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Governor's Office of Planning & Research

FEB 20 2020

STATE CLEARINGHOUSE

February 20, 2020

Mercy Lugo, Associate Planner
Community Development Department
125 East College Street
Covina, CA 91723

RE: Covina Bowl Specific Plan Project – Notice
of Preparation (NOP)
SCH# 2020010334
GTS# 07-LA-2020-03142
Vic. LA-10 PM36.234

Dear Mercy Lugo,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project consists of implementing a new Specific Plan on approximately 7.5-acres within the City of Covina, which includes mixed use, residential, and commercial land uses. The Project also includes a proposal to develop a mixed-use community which includes the adaptive reuse of the Covina Bowl building to provide 12,000 square feet of commercial uses within Planning Area 1 of the Specific Plan, and development of 132 for-sale residential units within Planning Area 2. The Project also proposes modifications to the N. Rimsdale Avenue right-of-way to create angled parking along the Project frontage.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. SB 743's goals include supporting infill land use, reducing greenhouse gas emissions, and supporting active transportation. As required by SB 743, Caltrans recommends the Lead Agency develop a verifiable performance-based VMT criteria. Please reference the Governor's Office of Planning and Research (OPR) for more information:

<http://opr.ca.gov/ceqa/updates/guidelines/>

The nearest State facilities to the proposed project is I-10. After reviewing the NOP, Caltrans has the following comments:

- When conducting the Transportation Impact Study, a VMT based approach should be used. The Study should also consider potential impacts to both the I-10 and I-210 at the Azusa Avenue On- and Off-ramps.

- Create robust non-motorized connections to the Covina Metrolink Station that is approximately 1.5 miles away. By improving the bike and pedestrian experience to this major transit station, there is a potential to greatly reduce VMT.
- Project site design should provide a robust connection to the existing Class II bike lane along Badillo Street. Consider continuing this bike lane through to Citrus Avenue and adding a Class II bike lane to San Bernardino Road as proposed by the City of Covina Bicycle Master Plan. Both facilities should apply high visibility green paint as an added measure of visibility and safety.

Further information included for your consideration;


Caltrans seeks to promote safe, accessible multimodal transportation. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

Regarding parking, Caltrans recommends carefully considering the amount of parking required. Research on parking suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation suggests that the amount of car parking supplied can undermine a project's ability to encourage public transit use. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) improvement measures.

Additionally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of 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-2020-03142.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse