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Governor's Office of Planning & Research

Oct 01 2020

STATE CLEARINGHOUSE

October 1, 2020

Nancy Fong
Covina, City of
125 East College Street
Covina, CA 91723

RE: Cypress Villas Project – Draft
Environmental Impact Report (DEIR)
SCH# 2019120104
GTS# 07-LA-2019-03353
Vic. LA-210/PM 39.645 & LA-10/PM 36.571

Dear Nancy Fong:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project proposes retail and drive-through/fast-food service businesses on the western 2.93 acres along the Azusa Avenue frontage and 61 single-family detached homes on the eastern and southern 4.99 acres. The retail component of the proposed project would consist of four buildings, totaling 13,000 square feet of floor area, arranged in three distinct building sites. Two sites would contain drive-through/fast-food businesses. A total of 298 parking spaces would be provided, 164 residential spaces and 134 commercial spaces.

The nearest State facility to the proposed project is I-210 and I-10. After reviewing the DEIR, Caltrans has the following comments:

Caltrans acknowledges the addition of a pedestrian gate at the southwest corner of lot 33. This gate creates a much-needed connection between the different uses on site, allowing residents to walk or bike to the goods and services provided on the west side of the project. However, besides this addition there has been little change to the motor vehicle-centric site plan since the release of the Initial Study. The Cypress Villas Project is still designed in a way that potentially induces demand for additional vehicle trips. For California to achieve its goals, this demand should be addressed with appropriate design and management principles. Caltrans recommends the following:

- Reducing the amount of parking whenever possible, as research on parking suggests that abundant car parking enables and encourages driving. The project currently exceeds the amount of parking required by the city.
- If surface parking must be built, it is recommended that it not face the street directly. By shifting the parking to the rear or interior of the project site, a more inviting streetscape can be created. A more active frontage, against the sidewalk, can encourage both recreational and transportation walking.

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- Bicycle parking should also be provided at each individual commercial building, in a highly visible location that is near the primary entrance.

Additionally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2019-03353.

Sincerely,

Miya Edmonson

MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse