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OCT 01 2019

STATE CLEARINGHOUSE

October 1, 2019

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

RE: Covina Town Center Specific Plan Update –
Draft Environmental Impact Report (DEIR)
SCH# 2018081009
GTS# 07-LA-2018-02777
Vic. LA-10 PM 37.492

Dear Nancy Fong,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Town Center Specific Plan update includes a General Plan Amendment, Specific Plan Amendment, Zoning Map Amendment, and Zoning Code Text Amendment to revise the TCSP boundary and revise the Zoning designation within the Plan Area. The proposed updated Plan Area encompasses 226 gross acres. The TCSP update identifies the long-term vision and objectives for private development and public improvements; and established land use, transportation, infrastructure, and objectives for private development and public improvements; and established land use, transportation, infrastructure and urban design strategies to promote transit-oriented development; provide increased opportunities for rail ridership, improve first/last mile opportunities, and revitalize Covina's Town Center. The update will support total gross development of up to 2.3 million square feet of retail, office, industrial and public facility space and 746 units through 2040.

The nearest State facility to the proposed project is I-10. After reviewing the Notice of Preparation, Caltrans has the following comments:

Caltrans encourages the Lead Agency to consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality or serious injury. 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, wide sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design

improvements to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

To ensure the success of this project's transit-oriented transportation goals, Caltrans recommends the following multimodal improvements:

1. Install bike lanes in both directions along SR-39 to promote connectivity to schools, shopping, and medical center.
2. Paint new continental crosswalks at all intersections.
3. Provide adequate bike parking structures and/or "bike hub" with air pump and tools.
4. Shade structures, including trees and transit stop shelters.
5. Adequate lighting and trip predictors at all bus stops.
6. Curb extensions for all pedestrian crossings at the intersection of N. Azusa Avenue and Badillo Street as well as N. Azusa Avenue and W. San Bernardino Road.
7. Construct Class 4 protected bike lanes and robust pedestrian improvements along Badillo Street to connect SR-39 and the Emanate Health Inter-Community Hospital to Covina's Town Center.

Any development should keep livability in mind by providing shade trees, native landscaping, bioswales, street furniture, bicycle parking, bus shelters and trash cans. Bus bulb-outs can reduce conflict between bicycles and buses on busy roads. Bus only lanes are encouraged to reduce travel times and make public transit more appealing to discretionary users. Any gated communities should provide pedestrian paths and doors to ensure access to transit, shopping centers, schools and main roads. Whenever possible, a grid pattern with short blocks is recommended to promote walking. Permeable paving materials should be incorporated whenever possible. Signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

With regards to parking, Caltrans supports reducing the amount of parking whenever possible. Research on parking suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building an excessive amount of parking.

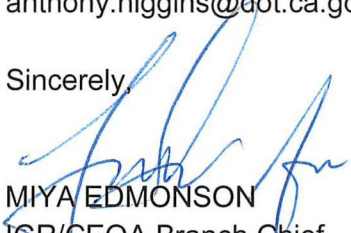
Additionally, Caltrans is replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impacts. By July 1, 2020, VMT will be the standard transportation metric for land

use projects and new Traffic Impact Study guidelines will be used to analyze and address transportation impacts on the State Transportation System. For any future project we encourage the Lead Agency to integrate transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use. As required by SB 743, Caltrans recommends the Lead Agency develop a verifiable performance-based VMT criteria.

Since there is no physical development being proposed, nor are any new construction, grading, or other physical alterations to the environment being considered at this time, we cannot determine the level of impact that this project will cause to our highways and freeways. However, Lead Agency representatives should consult with Caltrans when future projects have the potential to cause a significant impact to state facilities.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2018-02777.

Sincerely,



MIYA EDMONSON
TGR/CEQA Branch Chief

cc: | Scott Morgan, State Clearinghouse