



City of West Covina Queen of the Valley Hospital Specific Plan

Notice of Preparation of a Draft Environmental Impact Report

The City of West Covina will be the Lead Agency for the preparation of an Environmental Impact Report (EIR) pursuant to the requirements of the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, §§15000 et seq.) that will analyze the environmental impacts associated with expansion and renovation of the Queen of the Valley Hospital (QVH or Hospital) proposed by Citrus Valley Health Partners (CVHP). The QVH facility currently occupies approximately 28.8 acres at the northeast corner of W. Merced Street and S. Sunset Avenue (see Figures 1 and 2) in the central portion of the City of West Covina and provides medical services to much of the eastern San Gabriel Valley. Due to the nature of the proposed improvements and the fact that they will be implemented over a number of years, the City will prepare a Program EIR.

CVHP has prepared a draft master plan outlining the various program and physical changes expected at the hospital over time to provide expanded or improved services for patients and adequate parking for patients, doctors, and visitors to the hospital. The master plan will be the basis for preparation of a Specific Plan, which is being required by the City to identify specific development parameters of the proposed hospital expansion. More information on the Hospital Master Plan are available on the City's Planning Department website at the following address:

<http://www.westcovina.org/departments/planning>

In general, the expansion program anticipates adding approximately half a million square feet of new building area. Additional details on the proposed improvements are provided below. Approval of a Specific Plan is a discretionary project subject to the California Environmental Quality Act (CEQA) of 1970 as amended, with the City of West Covina as the Lead Agency under CEQA as the primary land use authority over this project.

An Initial Study has **not** been prepared as part of this Notice of Preparation (NOP) per State CEQA Guidelines Section 15060(d) in that, after preliminary review, the City has determined this project clearly requires preparation of an EIR. The EIR will be comprehensive and examine all potential environmental issues and impacts of the project in detail with the possible exception of agricultural, forest, and mineral resources because the project site and surrounding area contain none of those resources, so it is anticipated there is no potential for any significant environmental impacts with regards to those issues.

Probable Environmental Effects of the Proposed Project

The City of West Covina has determined that all environmental topics listed below will be included and analyzed in the EIR for the proposed Project.

- Aesthetics
- Agricultural & Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology & Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology & Water Quality
- Land Use & Planning
- Mineral Resources
- Noise
- Population & Housing
- Public Services
- Recreation
- Transportation & Traffic
- Utilities & Service Systems
- Tribal Cultural Resources

Project Description

The Hospital currently has 1,090,000 square feet of building area on 28.8 acres and is proposing to add 490,000 square feet of new buildings to support improved or new medical services at the Hospital. This expansion would be accomplished in approximately five phases from 2019 to 2028+ depending on need and financing. Initially four existing buildings (Marian Rooms A and B and Buildings A–C) will be demolished to make way for new buildings. This initial work would also involve adding surface parking on the former City-owned Sunset Field park property adjacent to the hospital grounds. The first phase (1A) of new construction will involve expansion and new construction of the emergency room and intensive care unit (total 66,000 square feet). Phase 1B will entail construction of a new medical office building and ambulatory surgery center and a new multi-story parking structure. Phases 1A and 1B are expected to occur in the 2020–2022 timeframe. Phase 2 construction would occur from 2022–2026 and include a new 5–6 story medical tower with 132,000 square feet of new building space. Long-range improvements planned for 2028 or later would involve consolidation of the two medical towers, a new medical office building with 90,000 square feet, a second multi-story parking structure, and a new hospital building with 132,000 square feet. New buildings may be up to 6 stories tall.

The project will increase patient and support services, add several new buildings, renovate a number of existing buildings or structures onsite, and result in the demolition of a number of buildings or structures on the site. One or two stand-alone parking structures may also be included in the master planned changes to the site. Many of these changes have the potential to generate noise and air pollutants during construction and over the long-term as the hospital serves more patients and supports additional staff. These changes will generate additional traffic over both the short- and long-term as well as require additional parking. These and other possible changes on the site will be phased over a period of many years as funding is available and services are needed. The hospital may expand services into the community and may add new services as medical practices change over time (e.g., emergency helicopter service) as needs arise. These ongoing changes may have direct or indirect impacts on

surrounding neighbors or the City as a whole. These potential impacts, as well as potential cumulative impacts, will be examined in the EIR. Due to the extended phasing of the project, the EIR will be both programmatic for more long-range changes and also be tailored to a project-level to address the more immediate changes to the hospital. The EIR will clearly identify the programmatic and project-level aspects of the various improvements planned at the hospital over time.

PUBLIC SCOPING MEETING. A scoping meeting for the general public and public agencies will be held on Thursday, November 15, 2018 at 6:00 PM in the Oakwood Rooms at the Queen of the Valley Hospital, 1115 South Sunset Avenue, West Covina. Representatives from the City, the City's EIR consultant, and the Hospital will present information on the planned improvements and compliance with the California Environmental Quality Act (CEQA).

This notice was sent on October 29, 2018 notifying local agencies and the public that the City of West Covina would be preparing an EIR for this project, and that the 30-day NOP review period will run from **October 30 to November 30, 2018**. Comments from public agencies should be postmarked no later than November 30, 2018 at 5 PM or no later than 30 days from receipt of this notice. **Please provide the name for a contact person in your agency.**

Please send your response to Jeff Anderson, Planning Director, at:

City of West Covina
Planning Department
1444 West Garvey Avenue South
West Covina, California 91790

Comments can also be emailed to: JAnderson@westcovina.org
Mr. Anderson can be reached at: (626) 939-8423

Date October 29, 2018

Signature



Title

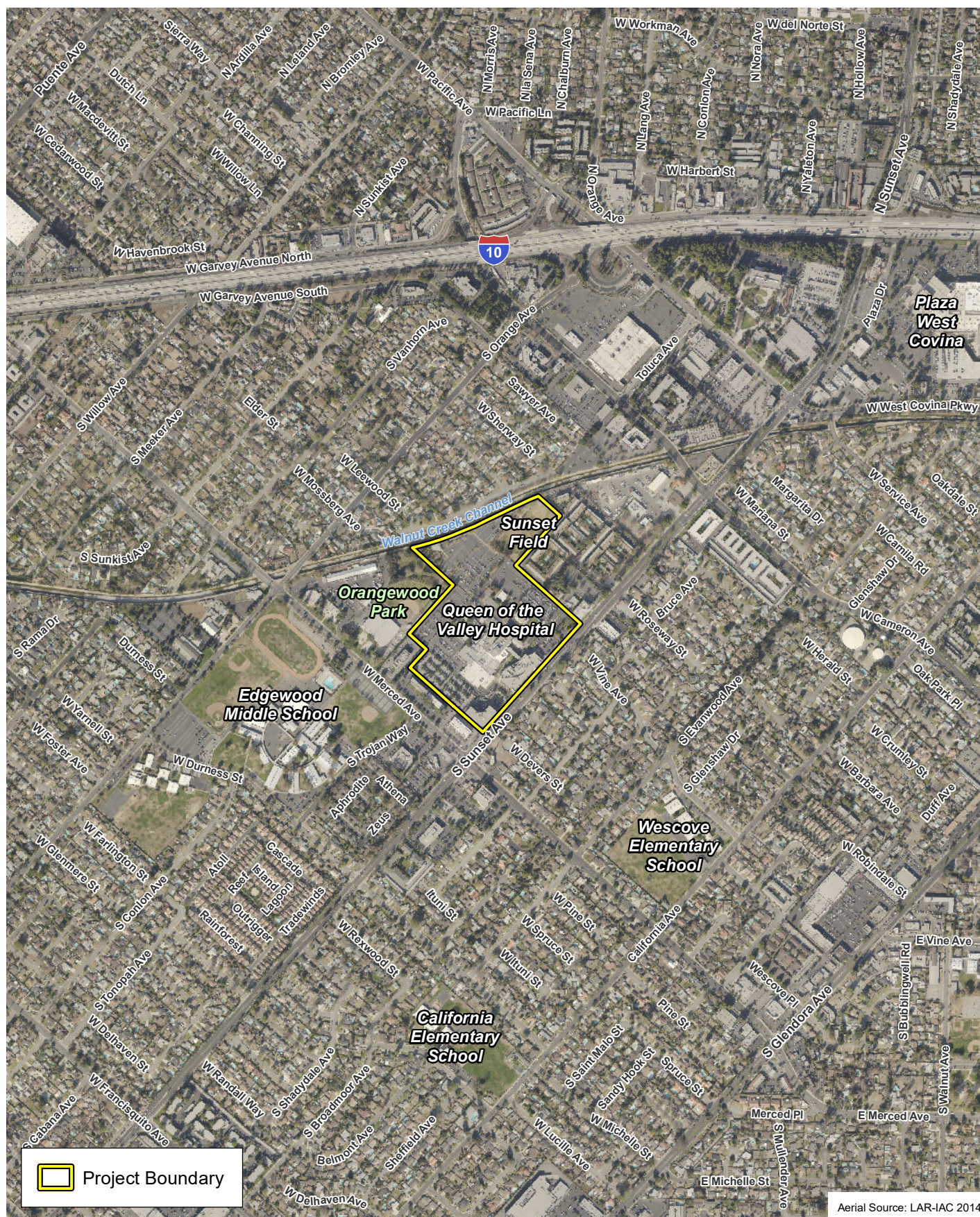
Planning Director

Telephone

(626) 939-8423



Regional Location



Project Area

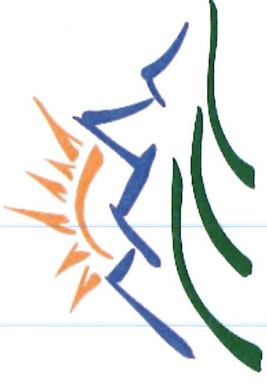
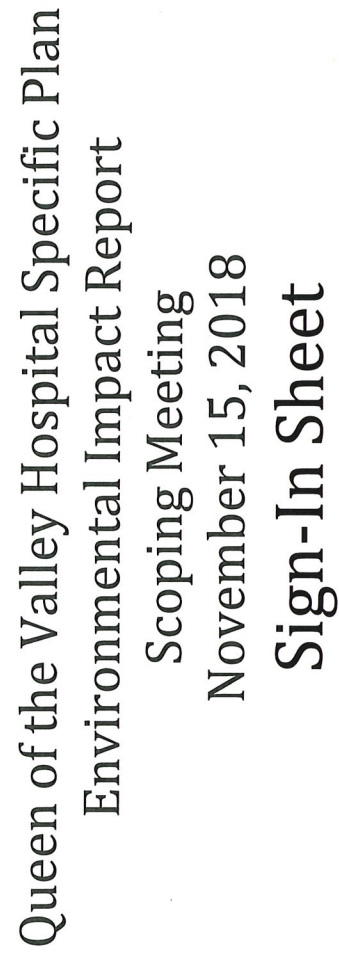
Queen of the Valley Hospital Specific Plan EIR



650 325 0 650
Feet

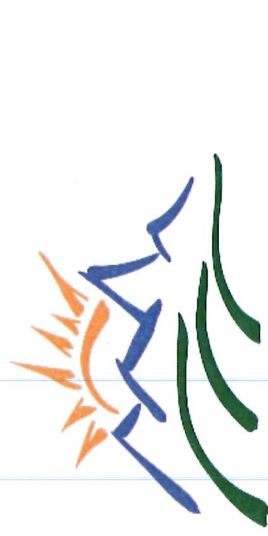
Figure 2



[illegible]



Queen of the Valley Hospital Specific Plan
Environmental Impact Report
Scoping Meeting
November 15, 2018
Sign-In Sheet

[illegible]



Queen of the Valley Hospital Specific Plan EIR

SCOPING MEETING



Location:

Queen of the Valley Hospital, Oakwood Rooms
1115 South Sunset Avenue
West Covina, CA 91790

Thursday, November 15, 2018
6:00 p.m.

Welcome to the EIR Scoping Meeting



Meeting Topics



- Welcome and Introductions
- What is CEQA?
- Purpose of CEQA Scoping Meeting
- Project Summary
- Potential Environmental Impacts
- CEQA Review Schedule (tentative)
- Contact Information
- Question and Answer Session



What is CEQA?



- **The California Environmental Quality Act (CEQA) is California's broadest environmental law.**
 - CEQA applies to all discretionary actions (projects where the agency can use its judgment in deciding if to approve or how to carry out a project)
- **Purpose of CEQA is to:**
 - Disclose project impacts to public and decision makers
 - Identify feasible mitigation measures as a means to avoid or reduce environmental impacts
 - Evaluate a reasonable range of alternatives



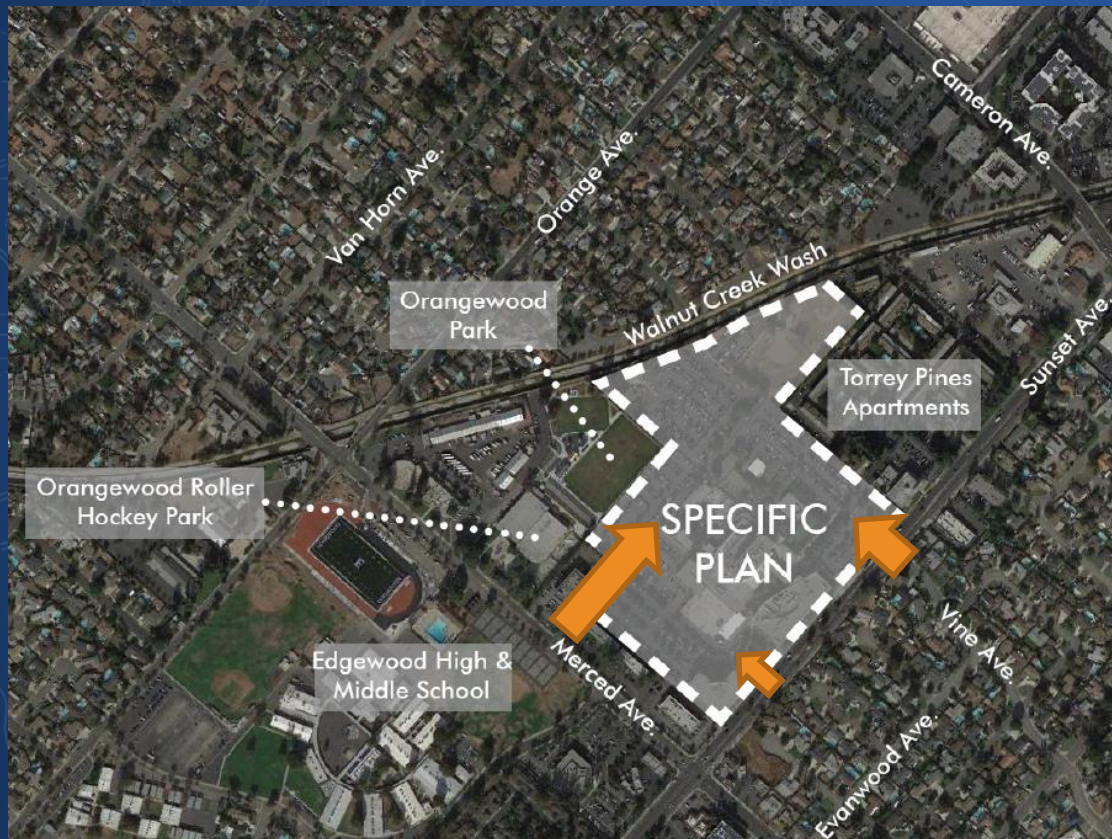
Purpose of CEQA Scoping Meeting



- **Purpose of this evening's meeting is to:**
 - Provide the community with an overview of the project
 - Solicit comments to refine the “scope” of the Environmental Impact Report
- **Scope is determined by:**
 - The Initial Study Checklist form provided in the State CEQA Guidelines
 - Responses to Notice of Preparation from responsible agencies
 - Input from the community (including comments at this scoping meeting)
 - Experience with similar projects



Project Summary – Context



- Approximately 28.79 Acres in Western Portion of West Covina
- Includes Main Hospital Complex, Medical Building at 1135 S. Sunset, and Former Open Space (Sunset Field)
- Primary Access from S. Sunset and W. Merced Avenues



Project Summary – Purpose



- Provide hospital and outpatient service resources that evolve with the health care needs of the surrounding community.
- Plan, construct, and operate the hospital campus facilities in a manner that minimizes disruptions to the surrounding neighborhood.
- Provide additional facilities and supporting uses that will create high-quality jobs and improve the economic vitality of West Covina.
- Replace outdated and obsolete buildings with modern, energy-efficient facilities that can also accommodate innovative therapies and practices.
- Phase parking expansions to accommodate existing and future demands.



Project Summary – Conceptual Plan





Project Summary

Proposed Specific Plan

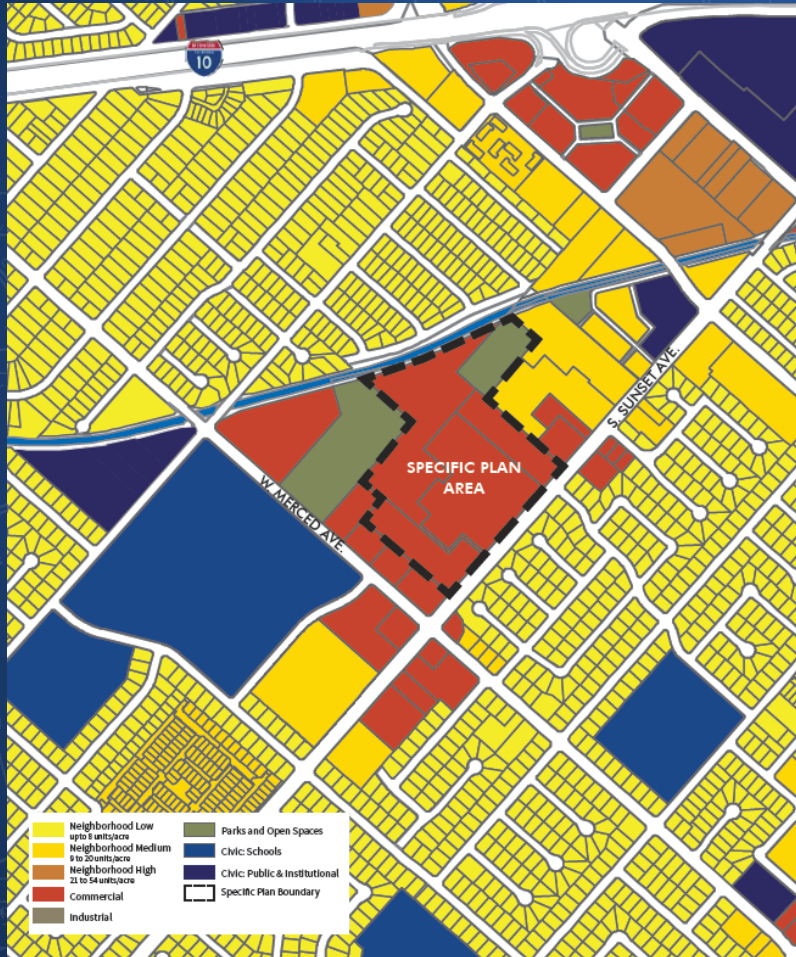


- Project Includes a Specific Plan Update to Allow for Orderly Development
- Existing Campus Has About 1,090,000 Square Feet in Buildings Ranging from 1 to 6 Stories
- Specific Plan will Allow up to 490,000 Additional Square Feet for Medical, Office, and Retail Purposes
- Also Allow for Hospital Bed Increase from 325 to 525 Licensed Beds
- No Increase to Height Limit
- Three Zones Proposed



Project Summary

Proposed Specific Plan



- General Plan Amendment and Zone Change Required
- General Plan: “Parks & Open Space” to “Commercial”
- Zone Change: “Residential 20 du/ac” to “Specific Plan SP-1”
- All Significant Improvements (e.g. new buildings) will Require Future Planning Commission Review



Potential Environmental Impacts

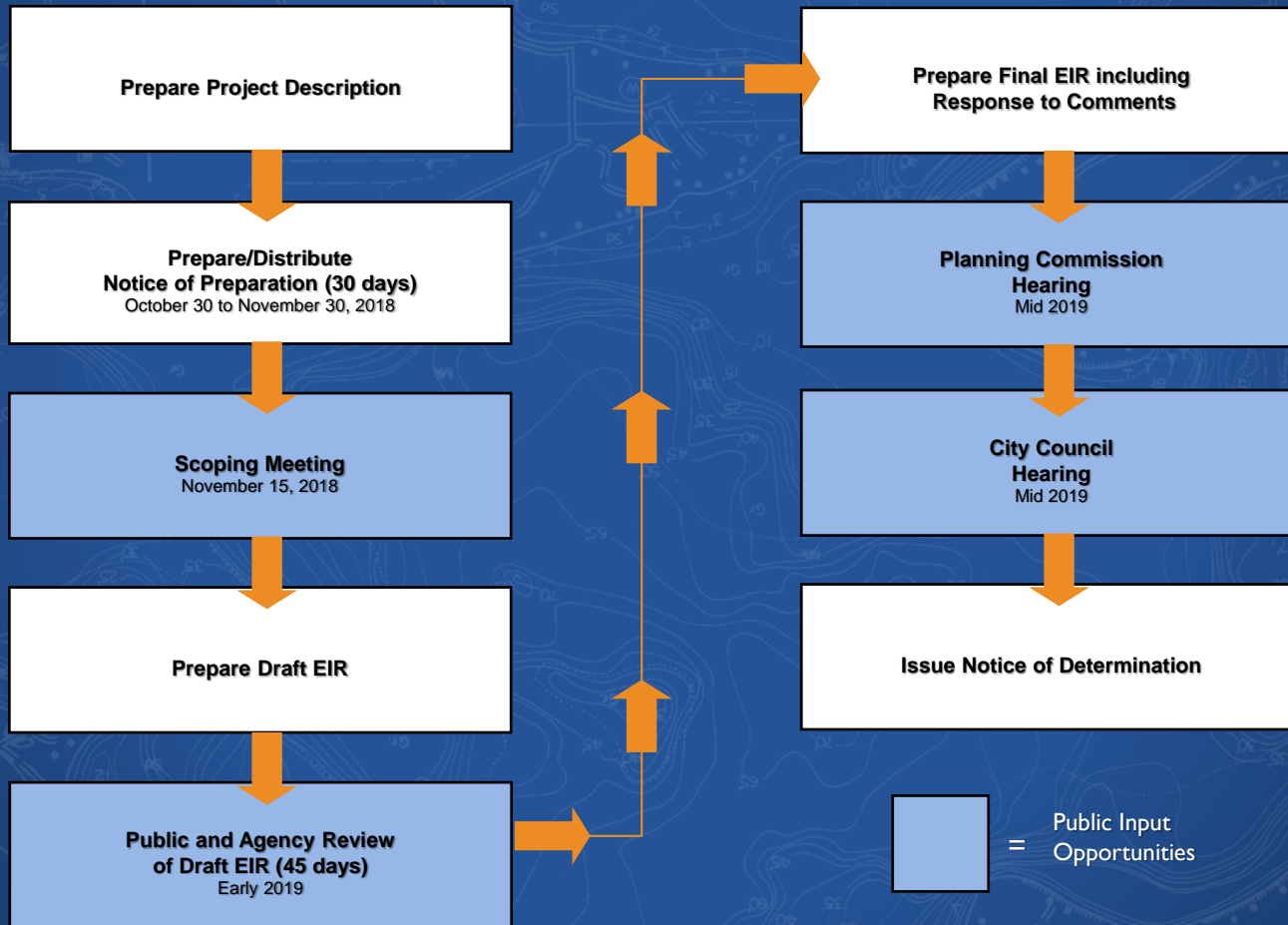


The EIR will examine 88 different questions covering the following 18 different environmental topics...

- Aesthetics
- Agricultural & Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems
- Tribal Cultural Resources



CEQA Review Schedule





Notice of Preparation



The NOP:

- Contains a brief description of the project, its location, and where documents relating to the project can be found
- Notifies responsible agencies and other interested parties that an EIR will be prepared. For this project it was distributed to all adjacent landowners.
- Solicits input regarding the scope, focus, and content of the upcoming EIR
 - **What are the MOST IMPORTANT Issues you want analyzed in the EIR?**
- Distributed for a 30-day public review period



Public Scoping Comments



- Let the City know if there are environmental issue you believe should be addressed in the EIR.
- The NOP is available for review at:
 - City of West Covina Planning Department Counter
 - The City's public libraries and the City's website
(<http://www.westcovina.org/departments/planning/projects-and-environmental-documents>)
- Comments should be sent during NOP circulation which started October 30, 2018 and ends November 30, 2018.



Future Opportunities for Public Involvement



- **Draft Environmental Impact Report**
 - Circulate Draft EIR for 45 days
 - Anticipated early 2019
- **Final EIR**
 - Includes response to comments
 - Final EIR is published and made available for review prior to project approval
 - Anticipated early to mid 2019
- **Planning Commission and City Council hearings**
 - Anticipated mid 2019



Public Comments – Contact Information



- Comments on the NOP and scoping meeting may be submitted to Jeff Anderson, Community Development Director, City of West Covina:
 - Mail or hand deliver to:
City of West Covina
Planning Department
1444 West Garvey Avenue South
West Covina, CA 91790
 - Telephone: (626) 939-8422
 - Email: JAnderson@westcovina.org



Question and Answer Session



- THANK YOU FOR YOUR PARTICIPATION THIS EVENING!



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

Notice of Preparation

RECEIVED

October 29, 2018

OCT 31 2018

To: Reviewing Agencies

PLANNING DEPT.

Re: Queen of the Valley Specific Plan
SCH# 2018101068

Attached for your review and comment is the Notice of Preparation (NOP) for the Queen of the Valley Specific Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Jeff Anderson
City of West Covina
1444 W. Garvey Avenue, Room 218
West Covina, CA 90406

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2018101068
Project Title Queen of the Valley Specific Plan
Lead Agency West Covina, City of

Type NOP Notice of Preparation

Description The proposed Queen of the Valley Specific Plan (QVHSP) would govern the future development of the entire 28.8-acre hospital campus. In addition to the QVHSP, the EIR will also examine "reasonable worst case" assumptions about the ultimate hospital development to assure the EIR examines all of the potential environmental impacts that could occur as the hospital expands in the future. The QVH currently occupies 1.09 M sf of buildings and it anticipated to expand up to approx 1.58 M sf (plus 490,000 sf) in approx 5 phases over at least the next 10 years (2019-2028+).

Lead Agency Contact

Name Jeff Anderson
Agency City of West Covina
Phone 626-939-8423 **Fax**
email
Address 1444 W. Garvey Avenue, Room 218
City West Covina **State** CA **Zip** 90406

Project Location

County Los Angeles
City West Covina
Region
Cross Streets 1135 S. Sunset Ave (Sunset and Merced Ave)
Lat / Long 34° 3' 50" N / 117° 56' 43" W
Parcel No. 8468-016-910 et al (5 parcels)
Township 1S **Range** 10W **Section** 20 **Base** SBBM

Proximity to:

Highways I-10
Airports
Railways
Waterways Walnut Creek FC Channel
Schools Edgewood HS, Orangewood ES
Land Use Queen of the Valley Hospital & Sunset Field Park/commercial & parks + OS/SP 1 & MF-20

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

Reviewing Agencies Resources Agency; Department of Conservation; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Resources, Recycling and Recovery; State Water Resources Control Board, Division of Financial Assistance; State Water Resources Control Board, Division of Drinking Water; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4; Statewide Health Planning; San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy

Date Received 10/29/2018 **Start of Review** 10/29/2018 **End of Review** 11/27/2018

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # **2018101068**

Project Title: Queen of the Valley Specific Plan

Lead Agency: City of West Covina

Contact Person: Jeff Anderson

Mailing Address: 1444 West Garvey Avenue South

Phone: 626-939-8423

City: West Covina

Zip: 91790

County: Los Angeles

Project Location: County: Los Angeles City/Nearest Community: West Covina

Cross Streets: 1135 S. Sunset Avenue (Sunset and Merced Avenues) **Zip Code:** 91790

Longitude/Latitude (degrees, minutes and seconds): 34°3'50" N/117°56'43" W **Total Acres:** 28.8

Assessor's Parcel No.: 8468-016-910 et al (5 parcels) **Section:** 20 **Twp:** 1 S **Range:** 10 W **Base:** SBBM

Within 2 Miles: **State Hwy. #:** I-10 **Waterways:** Walnut Creek FC Channel

Airports: None **Railways:** None **Schools:** Edgewood HS, Orangewood Elem.

Document Type:

CEQA: ☒ NOP

☐ Early Cons

☐ Neg Dec

☐ Mit Neg Dec

☐ Draft EIR

☐ Supplement/Subsequent EIR

(Prior SCH No.)

Other:

NEPA: ☐ NOI

☐ EA

☐ Draft EIS

☐ FONSI

Other: ☐ Joint Document

☐ Final Document

☐ Other:

Local Action Type:

☐ General Plan Update

☒ General Plan Amendment

☐ General Plan Element

☐ Community Plan

☒ Specific Plan

☐ Master Plan

☐ Planned Unit Development

☐ Site Plan

☒ Rezone

☐ Prezone

☐ Use Permit

☐ Land Division (subdivision, etc.)

☐ Annexation

☐ Redevelopment

☐ Coastal Permit

☐ Other:

Development Type:

☐ Residential: Units _____ Acres _____

☐ Office: Sq.ft. _____ Acres _____ Employees _____

☐ Commercial: Sq.ft. _____ Acres _____ Employees _____

☐ Industrial: Sq.ft. _____ Acres _____ Employees _____

☐ Educational

☐ Recreational use of former Sunset Field (2.8 ac)

☐ Water Facilities: Type _____ MGD _____

☐ Transportation: Type _____

☐ Mining: Mineral _____

☐ Power: Type _____ MW _____

☐ Waste Treatment: Type _____ MGD _____

☐ Hazardous Waste: Type _____

☒ Other: Hospital 1.1M SF to 1.6M SF

Project Issues Discussed in Document:

☒ Aesthetics/Visual

☒ Agricultural Land

☒ Air Quality

☒ Archaeological/Historical

☒ Biological Resources

☐ Coastal Zone

☒ Drainage/Absorption

☐ Economic/Jobs

☐ Fiscal

☒ Flood Plain/Flooding

☒ Forest Land/Fire Hazard

☒ Geologic/Seismic

☐ Greenhouse Gas Emissions

☒ Minerals

☒ Noise

☒ Population/Housing Balance

☒ Public Services/Facilities

☒ Recreation/Parks

☒ Schools/Universities

☒ Septic Systems

☒ Sewer Capacity

☒ Soil Erosion/Compaction/Grading

☒ Solid Waste

☐ Toxic/Hazardous

☒ Traffic/Circulation

☒ Tribal Cultural Resources

☒ Vegetation

☒ Water Quality

☒ Water Supply/Groundwater

☒ Wetland/Riparian

☒ Growth Inducement

☒ Land Use

☒ Cumulative Effects

☐ Other:

Present Land Use/Zoning/General Plan Designation:

Queen of the Valley Hospital & Sunset Field park / Commercial & Parks + Open Spaces / Specific Plan 1 & MF-20

Project Description: (please use a separate page if necessary)

The proposed Queen of the Valley Specific Plan (QVHSP) would govern the future development of the entire 28.8-acre hospital campus. In addition to the QVHSP, the EIR will also examine "reasonable worst case" assumptions about the ultimate hospital development to assure the EIR examines all of the potential environmental impacts that could occur as the hospital expands in the future. The QVH currently occupies 1.09 million square feet of buildings and it anticipated to expand up to approximately 1.58 million square feet (plus 490,000 square feet) in approximately five (5) phases over at least the next 10 years (2019 – 2028+).

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g., Notice of Preparation or previous draft document) please fill in.

NOP Distribution List

County: Los Angeles

SCH#

2018101068

Resources Agency

- ☒ Resources Agency
Nadell Gayou
- ☐ Dept. of Boating & Waterways
Denise Peterson
- ☐ California Coastal Commission
Allyson Hitt
- ☐ Colorado River Board
Elsa Contreras
- ☒ Dept. of Conservation
Crina Chan
- ☒ Cal Fire
Dan Foster
- ☐ Central Valley Flood Protection Board
James Herota
- ☐ Office of Historic Preservation
Ron Parsons
- ☐ Dept of Parks & Recreation
Environmental Stewardship Section
- ☐ S.F. Bay Conservation & Dev't. Comm.
Steve Goldbeck
- ☒ Dept. of Water Resources
Agency
Nadell Gayou
- ☐ Fish and Game
- ☐ Depart. of Fish & Wildlife
Scott Flint
Environmental Services Division
- ☐ Fish & Wildlife Region 1
Curt Babcock
- ☐ Fish & Wildlife Region 1E
Laurie Harnsberger
- ☐ Fish & Wildlife Region 2
Jeff Drongesen
- ☐ Fish & Wildlife Region 3
Craig Weightman

- ☐ Fish & Wildlife Region 4
Julie Vance
- ☒ Fish & Wildlife Region 5
Leslie Newton-Reed
Habitat Conservation Program
- ☐ Fish & Wildlife Region 6
Tiffany Ellis
Habitat Conservation Program
- ☐ Fish & Wildlife Region 6 I/M
Heidi Calvert
Inyo/Mono. Habitat Conservation Program
- ☐ Dept. of Fish & Wildlife M
William Paznokas
Marine Region
- ☐ California Department of Education
Lesley Taylor
- ☐ OES (Office of Emergency Services)
Monique Wilber
- ☐ Food & Agriculture
Sandra Schubert
Dept. of Food and Agriculture
- ☐ Dept. of General Services
Cathy Buck
Environmental Services Section
- ☐ Housing & Comm. Dev.
CEQA Coordinator
Housing Policy Division
- ☐ Independent Commissions, Boards
- ☐ Delta Protection Commission
Erik Vink
- ☐ Delta Stewardship Council
Anthony Navasero
- ☐ California Energy Commission
Eric Knight

Cal State Transportation Agency CalSTA

- ☒ Caltrans - Division of Aeronautics
Philip Crimmins
- ☐ Caltrans - Planning
HQ LD-IGR
Christian Bushong
- ☒ California Highway Patrol
Suzann Ikeuchi
Office of Special Projects
- ☐ Caltrans, District 1
Rex Jackman
- ☐ Caltrans, District 2
Marcelino Gonzalez
- ☐ Caltrans, District 3
Susan Zanchi
- ☐ Caltrans, District 4
Patricia Maurice
- ☐ Caltrans, District 5
Larry Newland
- ☐ Caltrans, District 6
Michael Navarro
- ☒ Caltrans, District 7
Dianna Watson
- ☐ Caltrans, District 8
Mark Roberts

Other Departments

- ☐ California Department of Transportation Projects
Nesamani Kalandyur
- ☐ Industrial/Energy Projects
Mike Tolstrup
- ☒ California Department of Resources, Recycling & Recovery
Kevin Taylor/Jeff Esquivel
- ☒ State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance
- ☒ State Water Resources Control Board
Cindy Forbes - Asst Deputy
Division of Drinking Water
- ☐ State Water Resources Control Board
Div. Drinking Water # _____
- ☐ State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality
- ☐ State Water Resources Control Board
Phil Crader
Division of Water Rights
- ☒ Dept. of Toxic Substances Control Reg. # _____
CEQA Tracking Center
- ☐ Department of Pesticide Regulation
CEQA Coordinator

- ☒ Native American Heritage Comm.
Debbie Treadway
- ☐ Public Utilities Commission
Supervisor
- ☐ Santa Monica Bay Restoration
Guangyu Wang
- ☐ State Lands Commission
Jennifer Deleong
- ☐ Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Cal EPA

- ☐ Air Resources Board
- ☐ Airport & Freight
Jack Wursten
- ☐ Transportation Projects
Nesamani Kalandyur
- ☐ Industrial/Energy Projects
Mike Tolstrup

- ☐ Caltrans, District 9
Gayle Rosander
- ☐ Caltrans, District 10
Tom Dumas
- ☐ Caltrans, District 11
Jacob Armstrong
- ☐ Caltrans, District 12
Maureen El Harake

- ☐ Regional Water Quality Control Board (RWQCB)
- ☐ RWQCB 1
Cathleen Hudson
North Coast Region (1)
- ☐ RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)
- ☐ RWQCB 3
Central Coast Region (3)
- ☒ RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
- ☐ RWQCB 5S
Central Valley Region (5)
- ☐ RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- ☐ RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- ☐ RWQCB 6
Lahontan Region (6)
- ☐ RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- ☐ RWQCB 7
Colorado River Basin Region (7)
- ☐ RWQCB 8
Santa Ana Region (8)
- ☐ RWQCB 9
San Diego Region (9)
- ☒ Other OSHPD

☒ San Gabriel to lower LA
Conservancy



Matthew Rodriguez
Secretary for
Environmental Protection



Department of Toxic Substances Control

Barbara A. Lee, Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Edmund G. Brown Jr.
Governor

November 2, 2018

TO: City of West Covina
3 Hutton Centre Drive Suite 200
Santa Ana, CA 92707

FROM: Department of Toxic Substances Control, Permitting Division-CEQA Unit

RE: Routing of Responsible Agency Review/Interested Party Documents to DTSC

Our unit recently received a Responsible Agency Review/Interested Party Document from your department. The documents we received were delayed as they were sent to an incorrect address (HQ-1001 "I" Street). Our CEQA unit processes all Responsible Agency Reviews and all reviews/documents should be addressed as follows:

Department of Toxic Substances Control, Region 1
Attention: Dave Kereazis
Permitting Division-CEQA
8800 Cal Center Drive, 2nd Floor
Sacramento, CA 95826

This change in the distribution list will ensure all mailings are delivered in a timely manner. We appreciate your attention in this matter! If you have any inquiries, questions or comments, please contact Dave Kereazis at 916.255.6446 or via email Dave.Kereazis@dtsc.ca.gov, thanks!

Sincerely,

Dave Kereazis



Department of Toxic Substances Control



Matthew Rodriguez
Secretary for
Environmental Protection



Department of Toxic Substances Control

Barbara A. Lee, Director
9211 Oakdale Avenue
Chatsworth, California 91311



Edmund G. Brown Jr.
Governor

November 6, 2018

Jeff Anderson
Planning Director
Planning Department
1444 West Garvey Avenue South
West Covina, California 91790

QUEEN OF THE VALLEY HOSPITAL SPECIFIC PLAN (PROJECT)

Dear Mr. Anderson:

The Department of Toxic Substances Control (DTSC) has received your Draft Environmental Impact Report for the above-mentioned project.

Based on the review of the document, the DTSC comments are as follows:

- 1) The draft EIR needs to identify and determine whether current or historic uses at the project site have resulted in any release of hazardous wastes/substances at the project area.
- 2) The draft EIR needs to identify any known or potentially contaminated site within the proposed project area. For all identified sites, the draft EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.
- 3) The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
- 4) If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil exists, the draft EIR should identify how any required investigation or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

Mr. Jeff Anderson
November 6, 2018
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation, and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP, please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact me at (818) 717-6555 or Pete.Cooke@dtsc.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Pete Cooke', with a stylized flourish at the end.

Pete Cooke
Site Mitigation and Restoration Program - Chatsworth Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Dave Kereazis
Hazardous Waste Management Program, Permitting Division
CEQA Tracking
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

Kent Norton

From: Chu, Charles@CHP <CChu@chp.ca.gov>
Sent: Monday, November 26, 2018 1:25 PM
To: Jeff Anderson
Cc: Navarro, Jaime@CHP; CHP-EIR
Subject: SCH 2018101068

Good Afternoon, Mr. Anderson,

I am writing in response to the Notice of Preparation regarding the Queen of the Valley Specific Plan. The California Highway Patrol, Baldwin Park Area, provides traffic safety and law enforcement services to the residents of the east San Gabriel Valley, to include the interstate freeway, state route, and unincorporated county road infrastructure. Upon review of the Notice of Preparation, the project is wholly contained within the city limits of West Covina, and is far enough from the freeway that there are no foreseeable impacts, relating to the environment or public safety as far as it concerns the statutory responsibility of this agency.

Sincerely,

Charles Chu
Sergeant
California Highway Patrol
Baldwin Park Area
14039 Francisquito Avenue
Baldwin Park, CA 91706
(626)338-1164



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
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Transportation
**Curt Hagman, San Bernardino
County**

November 30, 2018

Mr. Jeff Anderson, Planning Director
City of West Covina, Planning Department
1444 West Garvey Avenue South
West Covina, California 91790
Phone: (626) 939-8423
E-mail: JAnderson@westcovina.org

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Queen of the Valley Hospital Specific Plan [SCAG NO. IGR9768]

Dear Mr. Anderson,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Queen of the Valley Hospital Specific Plan ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Queen of the Valley Hospital Specific Plan in Los Angeles County. The proposed project includes a Specific Plan to guide the addition of 490,000 square feet of new medical buildings and associated parking to the 28.8-acre Hospital campus.

When available, please send environmental documentation to SCAG's Los Angeles office in Los Angeles (900 Wilshire Boulevard, Ste. 1700, Los Angeles, California 90017) or by email to au@scag.ca.gov providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Associate Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang
Acting Manager, Compliance and Performance Monitoring

¹ Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

**COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
QUEEN OF THE VALLEY HOSPITAL SPECIFIC PLAN [SCAG NO. IGR9768]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and active transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*</i>
*SCAG does not yet have an agreed-upon security performance measure.	

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i>	Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i>	Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference
etc.	etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit <http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf>. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of West Covina Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	108,900	114,100	116,700
Households	6,458,000	7,325,000	7,412,300	32,700	34,200	35,000
Employment	8,414,000	9,441,000	9,871,500	31,700	33,300	34,300

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: <http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx>). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

SENT VIA USPS AND E-MAIL:

November 30, 2018

JAnderson@westcovina.org

Jeff Anderson, Planning Director
City of West Covina – Planning Department
1444 West Garvey Avenue South
West Covina, California 91790

**Notice of Preparation of a Draft Environmental Impact Report for the Proposed
Queen of the Valley Hospital Specific Plan**

South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files¹. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on SCAQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts.

¹ Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by SCAQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the proposed project and all air pollutant sources related to the proposed project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance² on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Mitigation Measures

In the event that the proposed project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are

² In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

available to assist the Lead Agency with identifying potential mitigation measures for the proposed project, including:

- Chapter 11 “Mitigating the Impact of a Project” of SCAQMD’S *CEQA Air Quality Handbook*. SCAQMD’s CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- SCAQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD’s Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf>
- CAPCOA’s *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Alternatives

In the event that the proposed project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.

Permits and SCAQMD Rules

In the event that the proposed project requires a permit from SCAQMD, SCAQMD should be identified as a Responsible Agency for the proposed project. The assumptions in the air quality analysis in the Draft EIR will be the basis for permit conditions and limits. For more information on permits, please visit SCAQMD’s webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to SCAQMD’s Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD’s Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD’s webpage at: <http://www.aqmd.gov>.

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources



COUNTY OF LOS ANGELES
AIRPORT LAND USE COMMISSION

November 8, 2018

RECEIVED

NOV 15 2018

PLANNING DEPT.

City of West Covina
Planning Department
1444 West Garvey Avenue South
West Covina, CA 91790
Attention: Jeff Anderson, Planning Director

**SUBJECT: ALUC REFERRAL CASE NO. RPPL2018005896
NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT
REPORT – QUEEN OF THE VALLEY HOSPITAL SPECIFIC PLAN**

Dear Jeff Anderson,

Thank you for the opportunity to comment on the above referenced project. Staff of the Los Angeles County Airport Land Use Commission (ALUC) has reviewed the submitted document and has the following comments:

The proposed project is not located within an Airport Influence Area (AIA). The nearest AIA is San Gabriel Valley Airport, which is approximately 5 miles to the northwest. Therefore, the proposed project is not subject to ALUC review in accordance with the Public Utilities Code (PUC), Section 21676.

If you have any questions regarding this matter, please contact Alyson Stewart at (213) 974-6432 or via email at astewart@planning.lacounty.gov, between 7:30 am and 5:30 PM, Monday through Thursday. Our office is closed on Fridays.

Sincerely,

DEPARTMENT OF REGIONAL PLANNING
Amy J. Bodek, AICP

Bruce Durbin, Supervising Regional Planner
Ordinance Studies Section

BD:as

Kent Norton

From: Alyson Stewart <astewart@planning.lacounty.gov>
Sent: Monday, November 19, 2018 9:36 AM
To: Kent Norton
Subject: RE: queen of the valley hospital EIR

The process for reviewing an helipad outside of an Airport Influence Area will be different from reviewing one inside of an AIA or in an unincorporated area, since airport operations will not be a factor in terms of analyzing the impacts, and our Airport Land Use Plan actually does not specifically address heliports. Our policy is that such will be processed administratively as Minor Aviation cases, and in an advisory capacity. Emergency-related heliports are usually given the highest consideration (over commercial types), and our policy is to ensure that it does not generate significant noise impacts on surrounding residential properties, and that it is not located in close proximity to an existing heliport or a nearby airport (the latter being not applicable to this case).

This is from a memo how ALUC will review such cases or offer the following advice in considering heliport impacts for impact analysis:

The following factors and criteria will be considered by the ALUC in its review of proposed new helicopter landing facilities.

1. Intended Use and Purpose: Proposed new helicopter landing facilities to be used in conjunction with emergency medical, police, fire or other public health and safety services will be accorded first priority consideration
2. Location, Elevation and Design: The design of the proposed facility should comply with standards established by the FAA and set forth in Advisory Circular No. 150/539-18 (Heliport Design Guide). In urbanized settings, rooftop landing facilities are generally preferable to ground level pads due to the increased separation between ground activities and conflicting aircraft operations.
3. Approach and Departure Routes: Overflight of noise sensitive land uses should be avoided. The availability of alternative emergency landing sites along designated approach and departure paths will be assessed.
4. Noise Impact Assessment: The following factors will be considered in the assessment of potential noise impacts.
 - Size and type of aircraft to use the proposed facility.
 - Acoustical propagation characteristics associated with operations at the proposed facility.
 - Anticipated number and hours of operations.
 - Location and height of surrounding buildings, walls and other noise attenuating features.
 - Prevailing local wind patterns
 - Proximity of residential areas, schools and other noise sensitive use.
5. Noise Standard: The noise impact area is defined as that area exposed to a SENEL of 70 dB or greater as a result of helicopter operations at the proposed facility. Exposure of residential and other sensitive uses to such noise impacts should be avoided, particularly during noise sensitive hours.
6. Pedestrian and Automotive Thoroughfares: Low level overflight of pedestrian and automotive thoroughfares should be avoided.
7. Special Land Use Considerations: The proximity of land uses involving special compatibility and/or safety issues, such as places of public assembly, storage facilities for volatile or dangerous materials, and manufacturing or communication facilities particularly sensitive to

noise and vibration will be assessed. Low level overflight of such uses should be avoided.

8. Proximity to Other Helicopter Landing Facilities: The proximity of the proposed landing facility to other active helicopter facilities will be assessed. Non-emergency medical/public safety related private landing facilities will be discouraged within 2 miles of an established public use heliport or heliport.

Alyson Stewart

Senior Regional Planner

Los Angeles County

Department of Regional Planning

astewart@planning.lacounty.gov

From: Kent Norton [mailto:kent.norton@psomas.com]

Sent: Monday, November 19, 2018 9:02 AM

To: Alyson Stewart <astewart@planning.lacounty.gov>

Subject: RE: queen of the valley hospital EIR

Thank you, just wanted to alert you because we will be discussing that in the EIR, is there any more info you can give me at this point relative to helicopter operations and ALUC that I can include in the EIR? PS sorry about the Mr., I meant to put Ms.

Kent Norton, AICP, REPA, MS

PSOMAS | Balancing the Natural and Built Environment

Senior Project Manager

Environmental Planning

1500 Iowa Avenue, Suite 210

Riverside, CA 92507

- OR -

3 Hutton Centre Drive, Suite 200

Santa Ana, CA 92707-8794

714.751.7373 | Cell 909.518.8200

http://secure-web.cisco.com/1ENPXGGTG8JpFzzCVb53N9m559j775SwlrH7sQp_3PJP3YRczmMYFavQ2U2JqIKJaQoYuU80FNaL5psXQB0aB-N5boRLlpJgzUqyJl9_eWC3KfxMNSoTfm8XkjB6_DsQMa4Xq6xDAIM7QtrH-isl051-ZdpY02QsoFMsp2C0WvvrnxZ7r_CUsU-A-4wZlWqWdgZmMv3uUV9b4Luidx2eiu_1P3MuJkehZ-NptO3RS6K0aHH-drwwCI2VynKol2-4Vp2k4BqrsUEA1qo6ToyPT8hDedj1XPKO-B61PGKRGBZ2QjU4h9BNZPGqfFdTQCRHNPgZLXvLn5ZBqBSXRD2O9AKr9-vCzz-mlTt-alp_rC3qUEUhbpgqetochiGhi0NyNf4BHF5y5sSiWSL6W0JfJQ/http%3A%2F%2Fwww.Psomas.com

Former State President of the Association
of Environmental Professionals (AEP)

From: Alyson Stewart <astewart@planning.lacounty.gov>

Sent: Monday, November 19, 2018 8:37 AM

To: Kent Norton <kent.norton@psomas.com>

Subject: RE: queen of the valley hospital EIR

Yes, a helipad will need to be looked at by ALUC.

Alyson Stewart

Senior Regional Planner

Los Angeles County

Department of Regional Planning

astewart@planning.lacounty.gov

From: Kent Norton [mailto:kent.norton@psomas.com]
Sent: Monday, November 19, 2018 8:32 AM
To: Alyson Stewart <astewart@planning.lacounty.gov>
Subject: queen of the valley hospital EIR

Mr. Stewart, we are in receipt of the ALUC letter dated November 8 on the West Covina hospital project. If the hospital were to eventually institute air ambulance (helicopter) service would ALUC have comments on that aspect of the project? Thank you...

Kent Norton, AICP, REPA, MS

P S O M A S | Balancing the Natural and Built Environment

Senior Project Manager
Environmental Planning
1500 Iowa Avenue, Suite 210
Riverside, CA 92507
- OR -

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Santa Ana, CA 92707-8794
714.751.7373 | Cell 909.518.8200

<http://secure-web.cisco.com/1RBHBOWfaxuwNvssZsSaVhBwYpFFF5EvhX-o2-7SCrWY-zCSM13ebvbrZqxETYMzTgldNuJswAozDyA-N1fRFqMKAufJ15wfL5Rs8->

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Former State President of the Association
of Environmental Professionals (AEP)



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

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

GRACE ROBINSON HYDE
Chief Engineer and General Manager

November 30, 2018

Ref. Doc. No.: 4799425

Mr. Jeff Anderson, Planning Director
Department of Planning
City of West Covina
1920 West Pacific Lane
West Covina, CA 91790

RECEIVED
JAN 02 REC'D
2019
PLANNING DEPT.

Dear Mr. Anderson:

NOP Response for the Queen of the Valley Hospital Specific Plan

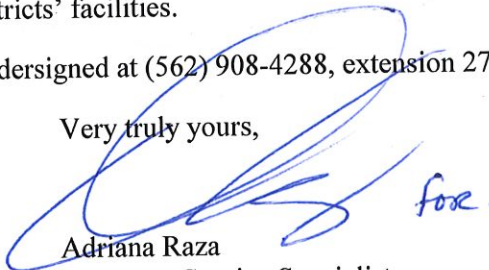
The Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report (NOP) for the subject project on October 30, 2018. The proposed project is located within the jurisdictional boundaries of District No. 22. We offer the following comments regarding sewerage service:

1. The proposed project may require an amendment to a Districts' permit for Industrial Wastewater Discharge. Project developers should contact the Districts' Industrial Waste Section at (562) 908-4288, extension 2900, in order to reach a determination on this matter. If this update is necessary, project developers will be required to forward copies of final plans and supporting information for the proposed project to the Districts for review and approval before beginning project construction.
2. The Districts maintain sewerage facilities within the project area that may be affected by the proposed project. Approval to construct improvements within a Districts' sewer easement and/or over or near a Districts' sewer is required before construction may begin. For a copy of the Districts' buildover procedures and requirements go to www.lacsd.org, Wastewater & Sewer Systems, Will Serve Program, and click on the Buildover Procedures and Requirements link. For more specific information regarding the buildover procedure, please contact Mr. Ed Stewart at (562) 908-4288, extension 2766.
3. The additional 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' Joint Outfall H Unit 8M Trunk Sewer, located in Sunset Avenue north of Merced Avenue. The Districts' 27-inch diameter trunk sewer has a capacity of 14.4 million gallons per day (mgd) and conveyed a peak flow of 5.2 mgd when last measured in 2015.
4. The additional 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 flow of 63.8 mgd. All biosolids and wastewater flows that exceed the capacity of the San Jose Creek WRP are diverted to and treated at the Joint Water Pollution Control Plant in the City of Carson.

5. The expected increase in average wastewater flow from the project site, described in the notice as a 490,000-square-foot expansion in phases, is 98,000 gallons per day, after the structures on the project site are demolished. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the [Table 1, Loadings for Each Class of Land Use](#) link.
6. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System. Although the subject property is currently receiving sewerage service, anyone increasing the quantity of wastewater discharged due to the construction of additional dwelling units on a parcel already connected to the sewerage system is required to pay a connection fee. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. In determining the impact to the Sewerage System and applicable connection fees, the Districts' Chief Engineer will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727. However if an Industrial Wastewater Discharge Permit is required, connection fee charges will be determined by the Industrial Waste Section.
7. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design 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 CCA. 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 you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

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

November 30, 2018

By Email Only

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

Re: **Queen of the Valley Hospital Specific Plan/Draft Environmental
Impact Report – Notice of Preparation Comments**

Dear Mr. Anderson:

This letter is submitted on behalf of our client TPA/Nasch LLC, the owner of Torrey Pines Apartment Homes (“Torrey Pines”), the 251-unit residential complex located at 851 S. Sunset Avenue. We appreciate the opportunity to provide written comments in response to the Notice of Preparation issued by the City of West Covina Planning Department on October 30, 2018 for the preparation of a Program Environmental Impact Report (“EIR”) in connection with the Queen of the Valley Hospital Specific Plan project, which proposes the addition of approximately 450,000 square feet of new improvements (the “Hospital Expansion Project”).

The Torrey Pines property abuts the 325-space surface parking lot to be installed on the former City-owned Sunset Field park property and the core area slated for the new emergency room and ICU building, the new medical office building and surgery center, the new hospital tower, and one of two new parking structures, as shown in the conceptual plan presented at the recent scoping meeting. These improvements are currently planned for the initial phases of the Hospital Expansion Project.

Ron Nasch and other representatives of Torrey Pines attended both the neighbor meeting and the scoping meeting to learn more about the contemplated expansion of community medical services envisioned by the Specific Plan. We are supportive of the Hospital Expansion Project and value the ability to comment early in the process so as to identify potential areas of concern for the Torrey Pines community, which numbers more than 1,000 residents. With that in mind, we wish to highlight at this preliminary stage certain considerations which warrant evaluation in the EIR.

We understand that the draft Specific Plan will be circulated with the Draft EIR. Since the Specific Plan is designed to provide for some level of flexibility as to the location of various project components and the timing and sequence of the phasing, it will be crucial to present and evaluate “worst case” scenarios as to the build-out capacity, combinations and distributions of various uses, and the timing of construction. An in-depth and detailed description of the scope

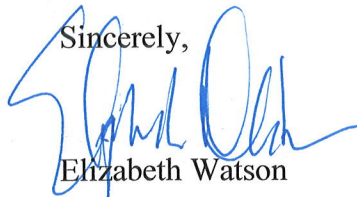
and nature of operational activities will be critical, including features such as the hours of operations of various facilities, the timing and the levels of employee, patient, visitor and tenant presence on-site, the volume and access routes for emergency vehicles and peak demand periods for parking and access. Similarly, as to build-out and construction, the project description will need to clearly present the phasing of the Hospital Expansion Project and the sequence, duration and nature of the demolition and construction activities for each of the proposed new buildings and improvements. In addition, we ask that the project description provide user-friendly maps, site plans and renderings to assist in understanding the scope of the Hospital Expansion Project.

Among the potential impacts requiring close scrutiny are traffic and circulation, access, parking, lighting, construction and operational noise, construction and operational air quality, and land use compatibility between the expanded institutional use and the adjacent multi-family community. Of the utmost importance will be identifying effective means to buffer the Torrey Pines residences from the intensification and expansion of the around-the-clock hospital and medical activities as well as the accompanying lengthy demolition and construction process. The provisions of the Specific Plan, including the design guidelines, will be crucial in assuring the compatibility of the Hospital Expansion Project with surrounding uses.

In sum, we urge that a careful and in-depth environmental review be conducted that includes thorough vetting of the potential impacts of the Hospital Expansion Project as well as project alternatives and mitigation measures to address them. As the largest and most significantly affected adjacent property, Torrey Pines will actively participate in all aspects of the environmental review and throughout the planning process.

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

Sincerely,



Elizabeth Watson

cc: Ronald Nasch

Comments on Notice of Preparation for Queen of the Valley Hospital Specific Plan

By Dennis G. Majors, P.E., M. ASCE
21034 Stoddard Wells Road
Walnut, CA 91789

1. I reside in the city of Walnut, approximately 7 miles from the proposed Queen of the Valley Hospital (QVH) campus area. Over my professional career, I have managed the successful planning, design and construction of major public and private water and other development projects valued in the range of \$4 billion. I am familiar with CEQA/NEPA processes, including environmental documentation, environmental mitigation, property acquisition, historic and pre-historic resources, and comprehensive public involvement throughout all phases of development. I have reviewed the Notice of Preparation for the Queen of the Valley Hospital Specific Plan and provide the following comments.

Community Notification

2. An EIR is a “disclosure document” and as such must disclose impacts of an action on affected parties, environmental and other resources. Queen of the Valley has chosen a 500 feet notification zone for parties surrounding the campus. However, immediate impacts could extend far greater than 500 feet, particularly with regard to traffic impacts. For this reason, a greater notification zone should be considered.

3. One Scoping Meeting was chosen to publically review the Notice of Preparation, however, QVH should consider additional scoping sessions to adequately cover the use area of QVH campus facilities. These types of meetings are common practice and of critical importance in the preparation of successful environmental documents and subsequent implementation.

Campus Master Planning and Footprint Configuration

4. A likely configuration of QVH campus improvements might focus major facilities and structures toward the center of campus, with parking zones surrounding the campus as buffer to the surrounding public and residential areas. If facilities are being removed from the center of campus, replacement buildings or structures should remain toward the campus center using parking lots as surrounding buffers. In this regard, there should be an impact category that highlights land use compatibility of the QVH campus and the surrounding community.

Alternatives Development

5. The analyses should at a minimum contain discussion of alternatives that were considered leading to proposed future facilities and configurations. It is not adequate to identify fixed facility locations without at least discussion why this configuration was arrived at, including the discussion of alternatives. Without such disclosure, it could be perceived that QVH has “pre-selected” a site with significant impacts on the local community. The “pre-selection” of alternatives without alternatives consideration in public forums is counter to the CEQA process.

Public Safety and Security Concerns of Below Ground Parking

6. Should parking be considered below ground, QVH could create a security and public safety issue for staff, visitors, patients and the surrounding community that has not existed before. This action is in contrast to having parking in plain sight and above ground. Underground parking cannot be patrolled with the same degree of visual clarity as above ground parking. Regardless of any security plan developed by QVH, no underground parking structure is perceived to be as safe as above ground parking with open lighting and the longer sight distances. This must be addressed in EIR documents.

Factors Potentially Influencing Reduced Parking Needs

7. A thorough traffic and parking analysis is needed of current and future campus proposals. This should address “functional capacity” or enough parking to account for the very highest parking peaks. Entrances to parking facilities should be considered at several locations, providing ingress and egress if possible to two or more streets to distribute traffic, particularly during peak traffic periods.

Cumulative Impacts of Medical Facilities, Parking Structures and Parking Facilities

8. A potential significant impact of campus improvements are their contribution to cumulative impacts on traffic flow during daily or emergency events. CEQA Guidelines §15355, Cumulative Impacts states:

"Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- (a) The individual effects may be changes resulting from a single project or a number of separate projects.
- (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts

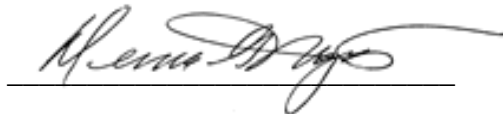
can result from individually minor but collectively significant projects taking place over a period.

9. Environmental disclosure documents should consider existing + project + cumulative impacts, which account for conditions resulting from normal daily and emergency conditions that may occur. QVH cannot claim exemption from evaluation of cumulative impacts in CEQA documents, particularly involving public safety issues.

Piecemealing Considerations

10. CEQA Guidelines define a project under CEQA as “the whole of the action” that may result either directly or indirectly in physical changes to the environment. This broad definition is intended to provide the maximum protection to the environment.

11. Piecemealing or segmenting means dividing a project into two or more pieces and evaluating each piece in a separate environmental document, rather than evaluating the whole of the project in one environmental document. It appears QVH is considering all potential future actions in this Specific Plan. However, if this is not the case, then QVH would be taking a course specifically counter to the CEQA process, which could allow minimization of apparent impacts by evaluating individual pieces separately, each of which may have a less-than- significant impact on the environment, but which together may result in a significant impact.

A handwritten signature in black ink, appearing to read "Dennis G. Majors", written over a horizontal line.

Dennis G. Majors, P.E., M.ASCE

November 30, 2018

ATTN: Jeff Anderson

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NOV 28 2018

PLANNING DEPT.

NOV 28 2018

Re: Queen of the Valley Scoping comments_W.Cov._PlanningDept.

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Draft Comments for Draft EIR Scoping follow-up ; Nov. 15, 2018...Queen Hospital Project

Project Description: Re-build new Emergency room/ICU and add up to 1000 spaces to existing 888 parking facility to accommodate future expansion of hospital site in 3 or more phases.

Comments viz: phase 1A and 1B

COMMENTS follow:

Plan and Parking structure that accommodate different classes of parking to maximize rapid ingress and egress to parking lot(s). And multiply options if possible and practical/feasible.

SITE FACTORS of parking structure footprint: For practical and political reasons the 1000+ space parking structure site should be chosen with outmost sensitivity to community feedback and guidance. A site in the face of a residential neighborhood would likely provoke outrage, but if the site were closely adjacent and closely associated with the both existing hospital facility and the new facilities the "view-scape" would likely not be altered substantially and development would hence, unlikely to provoke the surrounding community protest. The architecture and aesthetics should be blended with the existing facility.

This goal might include working with West Covina's traffic department to add one or more lanes to surrounding roads to accommodate the increased traffic load for a steadily expanding hospital facility in 3 or more phases.

Do not engineer a future traffic jam (both city/public roads and internal parking lot jam ups). Do the opposite by planning to maximize the number of ingress and egress opportunities. Make sure the increased loads are accommodated quicker than current facility. This might include planning multiple pedestrian ramps entry/exits directly into the future facilities/ emergency room and/or hospital directly from the parking structure. The highest density of parking must be sited adjacent to the highest density of staff, administration and public use so that people are routed to their offices, work site and emergency room at the highest speed and efficiency possible. Design for maximum speed and accessibility for all car and pedestrian traffic both in all project phases and especially to be achieved at the final buildout stage. This will require some planning imagination on the part of project planners. You can do it.

The parking layout at the current facility is certainly below average for speed and convenience. Hopefully, your project proposals will radically improve this situation.

Please, think about locating the highest density parking in a centrally located area adjacent to the highest density of the workstations and highest concentration of patient pedestrian ('ped') traffic. Possibly as a mult-floor basement parking area beneath the next phase administration building-construction. Or as a 'high rise' parking structure accessible by ramps and bridges between parking and workplaces. Aesthetics will be improved for the surrounding community if the parking is hidden and central; surrounded by the hospital and administrative architecture.

Suggest a visitation to the Loma Linda hospital facility. They are mid-way through their building phases and their designs are new, and compliant with modern designs and standards and earthquake resistant building techniques. No need to reinvent the wheel just copy designs; which work well.

Foster a competition among the construction bidders to provide the best design for ease of use and convenience and minimize the traffic jam ups. Even if this cost a few more bucks. In the long run everyone will benefit from better designs even if it's not the cheapest design. Because traffic is already a problem at Merced and Sunset avenues during many hours of the day. Better designs combined with staggering staff work hours might help some. Please demand/adopt only the best designs thru bidder competition.

Please Consult with LLU (Loma-Linda) medical center to check their experience as their hospital(s) are/is midway through a huge development and building program cycle to almost double their size near San Bernardino. Please, benefit from their experience.

Use ramps and bridges, shuttles, even possibly underground tunnels to improve flexibility, speed and accessibility to all areas of the future hospital site. Work with the city to improve the city street flows capacity in the neighborhood surrounding the future built out hospital/staged planning site. This is a serious matter.

Provide the public with as many plans and options as possible in your Draft EIR in this category so that the public can closely securitize and examine, AND reply to many options possibilities.

Any future large neurology hospital may require a Helicopter landing pad to make the facility available among a larger area of the southland communities and improve the business opportunities for the finished hospital. Perhaps, a tunnel connects; copter landing site and/or a bridge/ramp to connect to the future hospital/ICU as well.

The Emergency Room/ICU and parking facility must include an Emergency room "hospital pharmacy" that is on site with convenient, easy access to the ICU so that Emergency room patients at discharge can easily, quickly and cheaply obtain their discharge meds. A similar facility is operating today at Loma Linda Hospital today. Emergency DISCHARGEES can go up the elevator and obtain meds easily at the "Hospital's Pharmacy" ...very cheap and convenient.

PUBLIC SERVICES:

Establish open "Freedom" internet via municipal broadband high-speed access. Establish Medicare reimbursable, tele-health network. Prioritize community health on wifi, internet and intranet; minimize 5G radiation exposure and safety.

Please accommodate a G5, WIFI or better state of the art Communications facility within this project.

Regards: R. William "bill" Robinson, resident, Louisa Avenue West Covina, CA 91790

Notes-Of those that visit the hospital by car, 50% of respondents said that signage directing the driver to the appropriate parking area was the biggest concern/

Issue. Ease of finding a parking spot, ease and accessibility of drop-off areas, and signage directing pedestrians from the parking lot to the appropriate facility all received 17% of remainder.

Kent Norton

From: Robert Robinson <bill_robbie@yahoo.com>
Sent: Friday, November 30, 2018 11:11 PM
To: Jeff Anderson
Cc: Dennis Majors
Subject: Corrected_Comments on Notice of Preparation for Queen of the Valley Hospital Specific Plan

Jeff--**Comment Sent earlier today** to your other Jeff.anderson@westcovina.org email address. Now you have two copies

Comments on Notice of Preparation for Queen of the Valley Hospital Specific Plan

By R. William "Bill" Robinson, resident
1146 East Louisa Avenue
West Covina, CA 91790-1346

I reside in the city of **West Covina**, approximately 2.5 miles from the proposed Queen of the Valley Hospital (QVH) campus area (project area). My notes follow, formal comments begin on Page 2

Re: Queen of the Valley Scoping stage comments_NOP, W.Cov._Planning Departmentt.

KTGY Architecture + Planning, Hospital "West Covina"

Comments for Draft EIR preparation (Scoping follow-up) ; Nov. 15, 2018...Queen Hospital Project meeting

3940, 1115 S Sunset Ave, West Covina, CA 91790

Departments: Citrus Valley Medical Center - Queen of the Valley Hospital Emergency Room

KTGY specializes in Mixed-Use Developments.

KTGY Architecture + Planning, founded in 1991, is an international full-service architecture and planning firm delivering innovation, artistry and attention to detail across seven offices and studios worldwide, ensuring that our clients and communities get the best we have to offer no matter the building type or location. KTGY's architects and planners combine big picture opportunities, modern sustainable practices and impeccable design standards to help create developments of enduring value.

Founded by professionals who share a common belief in investing in superior, productive people with positive attitudes and encouraging a team philosophy; we are a dynamic mix of architects, planners, dreamers and doers. Artistic expression and pride of work defines the culture...from website.

Project Description: Re-build new Emergency room/ICU and add up to 1000 spaces to existing 888 parking facility to accommodate future expansion of hospital site in 3 or more phases.

Comments viz: phase 1A and 1B

Page 2 of four

ROBINSON COMMENTS follow:

1. Plan and Parking structure that accommodate different classes of parking to maximize rapid ingress and egress to parking lot(s). Max. multiple options if possible and practical/feasible.

SITE FACTORS (AETHETIC IMPACTS TO COMMUNITY) of parking structure footprint: For practical and political reasons the 1000+ space parking structure site should be chosen with outmost sensitivity to community feedback and guidance. A site in the face of a residential neighborhood would likely provoke outrage, but if the site were closely adjacent and closely associated with the both existing hospital facility and the new facilities the “view-scape” would likely not be altered substantially and development would hence, unlikely to provoke the surrounding community protest. The architecture and aesthetics should be blended with the existing facility. Expand beyond minimum your scope of notice to residents 2000-4500 feet for broader community input in the future DESIGN / CEQA phases. More input may produce better community acceptance because traffic djams are bad at Sunset and Merced already; TRY more transparency past minimums.

TRAFFIC PATTERNS

2.0 Goal might include working with West Covina’s traffic department to add one or more lanes to surrounding roads to accommodate the increased traffic load for a steadily expanding hospital facility in 3 or more phases.

2.1 Do not engineer a future traffic jam (both city/public roads and internal parking lot jam ups). Do the opposite by planning to maximize the number of ingress and egress opportunities. Make sure the increased loads are accommodated quicker than current facility. This might include planning multiple pedestrian ramps entry/exits directly into the future facilities/ emergency room and/or hospital directly from the parking structure. The highest density of parking must be sited adjacent to the highest density of staff, administration and public use so that people are routed to their offices, work site and emergency room at the highest speed and efficiency possible. Design for maximum speed and accessibility for all car and pedestrian traffic both in all project phases and especially to be achieved at the final build out stage. This will require some planning imagination on the part of project planners. 7or 8 floors of parking might be feasible, if you dig a whole in the center of the campus deep enough to accommodate both old facilities and the new phases of built out completed project.

CONCERNS OVER METHODS TO CALCULATE PARKING NEEDS

The parking layout at the current facility is certainly below average for speed and convenience. Hopefully, your project proposals will radically improve this situation.

3. Have an additional 10 % factor included to account for the very highest peaks in parking needs which occur during certain hours and certain days of the week and seasonal needs of hospital usage.

4. Consider reductions in parking produced by placement of new buildings and facilities on existing parking lots. Underground basement parking structure options should be carefully considered.

page 3 or four

CENTRAL PARKING LOCATION

5. Consider locating the highest density parking in a centrally located area adjacent to the highest density of the workstations and highest concentration of patient pedestrian (‘ped’) traffic. Possibly a mult-floor basement

parking area beneath the next phase administration building-construction. Or as a 'high rise' parking structure accessible by ramps and bridges between parking and workplaces. Aesthetics will be improved for the surrounding community if the parking is hidden and central; surrounded by the hospital and administrative architecture new and old facilities.

6. Suggest a visitation to the Loma Linda (LLU) hospital facility. They are mid-way through their building phases and their designs are new, and compliant with modern designs and standards and earthquake resistant building techniques. No need to reinvent the wheel just copy designs; DESIGNS which work well.

7. Consult with LLU (San Berdo county) medical center to check their experience as their hospital(s) are/is midway through a huge development and building program cycle to almost double their existing facilities size near San Bernardino. Please, benefit from their experience.

Note: Loma Linda University Health has released the official renderings for the new Loma Linda University Medical Center and Children's Hospital facilities, designed by **NBBJ**. The groundbreaking was expected to take place in spring of 2016. The general **contractor** for the project is **McCarthy Building Company**. (LLU is a non-profit hospital with 922 beds). The QVH campus has 324 beds

8. Foster a competition among the construction bidders to provide the best design for ease of use and convenience and minimize the traffic jam ups. Even if this cost a few more bucks. In the long run everyone will benefit from better designs even if it's not the cheapest design. Because traffic is already a problem at Merced and Sunset avenues during many hours of the day. Better designs combined with staggering staff work hours might help some. Please demand/adopt only the best designs thru bidder competition.

9. Use ramps and bridges, shuttles, even possibly underground tunnels to improve flexibility, speed and accessibility to all areas of the future hospital site. Work with the city to improve the city street flows capacity in the neighborhood surrounding the future built out hospital/phased planning site. Will foster better community acceptability.

OBJECTIONABLE LAND USES NEAR COMMUNITY

10. Provide the public with as many plans and options as possible in your Draft EIR in this category so that the public can closely scrutinize and examine, AND reply to many option possibilities.

page 4 or four

Potential for legal challenges to this project will vastly decline if interested parties are kept closely informed during all phases of this CEQA process.

11. Any future large neurology hospital may require a Helicopter landing pad to make the facility available among a larger area of the south land communities and improve the business opportunities for the finished hospital. Perhaps, a tunnel connects; copter landing site and/or a bridge/ramp to connect to the future hospital/ICU as well.

12. The Emergency Room/ICU and parking facility might include an Emergency room "hospital pharmacy" that is on site with convenient, easy access to the ICU so that Emergency room patients at discharge can easily, quickly and cheaply obtain their discharge meds. A similar facility is operating today at Loma Linda Hospital today. Emergency DISCHARGEES can go up the elevator and obtain meds easily at the "Hospital's Pharmacy" ...very cheap and convenient.

PUBLIC SERVICES:

13. Establish open “Freedom” internet via municipal broadband high-speed access. Establish Medicare reimbursable, tele-health network. Prioritize community health on wifi, internet and intranet; minimize 5G radiation exposure and safety.

14. Please accommodate a G5, WIFI or better state of the art Communications facility within this project. Nixed new 'net neutrality' laws allow this

R. William “Bill” Robinson, resident, /s/signature/

1146 Louisa Avenue , West Covina, CA 91790

Nov. 30, 2018

...Final Draft of my project comments

Kent Norton

From: Jeff Anderson <JAnderson@westcovina.org>
Sent: Tuesday, December 4, 2018 7:52 AM
To: Kent Norton
Subject: FW: Reply1_Corrected_Comments on Notice of Preparation for Queen of the Valley Hospital Specific Plan

Kent,

See email below. How do we handle NOP comments received after the end of the 30 day period?

Jeff

From: Robert Robinson <bill_robby@yahoo.com>
Sent: Monday, December 03, 2018 5:41 PM
To: Jeff Anderson <JAnderson@westcovina.org>
Subject: Re: Reply1_Corrected_Comments on Notice of Preparation for Queen of the Valley Hospital Specific Plan

Mr. Anderson, (planning director)--

Thank you.
Sorry for the confusion.

I have talked with 1 or two people, who have additional ideas and would like to comment.
Will you accept late comments on this NOP??

They will be attending tomorrow's city council meeting...
Thanks,
Bill Robinson

On Monday, December 3, 2018, 1:31:19 PM PST, Jeff Anderson <JAnderson@westcovina.org> wrote:

Mr. Robinson,

I have received several emails with comments. The email below is the latest I have received. Therefore, I will file the email below as your comments on the NOP. Please let me know if I am using the incorrect email.

Thank you.

Jeff

From: Robert Robinson <bill_robbie@yahoo.com>

Sent: Friday, November 30, 2018 11:11 PM

To: Jeff Anderson <JAnderson@westcovina.org>

Cc: Dennis Majors <dnlmajors@gmail.com>

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Comments on Notice of Preparation for Queen of the Valley Hospital Specific Plan

By R. William "Bill" Robinson, resident

1146 East Louisa Avenue

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Founded by professionals who share a common belief in investing in superior, productive people with positive attitudes and encouraging a team philosophy; we are a dynamic mix of architects, planners, dreamers and doers. Artistic expression and pride of work defines the culture...from website.

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Comments viz: phase 1A and 1B

Page 2 of four

Nov. 30, 2018 by Bill Robinson, West Covina resident (1146 East Louisa

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TRAFFIC PATTERNS

2.0 Goal might include working with West Covina's traffic department to add one or more lanes to surrounding roads to accommodate the increased traffic load for a steadily expanding hospital facility in 3 or more phases.

2.1 Do not engineer a future traffic jam (both city/public roads and internal parking lot jam ups). Do the opposite by planning to maximize the number of ingress and egress opportunities. Make sure the increased loads are accommodated quicker than current facility. This might include planning multiple pedestrian ramps entry/exits directly into the future facilities/ emergency room and/or hospital directly from the parking structure. The highest density of parking must be sited adjacent to the highest density of staff, administration and public use so that people are routed to their offices, work site and emergency room at the highest speed and efficiency possible. Design for maximum speed and accessibility for all car and pedestrian traffic both in all project phases and especially to be achieved at the final build out stage. This will require some planning imagination on the part of project planners. 7 or 8 floors of parking might be feasible, if you dig a whole in the center of the campus deep enough to accommodate both old facilities and the new phases of built out completed project.

CONCERNS OVER METHODS TO CALCULATE PARKING NEEDS

The parking layout at the current facility is certainly below average for speed and convenience. Hopefully, your project proposals will radically improve this situation.

3. Have an additional 10 % factor included to account for the very highest peaks in parking needs which occur during certain hours and certain days of the week and seasonal needs of hospital usage.
4. Consider reductions in parking produced by placement of new buildings and facilities on existing parking lots. Underground basement parking structure options should be carefully considered.

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CENTRAL PARKING LOCATION

5. Consider locating the highest density parking in a centrally located area adjacent to the highest density of the workstations and highest concentration of patient pedestrian ('ped') traffic. Possibly a multi-floor basement parking area beneath the next phase administration building-construction. Or as a 'high rise' parking structure accessible by ramps and bridges between parking and workplaces. Aesthetics will be improved for the surrounding community if the parking is hidden and central; surrounded by the hospital and administrative architecture new and old facilities.
 6. Suggest a visitation to the Loma Linda (LLU) hospital facility. They are mid-way through their building phases and their designs are new, and compliant with modern designs and standards and earthquake resistant building techniques. No need to reinvent the wheel just copy designs; DESIGNS which work well.
 7. Consult with LLU (San Berdo county) medical center to check their experience as their hospital(s) are/is midway through a huge development and building program cycle to almost double their existing facilities size near San Bernardino. Please, benefit from their experience.
- Note: Loma Linda University Health has released the official renderings for the new Loma Linda University Medical Center and Children's Hospital facilities, designed by **NBBJ**. The groundbreaking was expected to take place in spring of 2016. The general **contractor** for the project is **McCarthy** Building Company. (LLU is a non-profit hospital with 922 beds). The QVH campus has 324 beds
8. Foster a competition among the construction bidders to provide the best design for ease of use and convenience and minimize the traffic jam ups. Even if this cost a few more bucks. In the long run everyone will benefit from better designs even if it's not the cheapest design. Because traffic is already a problem at Merced and Sunset avenues during many hours of the day. Better designs combined with staggering staff work hours might help some. Please demand/adopt only the best designs thru bidder competition.
 9. Use ramps and bridges, shuttles, even possibly underground tunnels to improve flexibility, speed and accessibility to all areas of the future hospital site. Work with the city to improve the city street flows capacity in the neighborhood surrounding the future built out hospital/phased planning site. Will foster better community acceptability.

OBJECTIONABLE LAND USES NEAR COMMUNITY

10. Provide the public with as many plans and options as possible in your Draft EIR in this category so that the public can closely scrutinize and examine, AND reply to many option possibilities.

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Potential for legal challenges to this project will vastly decline if interested parties are kept closely informed during all phases of this CEQA process.

11. Any future large neurology hospital may require a Helicopter landing pad to make the facility available among a larger area of the south land communities and improve the business opportunities for the finished hospital. Perhaps, a tunnel connects; copter landing site and/or a bridge/ramp to connect to the future hospital/ICU as well.

12. The Emergency Room/ICU and parking facility might include an Emergency room "hospital pharmacy" that is on site with convenient, easy access to the ICU so that Emergency room patients at discharge can easily, quickly and cheaply obtain their discharge meds. A similar facility is operating today at Loma Linda Hospital today. Emergency DISCHARGEES can go up the elevator and obtain meds easily at the "Hospital's Pharmacy" ...very cheap and convenient.

PUBLIC SERVICES:

13. Establish open "Freedom" internet via municipal broadband high-speed access. Establish Medicare reimbursable, tele-health network. Prioritize community health on wifi, internet and intranet; minimize 5G radiation exposure and safety.

14. Please accommodate a G5, WIFI or better state of the art Communications facility within this project. Nixed new 'net neutrality' laws allow this

R. William "Bill" Robinson, resident, /s/signature/

1146 Louisa Avenue , West Covina, CA 91790

Nov. 30, 2018

...Final Draft of my project comments