any and all aforementioned items.

f. COST OF PRELIMINARY ENGINEERING AND FINAL DESIGN as referred to in this agreement shall consist of all costs incurred in connection with completion of PRELIMINARY ENGINEERING AND FINAL DESIGN including, without limitation, the costs of environmental documentation; design survey, soils report, traffic index, and geometric investigation; preparation of plans, specifications, and cost estimates; right-of-way engineering and certification; utility engineering; and all other necessary work prior to advertising of PROJECT for construction bids and shall include any and all currently effective percentages added to total salaries wages and equipment costs to cover overhead, administration, and depreciation in connection with any and all aforementioned items.

g. COST OF PROJECT as referred to in this AGREEMENT shall mean the sum of COST OF TRAFFIC SIGNALS, COST OF SIGNING AND STRIPING, and COST OF ROADWAY IMPROVEMENTS.

h. COST OF CONSTRUCTION CONTRACT as referred to in this AGREEMENT shall consist of the total of all payments to the contractor(s) for PROJECT and payments to utility companies or contractor(s) for the relocation of facilities necessary for the construction of PROJECT.

i. COST OF CONSTRUCTION CONTRACT ADMINISTRATION as referred to in this AGREEMENT shall consist of construction contract administration, construction inspection, materials testing, construction survey, traffic detour,

construction engineering, utility relocation and coordination matters, changes and modifications of plans and specifications for PROJECT necessitated by unforeseen field conditions encountered during construction of PROJECT to be constructed in accordance with said plans and specifications approved by CITY and COUNTY.

j. LOCAL SHARE OF COSTS as referred to in this AGREEMENT shall consist of COST OF PROJECT less any reimbursement received by COUNTY under the Local Highway Safety Improvement Program (HSIP).

k. Completion of PROJECT as referred to in this AGREMENT shall be defined as the date of field acceptance of construction of PROJECT by COUNTY and an electronic notification to CITY'S Director of Public Works/City Engineer that the improvements of PROJECT within CITY'S JURISDICTION are completed and transferred to CITY for the purpose of operation and maintenance.

2) CITY AGREES:

a. To finance CITY'S LOCAL SHARE OF COSTS, currently estimated to be Three Hundred Fifty-Five Thousand and 00/100 Dollars ($355,000.00), the actual amount of which is to be determined by a final accounting pursuant to paragraph 4) b., below.

b. To deposit with COUNTY, following execution of this AGREEMENT and upon demand by COUNTY, CITY funds in the amount of Three Hundred Fifty-Five Thousand and 00/100 Dollars ($355,000.00) (hereinafter referred to as CITY'S PAYMENT) equivalent to the CITY'S estimated LOCAL SHARE OF COSTS, for the purpose of financing CITY'S portion of the COST OF PROJECT. Said demand will consist of a billing invoice prepared by COUNTY and delivered to CITY. The actual amount of which is to be determined by a final accounting of COST OF PROJECT.

c. To grant COUNTY, at no cost to COUNTY, any temporary right of way that CITY owns or has an easement to that is necessary for the construction of PROJECT.

d. To be financially responsible for disposal and/or mitigation measures, if necessary, should any hazardous materials, chemicals, or contaminants be encountered during construction of PROJECT within CITY'S JURISDICTION.

e. To provide COUNTY with conditions for issuance of encroachment, excavation, and construction permits and information regarding any other conditions at the time of plan approval for construction bids so that the permit conditions are fully incorporated into the PROJECT'S plans and specifications that contractors or any other person in charge of construction shall have no merit to request change in work compensation.

f. Upon receipt of permit application from COUNTY and approval of construction plans for PROJECT, to issue COUNTY any necessary permit(s) authorizing COUNTY to construct those portions of PROJECT within CITY'S JURISDICTION at no cost to COUNTY.

g. To appoint COUNTY to act as attorney-in-fact for the purpose of implementing the PROJECT within the CITY'S JURISDICTION and in all things necessary and proper to complete PROJECT.

h. To cooperate with COUNTY in conducting negotiations with and, where appropriate, issue notices to public utility organizations and owners of substructure and overhead facilities regarding the relocation, removal, operation, and maintenance of all surface and underground utilities and facilities, structures, and transportation services that interfere with the proposed construction. Where utilities have been installed in CITY streets or on CITY property, CITY will provide the necessary right of way for the relocation of those utilities and facilities that interfere with the construction of PROJECT at no cost to COUNTY. Utility relocation costs for CITY-owned utilities shall be borne by CITY. CITY will take all necessary steps to grant, transfer, or assign all CITY'S prior rights over the utility companies and owners of substructure and overhead facilities to COUNTY when necessary to construct, complete, and maintain PROJECT or to appoint COUNTY as its attorney-in-fact to exercise such prior rights.

i. Upon completion of PROJECT, to maintain in good condition and at CITY'S expense all ROADWAY IMPROVEMENTS and SIGNING AND STRIPING constructed as part of PROJECT within CITY'S JURISDICTION.

3) COUNTY AGREES:

a. To perform or cause to be performed the PRELIMINARY ENGINEERING AND FINAL DESIGN, construction contract administration, right-of-way acquisition and clearance matters and all other work necessary to complete PROJECT.

b. To apply for Local Highway Safety Improvement Program (HSIP) funding to finance the Federally-reimbursable portion of COST OF PROJECT.

c. To finance COUNTY'S LOCAL SHARE OF COSTS, currently estimated to be Four Hundred Forty-Three Thousand and 00/100 Dollars ($443,000.00), the actual cost of which is to be determined by a final accounting pursuant to paragraph 4) b., below.

d. To accept CITY'S PAYMENT in the amount of Three Hundred Fifty-Five Thousand and 00/100 Dollars ($355,000.00) to finance the estimated CITY'S LOCAL SHARE OF COSTS.

e. To obtain CITY'S approval of plans for PROJECT prior to advertising for construction bids.

f. To solicit PROJECT for construction bids, award and administer the construction contract, perform construction contract administration, do all things necessary and proper to complete PROJECT, and act on behalf of CITY in all negotiations pertaining thereto.

g. To ensure that the construction contract for PROJECT provides CITY with all Indemnity provisions granted to COUNTY. If COUNTY requires construction contract to name COUNTY as an insured for the PROJECT, then COUNTY will require CITY be named as well. If there are additional premiums required to include CITY'S name in construction contract, COUNTY shall invoice CITY for the additional costs.

h. To be financially responsible for disposal and/or mitigation measures, if necessary, should any hazardous materials, chemicals, or contaminants be encountered during construction of PROJECT within COUNTY'S JURISDICTION.

i. To act as CITY'S attorney-in-fact for the purpose of implementing the PROJECT within CITY'S JURISDICTION and in all things necessary and proper to complete PROJECT.

j. To furnish CITY within One Hundred Eighty (180) days after final reimbursement received from Caltrans, a final accounting of the actual COST OF PROJECT, including an itemization of actual unit costs and actual quantities for PROJECT.

k. Upon completion of PROJECT, to maintain in good condition and at COUNTY'S expense, all ROADWAY IMPROVEMENTS and SIGNING AND STRIPING constructed as part of PROJECT within COUNTY'S JURISDICTION.

4) IT IS MUTUALLY UNDERSTOOD AND AGREED AS FOLLOWS:

a. Upon completion of PROJECT, all TRAFFIC SIGNALS constructed as part of PROJECT within CITY will be maintained by COUNTY under Agreement 40949 between the CITY and COUNTY.

b. The final accounting of the COST OF PROJECT shall allocate the COST OF SIGNING AND STRIPING and COST OF ROADWAY IMPROVEMENTS between CITY and COUNTY based on the location of the improvements and/or work done. Thus, the cost of all work for SIGNING AND STRIPING and ROADWAY IMPROVEMENTS, including COST OF PRELIMINARY ENGINEERING AND FINAL DESIGN, COST OF CONSTRUCTION CONTRACT, COST OF CONSTRUCTION CONTRACT ADMINISTRATION,

and all other costs incidental to the work or improvement within COUNTY'S JURISDICTION shall be borne by COUNTY. Such costs constitute COSTS OF SIGNING AND STRIPING and COST OF ROADWAY IMPROVEMENTS within COUNTY'S JURISDICTION. The cost of all work for SIGNING AND STRIPING and ROADWAY IMPROVEMENTS, including all engineering, administration, and all other costs incidental to the work or improvement, located within CITY'S JURISDICTION shall be borne by CITY. Such costs constitute COST OF SIGNING AND STRIPING and COST OF ROADWAY IMPROVEMENTS within CITY'S JURISDICTION.

c. The final accounting of the COST OF PROJECT shall include an itemization of unit costs, actual quantities and costs, and reimbursement received under the Local Highway Safety Improvement Program (HSIP).

d. If at final accounting, CITY'S LOCAL SHARE OF COSTS exceeds CITY'S PAYMENT, as set forth in paragraph 2) b., above, CITY shall pay to COUNTY the additional amount upon demand. Said demand shall consist of a billing invoice prepared by COUNTY. Conversely, if the CITY'S required LOCAL SHARE OF COSTS is less than CITY'S PAYMENT, County shall remit a refund to CITY within thirty (30) days of the date COUNTY FURNISHES CITY with the final accounting.

e. If CITY'S PAYMENT, as set forth in paragraph 2) b., above, is not delivered to COUNTY office, which is described on the billing invoice prepared by COUNTY, within sixty (60) calendar days after the date of said invoice, County is entitled to recover interest thereon beginning from the last day of the month in which the services were performed at the rate of interest specified in the General Services Agreement executed by the parties to this AGREEMENT currently in effect.

f. If CITY'S PAYMENT, as set forth in paragraph 2) b., above, is not delivered to COUNTY office, which is described on the billing invoice prepared by COUNTY, within sixty (60) calendar days after the date of said invoice, notwithstanding the provisions of Government Code, Section 907, COUNTY may satisfy such indebtedness, including interest thereon, from any funds of CITY on deposit with COUNTY, after giving notice to CITY of COUNTY'S intention to do so.

g. City shall review the billing invoice prepared by COUNTY for CITY payment, as set forth in paragraphs 4) b. and 4) c., above, and report in writing any discrepancies to COUNTY within sixty (60) calendar days after the date of said invoice. Undisputed charges shall be paid by CITY to COUNTY within sixty (60) calendar days after the date of said invoice. COUNTY shall review all disputed charges and submit a written justification detailing the basis for those charges within sixty (60) calendar days of receipt of CITY'S written report. City shall then make payment of the previously disputed charges or submit justification for nonpayment within sixty (60) calendar days after the

date of COUNTY'S written justification.

h. COUNTY at any time may, at its sole discretion, designate an alternative payment mailing address and an alternative schedule for payment of CITY funds, if applicable. CITY shall be notified of such changes 30 days prior by written notice.

i. During construction of PROJECT, COUNTY shall furnish an inspector or other representative to perform the functions of an inspector. CITY may also furnish, at no cost to COUNTY, an inspector or other representative to inspect construction of PROJECT. Said inspectors shall cooperate and consult with each other, but the orders of COUNTY inspector to the contractors or any other person in charge of construction shall prevail and be final.

j. For the portion of PROJECT in CITY'S JURISDICTION, COUNTY hereby assigns all of its right, title, and interest to any unlapsed portion of a one-year warranty granted to the COUNTY by the construction contractor constructing PROJECT. CITY agrees to accept said assignment as its sole remedy against COUNTY in connection with defects relating to said PROJECT.

k. This AGREEMENT may be cancelled, amended or modified only by mutual written consent of CITY and COUNTY. Amendments and modification of a nonmaterial nature (i.e., having no financial effect on either party) may be made by mutual written consent of the parties' Directors of Public Works or their designees.

l. Any Correspondence, communication or contact concerning this AGREEMENT shall be directed to the following:

CITY: Ms. Paulina Morales
City Manager
City of West Covina
1444 W. Garvey Avenue South
West Covina, CA 91790

COUNTY: Mr. Mark Pestrella
Director of Public Works
County of Los Angeles
Department of Public Works
P.O. Box 1460
Alhambra, CA 91802-1460

m. Other than as provided below, and to the maximum extent permitted by law, neither COUNTY nor any officer or employee of COUNTY shall be responsible for any damage or liability occurring by reason of any acts or

omissions on the part of CITY under or in connection with any work, authority, or jurisdiction delegated to or determined to be the responsibility of CITY under this AGREEMENT. It is also understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully indemnify, defend, and hold COUNTY harmless from any liability imposed for injury (as defined by Government Code Section 810.8) occurring by reason of any acts or omissions on the part of CITY under or in connection with any work, authority, or jurisdiction delegated to or determined to be the responsibility of CITY under this AGREEMENT.

n. Neither COUNTY nor any officer or employee of COUNTY shall be responsible, directly or indirectly, for damage or liability arising from or attributable to the presence or alleged presence, transport, arrangement, or release of any hazardous materials, chemicals, or contaminants present at or stemming from the PROJECT within CITY'S JURISDICTION or arising from acts or omissions on the part of the CITY under or in connection with any work, authority, or jurisdiction delegated to or determined to be the responsibility of the CITY under this AGREEMENT, including but not limited to liability under the Comprehensive Environmental, Response, Compensation and Liability Act 0f 1980 (CERCLA) and under the California Health and Safety Code. It is understood and agreed pursuant to Government Code Section 895.4, that CITY shall fully indemnify, defend, and hold COUNTY harmless from any such damage, liability or claim. In addition to being an agreement pursuant to 42 U.S.C. Section 9607(e), Section 107(e) of the amended CERCLA, and California Health and Safety Code Section 25364.

o. Other than as provided below, and to the maximum extent permitted by law, neither CITY nor any officer or employee of CITY shall be responsible for any damage or liability occurring by reason of any acts or omissions on the part of COUNTY under or in connection with any work, authority, or jurisdiction delegated to or determined to be the responsibility of COUNTY under this AGREEMENT. It is also understood and agreed that, pursuant to Government Code Section 895.4, COUNTY shall fully indemnify, defend, and hold CITY harmless from any liability imposed for injury (as defined by Government Code Section 810.8) occurring by reason of any acts or omissions on the part of COUNTY under or in connection with any work, authority, or jurisdiction delegated to or determined to be the responsibility of COUNTY under this AGREEMENT.

p. Neither CITY nor any officer or employee of CITY shall be responsible, directly or indirectly, for damage or liability arising from or attributable to the presence or alleged presence, transport, arrangement, or release of any hazardous materials, chemicals, or contaminants present at or stemming from the PROJECT within the COUNTY'S JURISDICTION or arising from acts or omissions on the part of the COUNTY under or in connection with any work, authority, or jurisdiction delegated to or determined to be the

responsibility of the COUNTY under this AGREEMENT, including but not limited to liability under the Comprehensive Environmental, Response, Compensation and Liability Act of 1980 (CERCLA) and under the California Health and Safety Code. It is understood and agreed pursuant to Government Code Section 895.4, COUNTY shall fully indemnify, defend, and hold CITY harmless from any such damage, liability or claim. In addition to being an agreement pursuant to 42 U.S.C. Section 9607(e), Section 107(e) of the amended CERCLA, and California Health and Safety Code Section 25364.

q. In contemplation of the provisions of Section 895.2 of the Government Code of the State of California imposing certain tort liability jointly upon public entities solely by reason of such entities being parties to an agreement (as defined in Section 895 in said Code), each of the parties hereto, pursuant to the authorization contained in Sections 895.4 and 895.6 of said Code, will assume the full liability imposed upon it or any of its officers, agents, or employees by law for injuries caused by any act or omission occurring in the performance of this AGREEMENT to the same extent that such liability would be imposed in the absence of Section 895.2 of said Code. To achieve the above-stated purpose, each of the parties indemnifies and holds harmless the other party for any liability, cost or expense that may be imposed upon such other party solely by virtue of Section 895.2. The provisions of Section 2778 of the California Civil Code are made a part hereof as if incorporated herein.

r. The provisions of this AGREEMENT shall supersede and control over any provisions inconsistent herewith in the Assumption of Liability Agreement 32391 between CITY and COUNTY, adopted by the Board of Supervisors on December 27, 1977, and currently in effect.

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IN WITNESS WHEREOF, the parties hereto have caused this AGREEMENT to be executed by their respective officers, duly authorized by the CITY OF WEST COVINA on_____, 2024, and by the COUNTY OF LOS ANGELES on _____, 2024.

COUNTY OF LOS ANGELES

By_____
Director of Public Works

ATTEST:

EDWARD YEN
Executive Officer of the
Board of Supervisors of the
County of Los Angeles

By_____
Deputy

APPROVED AS TO FORM:

DAWYN R. HARRISON
County Counsel

By_____
Deputy

CITY OF WEST COVINA

By_____
Paulina Morales, City Manager

ATTEST:

By_____
City Clerk

APPROVED AS TO FORM:

By_____
City Attorney

ATTACHMENT NO.2

Project Cost Breakdown

PROJECT COST BREAKDOWN			
Project Location: Badillo St at Irwindale Av			
Jursidiction:			
County of Los Angeles	50%		
City of West Covina	50%		
	West Covina	**County**	**Total**
Construction Cost*	$ 362,000.00	$ 362,000.00	$ 724,000.00
PE	$ 37,000.00	$ 178,000.00	$ 215,000.00
CE	$ 91,000.00	$ 91,000.00	$ 182,000.00
Contingency	$ 91,000.00	$ 91,000.00	$ 182,000.00
Liability Insurance 3.5%	$ 5,000.00		$ 5,000.00
Total JUR Share	**$ 590,000.00**	**$ 730,000.00**	**$ 1,310,000.00**
Revenue Received (PE phase)			$ -
Grant Reimbursement PE Received	$ 13,148.43	$ 64,672.23	$ 77,820.66
Revenue Received (CON phase)			$ -
Grant Reimbursement CON	$ 222,635.85	$ 222,635.85	$ 445,271.69
Grant Reimbursement CON Received			$ -
Total JUR Share Minus Revenue and Grant	**$ 355,000.00**	**$ 443,000.00**	**$ 787,000.00**

SERVICE ADDRESS: 763¾ N SUNSET AVE

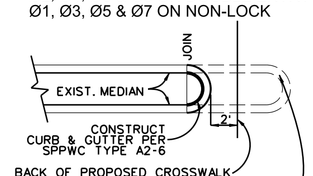
EXISTING SIGNAL PHASE DIAGRAM

1	2	3	4
5	6 DUMMY	7	8 DUMMY

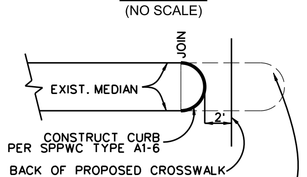
PROPOSED SIGNAL PHASE DIAGRAM

1 *	2	3 *	4
5 *	6	7 *	8

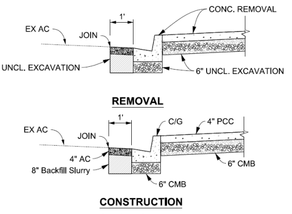
OPERATION:
★ PROTECTED/PERMISSIVE LEFT-TURN
Ø2, Ø4, Ø6 & Ø8 ON DOUBLE ENTRY
Ø1, Ø3, Ø5 & Ø7 ON NON-LOCK



DETAIL "C"
(NO SCALE)



DETAIL "D"
(NO SCALE)



GENERAL NOTES:

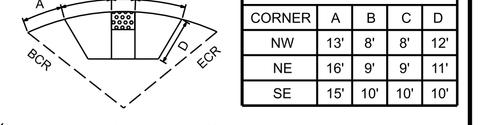
1. ALL MATERIALS AND EQUIPMENT SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR, EXCEPT FOR LACO-4E PROGRAM.
2. LACO-4E PROGRAM SHALL BE FURNISHED AND INSTALLED BY THE AGENCY.
3. ALL WIRING SHALL BE MARKED (TAGGED) WITHIN THE CONTROLLER CABINET FOR PHASE IDENTIFICATION.
4. ALL SIGNAL EQUIPMENT SHALL BE WIRED IN ACCORDANCE WITH THE PROPOSED SIGNAL PHASE DIAGRAM.
5. SIGNAL TIMING SHEETS SHALL BE FURNISHED AND INSTALLED BY THE AGENCY. CONTACT LOS ANGELES COUNTY PUBLIC WORKS (LACPW), TRAFFIC SAFETY AND MOBILITY DIVISION, TRAFFIC SYSTEMS SECTION AT (626) 300-4709 THIRTY (30) WORKING DAYS IN ADVANCE OF SIGNAL CONSTRUCTION FOR COORDINATION AND IMPLEMENTATION OF SIGNAL TIMING.
6. (XXXX) INDICATES DETECTION ZONE ASSIGNMENT IN THE CONTROLLER CABINET.
7. ALL DETECTION ZONES SHALL BE CENTERED IN THE MIDDLE OF THE LANE AND FRONT DETECTION ZONES SHALL BE PLACED BEHIND THE EDGE OF THE CROSSWALK OR LIMIT LINE, UNLESS OTHERWISE NOTED.
8. DETECTION ZONES SHALL BE WIRED/RECONFIGURED PER DETECTOR ASSIGNMENTS SHOWN ON THIS PLAN.
9. INDICATES PROPOSED VIDEO DETECTION ZONE.
10. INDICATES PROPOSED RADAR SENSING ZONE.
11. INDICATES VIDEO DETECTION/RADAR CAMERA.
12. ALL NEW PULL BOXES SHALL BE COMPOSITE TYPE 3, UNLESS OTHERWISE SHOWN.
13. ALL NEW CONDUITS, INCLUDING THOSE LEADING TO SIGNAL POLES, SHALL BE 3" (SCH 80 PVC), UNLESS OTHERWISE SHOWN.
14. ALL NEW SIGNAL POLES WITH PEDESTRIAN PUSH BUTTONS SHALL BE INSTALLED NO FURTHER THAN 5 FEET FROM THE BACK OF CROSSWALK OR LIMIT LINE UNLESS OTHERWISE NOTED.
15. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY MR. EDGAR TORRES OF SOUTHERN CALIFORNIA EDISON AT (909) 394-2823 FOR ELECTRICAL SERVICE CONNECTION THIRTY (30) WORKING DAYS IN ADVANCE. ALL APPLICABLE SERVICE CONNECTION FEES, RISER COSTS, AND CONSTRUCTION TAX SHALL BE PAID BY THE CONTRACTOR.
16. ALL SALVAGED ITEMS SHALL BE RETURNED TO OPERATIONAL SERVICES DIVISION (OSD). CONTRACTOR SHALL CONTACT OSD AT (626) 458-1700 FOR COORDINATION.
17. ALL TRAFFIC LINES AND PAVEMENT MARKINGS SHOWN SHALL BE INSTALLED WITH THERMOPLASTIC BY THE CONTRACTOR, UNLESS OTHERWISE NOTED.
18. LANE WIDTHS SHALL BE MEASURED BETWEEN THE CENTERLINES OF EACH ADJACENT SINGLE OR DOUBLE STRIPE, OR TOP OF CURB AS APPROPRIATE.
19. ALL CONFLICTING LINES AND MARKINGS SHALL BE REMOVED BY GRINDING, AND INCLUDES REMOVAL OF RAISED PAVEMENT MARKERS.

GENERAL NOTES (CONTINUED):

20. ALL LANE LINES AT INTERSECTION APPROACHES AND DEPARTURES SHALL BEGIN AND END WITH 50 FEET OF 4-INCH SOLID WHITE LINE.
21. ALL SIGNING SHOWN HEREON SHALL BE INSTALLED, RELOCATED, OR REMOVED BY THE CONTRACTOR, UNLESS OTHERWISE NOTED.
22. LOCATIONS OF PROPOSED SIGNS ARE SHOWN TO SCALE ON THE PLAN, UNLESS OTHERWISE NOTED.

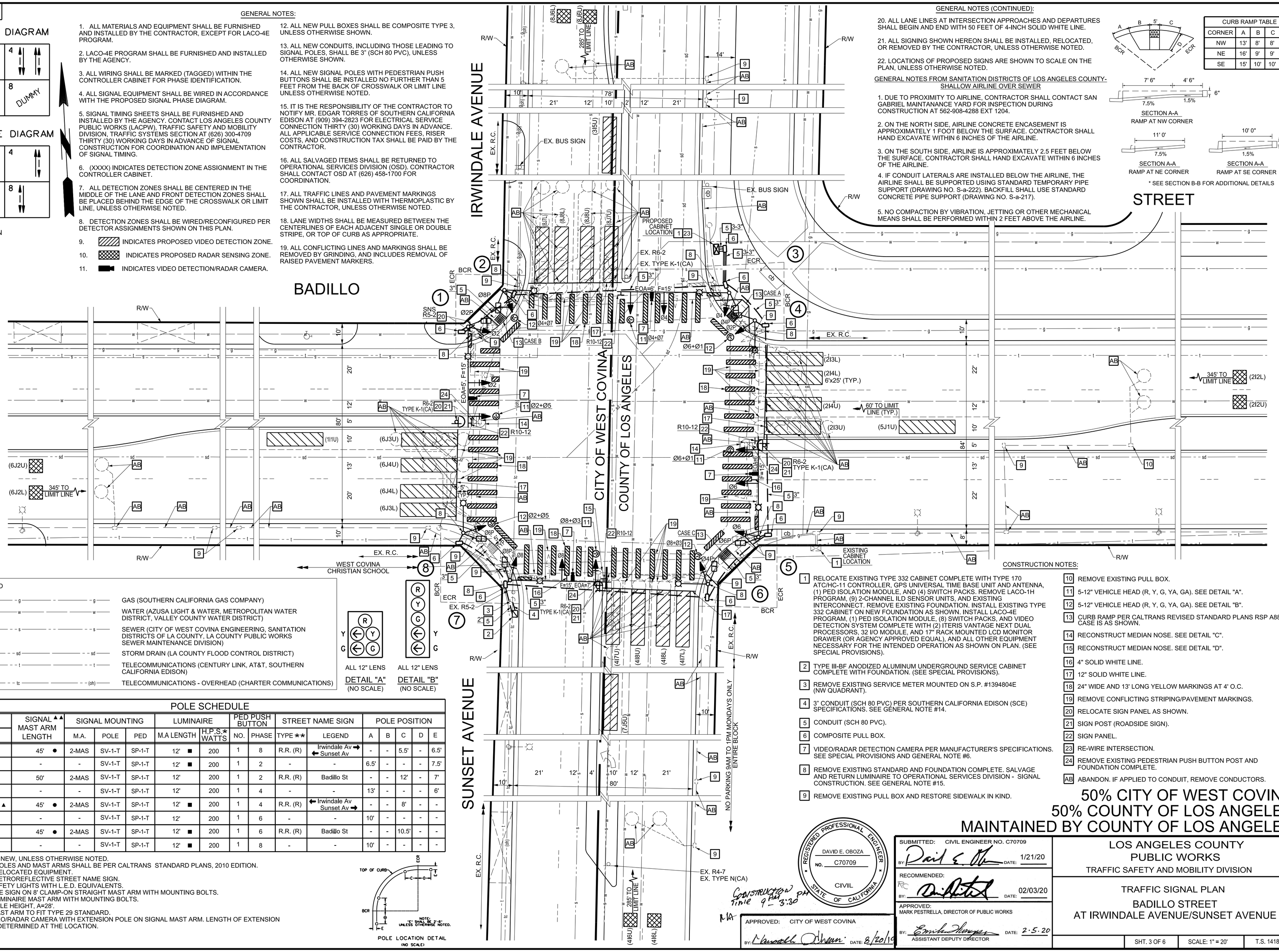
GENERAL NOTES FROM SANITATION DISTRICTS OF LOS ANGELES COUNTY-SHALLOW AIRLINE OVER SEWER

1. DUE TO PROXIMITY TO AIRLINE, CONTRACTOR SHALL CONTACT SAN GABRIEL MAINTANANCE YARD FOR INSPECTION DURING CONSTRUCTION AT 562-908-4288 EXT 1204.
2. ON THE NORTH SIDE, AIRLINE CONCRETE ENCASEMENT IS APPROXIMATELY 1 FOOT BELOW THE SURFACE. CONTRACTOR SHALL HAND EXCAVATE WITHIN 6 INCHES OF THE AIRLINE.
3. ON THE SOUTH SIDE, AIRLINE IS APPROXIMATELY 2.5 FEET BELOW THE SURFACE. CONTRACTOR SHALL HAND EXCAVATE WITHIN 6 INCHES OF THE AIRLINE.
4. IF CONDUIT LATERALS ARE INSTALLED BELOW THE AIRLINE, THE AIRLINE SHALL BE SUPPORTED USING STANDARD TEMPORARY PIPE SUPPORT (DRAWING NO. S-a-222). BACKFILL SHALL USE STANDARD CONCRETE PIPE SUPPORT (DRAWING NO. S-a-217).
5. NO COMPACTION BY VIBRATION, JETTING OR OTHER MECHANICAL MEANS SHALL BE PERFORMED WITHIN 2 FEET ABOVE THE AIRLINE.



CURB RAMP TABLE				
CORNER	A	B	C	D
NW	13'	8'	8'	12'
NE	16'	9'	9'	11'
SE	15'	10'	10'	10'

* SEE SECTION B-B FOR ADDITIONAL DETAILS



UTILITIES LEGEND

g — g	GAS (SOUTHERN CALIFORNIA GAS COMPANY)
w — w	WATER (AZUSA LIGHT & WATER, METROPOLITAN WATER DISTRICT, VALLEY COUNTY WATER DISTRICT)
s — s	SEWER (CITY OF WEST COVINA ENGINEERING, SANITATION DISTRICTS OF LA COUNTY, LA COUNTY PUBLIC WORKS SEWER MAINTENANCE DIVISION)
sd — sd	STORM DRAIN (LA COUNTY FLOOD CONTROL DISTRICT)
t — t	TELECOMMUNICATIONS (CENTURY LINK, AT&T, SOUTHERN CALIFORNIA EDISON)
tc — (oh)	TELECOMMUNICATIONS - OVERHEAD (CHARTER COMMUNICATIONS)

ALL 12" LENS
DETAIL "A"
(NO SCALE)

ALL 12" LENS
DETAIL "B"
(NO SCALE)

POLE SCHEDULE

POLE NO.	POLE TYPE	SIGNAL MAST ARM LENGTH ▲▲	SIGNAL MOUNTING M.A.	SIGNAL MOUNTING POLE	SIGNAL MOUNTING PED	LUMINAIRE M.A LENGTH	LUMINAIRE H.P.S.★ WATTS	PED PUSH BUTTON NO.	PED PUSH BUTTON PHASE	STREET NAME SIGN TYPE ★★	STREET NAME SIGN LEGEND	POLE POSITION A	B	C	D	E
1	29-5-100	45' ●	2-MAS	SV-1-T	SP-1-T	12' ■	200	1	8	R.R. (R)	Irwindale Av ➡ ⬅ Sunset Av	-	-	5.5'	-	6.5'
2	15TS	-	-	SV-1-T	SP-1-T	12' ■	200	1	2	-	-	6.5'	-	-	-	7.5'
3	29-5-100	50'	2-MAS	SV-1-T	SP-1-T	12'	200	1	2	R.R. (R)	Badillo St	-	-	12'	-	7'
4	15TS	-	-	SV-1-T	SP-1-T	12'	200	1	4	-	-	13'	-	-	-	6'
5	29-5-100 ▲	45' ●	2-MAS	SV-1-T	SP-1-T	12' ■	200	1	4	R.R. (R)	⬅ Irwindale Av Sunset Av ➡	-	-	8'	-	-
6	15TS	-	-	SV-1-T	SP-1-T	12'	200	1	6	-	-	10'	-	-	-	-
7	29-5-100	45' ●	2-MAS	SV-1-T	SP-1-T	12' ■	200	1	6	R.R. (R)	Badillo St	-	-	10.5'	-	-
8	15TS	-	-	SV-1-T	SP-1-T	12' ■	200	1	8	-	-	10'	-	-	-	-

ALL EQUIPMENT IS NEW, UNLESS OTHERWISE NOTED.
ALL NEW SIGNAL POLES AND MAST ARMS SHALL BE PER CALTRANS STANDARD PLANS, 2010 EDITION.
(R) - INDICATES RELOCATED EQUIPMENT.
R.R. - INDICATES RETROREFLECTIVE STREET NAME SIGN.
★ - HIGHWAY SAFETY LIGHTS WITH L.E.D. EQUIVALENTS.
★★ - STREET NAME SIGN ON 8' CLAMP-ON STRAIGHT MAST ARM WITH MOUNTING BOLTS.
■ - STRAIGHT LUMINAIRE MAST ARM WITH MOUNTING BOLTS.
▲ - MODIFIED POLE HEIGHT, A=28'.
● - MODIFIED MAST ARM TO FIT TYPE 29 STANDARD.
▲▲ - INSTALL VIDEO/RADAR CAMERA WITH EXTENSION POLE ON SIGNAL MAST ARM. LENGTH OF EXTENSION POLE TO BE DETERMINED AT THE LOCATION.

POLE LOCATION DETAIL
(NO SCALE)

CONSTRUCTION NOTES:

1. RELOCATE EXISTING TYPE 332 CABINET COMPLETE WITH TYPE 170 ATC/HC-11 CONTROLLER, GPS UNIVERSAL TIME BASE UNIT AND ANTENNA, (1) PED ISOLATION MODULE, AND (4) SWITCH PACKS. REMOVE LACO-1H PROGRAM, (9) 2-CHANNEL ILD SENSOR UNITS, AND EXISTING INTERCONNECT. REMOVE EXISTING FOUNDATION. INSTALL EXISTING TYPE 332 CABINET ON NEW FOUNDATION AS SHOWN. INSTALL LACO-4E PROGRAM, (1) PED ISOLATION MODULE, (8) SWITCH PACKS, AND VIDEO DETECTION SYSTEM COMPLETE WITH (2) ITERIS VANTAGE NEXT DUAL PROCESSORS, 32 I/O MODULE, AND 17" RACK MOUNTED LCD MONITOR DRAWER (OR AGENCY APPROVED EQUAL), AND ALL OTHER EQUIPMENT NECESSARY FOR THE INTENDED OPERATION AS SHOWN ON PLAN. (SEE SPECIAL PROVISIONS).
2. TYPE III-BF ANODIZED ALUMINUM UNDERGROUND SERVICE CABINET COMPLETE WITH FOUNDATION. (SEE SPECIAL PROVISIONS).
3. REMOVE EXISTING SERVICE METER MOUNTED ON S.P. #1394804E (NW QUADRANT).
4. 3" CONDUIT (SCH 80 PVC) PER SOUTHERN CALIFORNIA EDISON (SCE) SPECIFICATIONS. SEE GENERAL NOTE #14.
5. CONDUIT (SCH 80 PVC).
6. COMPOSITE PULL BOX.
7. VIDEO/RADAR DETECTION CAMERA PER MANUFACTURER'S SPECIFICATIONS. SEE SPECIAL PROVISIONS AND GENERAL NOTE #6.
8. REMOVE EXISTING STANDARD AND FOUNDATION COMPLETE. SALVAGE AND RETURN LUMINAIRE TO OPERATIONAL SERVICES DIVISION - SIGNAL CONSTRUCTION. SEE GENERAL NOTE #15.
9. REMOVE EXISTING PULL BOX AND RESTORE SIDEWALK IN KIND.
10. REMOVE EXISTING PULL BOX.
11. 5-12" VEHICLE HEAD (R, Y, G, YA, GA). SEE DETAIL "A".
12. 5-12" VEHICLE HEAD (R, Y, G, YA, GA). SEE DETAIL "B".
13. CURB RAMP PER CALTRANS REVISED STANDARD PLANS RSP A88A. CASE IS AS SHOWN.
14. RECONSTRUCT MEDIAN NOSE. SEE DETAIL "C".
15. RECONSTRUCT MEDIAN NOSE. SEE DETAIL "D".
16. 4" SOLID WHITE LINE.
17. 12" SOLID WHITE LINE.
18. 24" WIDE AND 13' LONG YELLOW MARKINGS AT 4' O.C.
19. REMOVE CONFLICTING STRIPING/PAVEMENT MARKINGS.
20. RELOCATE SIGN PANEL AS SHOWN.
21. SIGN POST (ROADSIDE SIGN).
22. SIGN PANEL.
23. RE-WIRE INTERSECTION.
24. REMOVE EXISTING PEDESTRIAN PUSH BUTTON POST AND FOUNDATION COMPLETE.

AB. ABANDON. IF APPLIED TO CONDUIT, REMOVE CONDUCTORS.

50% CITY OF WEST COVINA
50% COUNTY OF LOS ANGELES
MAINTAINED BY COUNTY OF LOS ANGELES

#	PROJECT	CAD FILE NAME	DATE	BY	REVISIONS

DRAWN: IRENE CHIA
SPOTTED: IRENE CHIA
SUPERVISED BY: DAVID E. OBOZA
REVIEWED BY: DAVID E. OBOZA

REGISTERED PROFESSIONAL ENGINEER
DAVID E. OBOZA
NO. C70709
CIVIL
STATE OF CALIFORNIA

Construction time 9 PM - 3:30 AM

APPROVED: CITY OF WEST COVINA
BY: Nasrollah Ostrom DATE: 8/20/19

SUBMITTED: CIVIL ENGINEER NO. C70709
BY: David E. Oboza DATE: 1/21/20

RECOMMENDED:
BY: DATE: 02/03/20

APPROVED: MARK PESTRELLA, DIRECTOR OF PUBLIC WORKS
BY: ASSISTANT DEPUTY DIRECTOR DATE: 2-5-20

LOS ANGELES COUNTY
PUBLIC WORKS
TRAFFIC SAFETY AND MOBILITY DIVISION

TRAFFIC SIGNAL PLAN
BADILLO STREET
AT IRWINDALE AVENUE/SUNSET AVENUE

SHT. 3 OF 6 | SCALE: 1" = 20' | T.S. 1418 R-5

ATTACHMENT NO. 4

RESOLUTION NO. 2025-17

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, ADOPTING A BUDGET AMENDMENT FOR THE FISCAL YEAR COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025 (TRAFFIC SIGNAL IMPROVEMENTS AT BADILLO STREET AND IRWINDALE AVENUE/SUNSET AVENUE)

The City Council of the City of West Covina hereby finds and declares as follows:

WHEREAS, on May 7, 2024, the City Manager presented to the City Council a proposed budget for Fiscal Year 2024-25 in compliance with Section 2-151(m) of the West Covina Municipal Code; and

WHEREAS, the City held meetings and community workshops and conducted an online budget survey in order to solicit input from the public regarding the proposed budget; and

WHEREAS, on June 4, 2024, the City Council adopted a budget for the 2024-2025 Fiscal Year; and

WHEREAS, amendments must periodically be made to the budget to conform to changed circumstances following adoption of the budget.

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

SECTION 1. The City Council hereby approves Budget Amendment No. 2025-15, attached hereto as Exhibit A, for Fiscal Year 2024-25.

SECTION 2. The City Clerk shall certify to the adoption of this resolution and shall enter the same in the book of original resolutions and it shall become effective immediately.

APPROVED AND ADOPTED this 15th day of April, 2025.

_____
Tony Wu
Mayor

APPROVED AS TO FORM

Thomas P. Duarte
City Attorney

ATTEST

Lisa Sherrick
Assistant City Clerk

I, LISA SHERRICK, Assistant City Clerk of the City of West Covina, California, do hereby certify that the foregoing Resolution No. 2025-17 was duly adopted by the City Council of the City of West Covina, California, at a regular meeting thereof held on the 15th day of April, 2025, by the following vote of the City Council:

AYES:
NOES:
ABSENT:
ABSTAIN:

Lisa Sherrick
Assistant City Clerk

Exhibit A

City of West Covina
Fiscal Year 2024-25
Budget Amendment No. 2025-15
Traffic Signal at Badillo Budget Increase

Fund Name (Fund No.)	Current Budget	Proposed Amendment	Amended Budget
Measure M Fund (235)			
Revenue	2,869,220		2,869,220
Expenditures	11,406,703	355,000	11,761,703
Measure M Fund (235) Total	**-8,537,483**	**-355,000**	**-8,892,483**
EXPENDITURE TOTAL INCREASE		**355,000**	

CITY COUNCIL MEETING
APRIL15, 2025

ITEM 8: TRAFFIC SIGNAL IMPROVEMENTS AT BADILLO ST. AND IRWINDALE AVE./SUNSET AVE.

Engineering Division

BACKGROUND:

Los Angeles County Public Works Department submitted for HSIP Cycle 8 in 2016 for proposed improvements at Badillo Street and Irwindale Avenue/Sunset Street (50% West Covina, 50% LA County).

In 2018, the County of Los Angeles received grant funding approval from Caltrans in the amount of $523,092.35.

In 2024, County of Los Angeles informed the City of West Covina that design plans are finalized and the project is ready to proceed to construction, however, funding may not be sufficient to complete the project based on current engineer's estimate as prepared by Los Angeles County staff.

INCLUDED IMPROVEMENTS

- Installation of new traffic signal heads.
- Pedestrian countdown head displays and push buttons.
- Installation of left turn phasing (protected left turn) with existing left turn pockets.
- New signal poles and mast arms.
- Pedestrian accessibility (ADA) improvements including curb ramps, signage, striping and related improvements.

Cost Share Breakdown

PROJECT COST BREAKDOWN			
Project Location: Badillo St at Irwindale Av			
Jurisdiction:			
County of Los Angeles	50%		
City of West Covina	50%		
	West Covina	**County**	**Total**
Construction Cost*	$ 362,000.00	$ 362,000.00	$ 724,000.00
PE	$ 37,000.00	$ 178,000.00	$ 215,000.00
CE	$ 91,000.00	$ 91,000.00	$ 182,000.00
Contingency	$ 91,000.00	$ 91,000.00	$ 182,000.00
Liability Insurance 3.5%	$ 5,000.00		$ 5,000.00
Total JUR Share	**$ 590,000.00**	**$ 730,000.00**	**$ 1,310,000.00**
Revenue Received (PE phase)			$ -
Grant Reimbursement PE Received	$ 13,148.43	$ 64,672.23	$ 77,820.66
Revenue Received (CON phase)			$ -
Grant Reimbursement CON	$ 222,635.85	$ 222,635.85	$ 445,271.69
Grant Reimbursement CON Received			$ -
Total JUR Share Minus Revenue and Grant	**$ 355,000.00**	**$ 443,000.00**	**$ 787,000.00**

OPTIONS

Approve Staff's Recommendations

- 1. Authorize the City Manager to negotiate and execute a Cooperative Work Agreement with Los Angeles County Department of Public Works for Traffic Signal Improvements at Badillo Street and Irwindale Avenue / Sunset Avenue (Shared Intersection with Los Angeles County Public Works) in the amount of $355,000, in such final form as approved by the City Attorney;
- 2. Adopt the following resolution:
  - RESOLUTION NO. 2025-17 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, ADOPTING A BUDGET AMENDEMENT FOR THE FISCAL YEAR COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025 (TRAFFIC SIGNAL IMPROVEMENTS AT BADILLO ST. AND IRWINDALE AVE./SUNSET AVE.)

Provide alternative direction.

Thank you
&
Questions

AGENDA ITEM NO. 9

AGENDA STAFF REPORT

City of West Covina | Office of the City Manager

DATE: April 15, 2025

TO: Mayor and City Council

FROM: Paulina Morales, City Manager

SUBJECT: **HEALTH DEPARTMENT AGREEMENT - BUDGET OVERVIEW**

RECOMMENDATION:
It is recommended that the City Council receive and file the report.

BACKGROUND:
At the March 18, 2025, City Council meeting, Councilmember Gutierrez requested an overview of the budget for the creation of the West Covina Health Department.

DISCUSSION:
Attached please find the PowerPoint presentation

OPTIONS:
Receive and file.

Prepared by: Paulina Morales, City Manager

Attachments

Attachment No. 1 West Covina Health Department Update_4.15.25

CITY COUNCIL GOALS & OBJECTIVES: Protect Public Safety

ATTACHMENT NO. 1

HEALTH DEPARTMENT CONTRACT – BUDGET OVERVIEW

APRIL 15, 2025



BUDGET

- Total Contract Amount - $598,190

Budget	Expenditures	Remaining Balance
$598,190	$511,397.34	$86,792.66

BUDGET YEAR	INVOICE AMOUNT	REASON FOR INCREASE
2025	3,542.50	
2025	2,931.50	
2025	2,561.00	
2025	3,861.00	
2025	60,627.00	Subcontractor Payment
2025	3,796.50	
2025	3,789.50	
2024	3,609.75	
2024	16,511.72	Health Fair/Festival Costs
2024	3,934.75	
2024	5,030.00	
2024	5,605.75	
2024	5,314.75	
2024	4,202.50	
2024	3,020.25	
2024	36,557.00	Subcontractor Payment
2024	4,671.25	
2024	6,232.50	
2024	7,566.75	
2024	3,650.00	
2023	5,556.25	
2023	7,631.25	
2023	16,670.00	Subcontractor Payment
2023	156,518.51	Health Fair Costs, Subcontractor Payment
2023	18,010.00	Health Fair/Festival Costs
2023	6,180.00	
2023	15,424.14	Health Fair/Festival Costs
TOTAL	**$413,006.12**	
TOTAL (Previous Information)	**$98,391.22**	

REPORT /DOCUMENTS

Community Health Needs Assessment (CHNA)	On-going - Collecting Data
Community Health Improvement Project	Pending Completion CHNA
Public Health Emergency Preparedness & Readiness Plan	Completed
Public Health Laboratory Service Agreement	Completed
Emergency Operations Plan	Completed

COMMUNITY ENGAGEMENT

19 Health Fairs with over 2,000 participants

- Offering screenings for asthma, cardiovascular risks, diabetes, hypertension, mental health, obesity, osteoporosis, and vision.

22+ Educational Sessions - collaborated with local hospitals to provide continuous medical education sessions for community and healthcare providers.

Secured COVID-19 and flu vaccinations and testing for the community.

Distributed 2,000-3,000 health education materials (CDC, CDPH, NIH, and specialty medical societies) to local churches, schools, and community organizations.

Conducted 3 health needs surveys with over 1,000 residents.

EXPENDITURES

Mega Health Fair - $33,276.41

EOP Update* - $31,500

Local Hazard Mitigation Plan Grant Review - $2,750

NACCHO Membership - $2,312

Spring & Moon Festivals 2022 – $ 7,884.14

100th Year Anniversary Spring Festival 2023 - $3,093.75

Public Health Emergency Response Plan - $31,680

* Not fully charged to the contract

- Any questions?

