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January 15, 2021

Governor's Office of Planning & Research

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

Jan 19 2021

STATE CLEARINGHOUSE

RE: Covina Bowl Specific Plan Project – Draft
Environmental Impact Report (DEIR)
SCH# 2020010334
GTS# 07-LA-2020-03453
Vic. LA-10 PM 36.234

Dear Mercy Lugo,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Covina Bowl Specific Plan Project divides the site into four Planning Areas (PAs) and includes a mixed-use development for the adaptive reuse of the historic Covina Bowl building with 12,000 SF commercial/office uses within PA 1, and construction and operation of 132 for sale multi-family units, within 16 three-story buildings, in PA 2. The Specific Plan includes the future mixed-use development within PAs 3 & 4 with a maximum development intensity of either 41,419 SF of retail or 63 multi-family units. Project also includes improvements to the N. Rimsdale Avenue ROW to allow angles on-street parking. The Draft EIR is a Program EIR for the overall Specific Plan and a Project EIR for development of PAs 1 and 2.

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

Caltrans acknowledges and supports mixed-use infill development, like the Proposed Project, that helps California to meet its climate, transportation, and livability goals. The Shared Parking Analysis in section 4.5 and 4.6 of the Transportation Impact Study is especially noteworthy. This analysis confirms the results of numerous research studies, that most adopted zoning codes require far more car parking than is necessary. By acting on the results of the analysis and reducing the number of car parking spaces for the Covina Bowl Specific Plan Project, the City has enabled the community to more effectively use public transit, choose active modes of transportation, and reduce vehicle miles traveled (VMT).

Regarding Transportation Mitigation Measure to intersection No. 9 - Azusa Avenue/Badillo Street: While only applicable to the full project build-out of Plan Areas 1, 2, 3, and 4, Caltrans does not concur with the widening of Azusa Avenue. Street widening creates greater crossing distances for pedestrians, increases vehicle speeds, and induces additional VMT. The widening of Azusa Avenue is incompatible with Caltrans' goals to triple bicycle trips, double walking trips, promote safe, accessible multimodal transportation, and improve safety for all Californians. The most effective methods to provide safe transportation conditions is through physical design and geometrics. These methods include the construction of curb extension, physically separated facilities such as Class IV bikeways, sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in pedestrian crossing distances through roadway narrowing.

Finally, 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-2020-03453.

Sincerely,

Miya Edmonson

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse