

COVINA FORWARD

Community Outreach Report

Presented To:



City Council

November 29, 2016

Presented By:



INTRODUCTION

Curt Pringle and Associates (CP&A) is submitting this report to summarize the community outreach efforts in support of the Covina Forward project, situated at the former Kmart site, 1162 Citrus Avenue. Over the past six months, CP&A has worked diligently to solicit and subsequently share with the project team members the opinions, desires and concerns of various affected stakeholders. These stakeholders included those living and/or working in closest proximity to the project site, as well as business owners, civic and community groups, and many other individuals and organizations throughout Covina and the region. The feedback received via these efforts was presented to the design team and ultimately incorporated as part of the project design.



Existing Site, 1162 North Citrus

Efforts commenced with a variety of outreach strategies, including neighborhood canvassing, community presentations and print and electronic media. A critical component to the development of this proposed project has been public outreach and sincere dialog with the community. To that extent, CP&A developed a robust community outreach and input effort as part of the project entitlement process. It is estimated that over 500 residents and interested community members were reached in the community outreach and input campaign. It is important to note that residents were provided with the contact information for outreach representatives, as accessibility was an important component of the outreach strategy.

The public outreach efforts have helped transform the project design to the ultimate version. Feedback garnered from the community, particularly from the adjacent residents, has influenced the site design and has addressed various concerns expressed by the community. Issues relating to privacy, public safety and parking have been specifically addressed through this engagement process.

The following sections will detail the outreach efforts taken throughout this planning process.

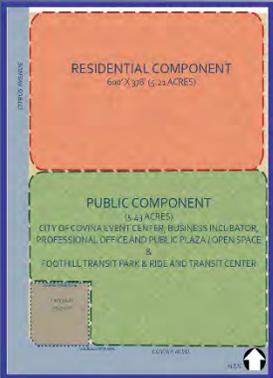
PRINT AND ELECTRONIC MEDIA

A wide range of print and electronic media outreach was included in this effort. This included traditional materials such as project flyers, public notices and FAQ brochures. A project specific website was also created and prominently featured on all print material.

General Information and Project Benefits Handout

During the early phase of outreach efforts, prior to the development of a draft site plan, collateral materials were created to introduce the concept of a public-private partnership, the change in the retail industry and to provide an introduction to the project development team. In addition, these early handouts showcased the overall goals and vision of the Covina Forward project concept. To complement this effort, a project website, email address and telephone number was created to provide the community direct access to the outreach team.

COVINA FORWARD



General Information

What is Covina Forward?
Covina Forward represents a focused commitment of support of the City's mission statement to create a "vibrant hometown of the future, embracing our tradition as an exceptional place to live, work, play and invest." To help achieve this goal, and keep moving Covina Forward, the City is proposing to develop the former Kmart site, located at 1162 North Citrus Avenue, in partnership with Foothill Transit and MLC Holdings.

What is the proposed project concept?
This innovative partnership is proposing to transform the site into a comprehensive mixed-use development consisting of three distinct components: a regional community center and business incubator, a transit center with retail shopping and dining offerings, and high-quality residential units.

The development will be designed as a single project, with consistent design themes through each project component. The development will honor the history of the City of Covina and will include an open space environment for the public to enjoy.



The City of Covina is proposing to develop an Innovation, Technology and Event Center, also known as Covina iTEC. The proposed project includes:

- ✓ An event center which will accommodate a variety of meeting and event needs, from small conference rooms to large public assembly spaces
- ✓ Professional office space available for lease to entrepreneurs anxious to locate within a transit oriented development
- ✓ An innovation and technology incubator, designed to assist in the development of startup companies by providing services such as management training, shared office support and the latest in technological infrastructure
- ✓ An outdoor garden/plaza area to complement the overall Covina iTEC project



Foothill Transit is proposing to develop a transit center, park & ride facility and related transportation services. The transit center will provide an opportunity for Covina residents to easily access both the nearby downtown Covina Metrolink Station and the Azusa Metro Gold Line Station, which is located approximately 2.5 miles north of the proposed project site. The transit center will provide connections to local and commuter express bus service, providing a direct link into downtown Los Angeles with minimal stops. With the downtown Covina train station being one of the busiest Metrolink stations in the system, additional parking and access to public transportation is essential.



MLC Holdings, Inc., a subsidiary of Meritage Homes, will be developing the residential component of this project, which includes development of transit-oriented, market-rate ownership residences, appealing to those who wish to live in Covina and have access to convenient public transportation opportunities.



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 info@CovinaForward.com

COVINA FORWARD

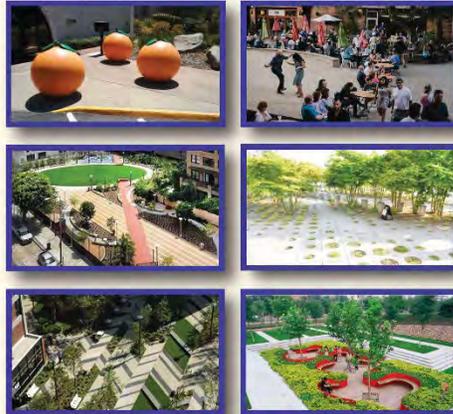
“A Mile Square and All There”

What is a public-private partnership, and why is one proposed for this project site?

A Public-Private Partnership (PPP or P3) is a contractual agreement between a public agency and a private sector entity, resulting in greater private sector participation in the delivery and financing of public infrastructure projects. P3s have many advantages, such as reducing development risk; reducing public capital investment; improving efficiencies to achieve quicker project completion; a robust commitment to environmental compliance; improving service to the community; enhanced cost effectiveness; and sharing of resources.

Is the proposed project design final?

The proposed project concept is currently in the early design phase. The final proposed site layout is pending the completion of all environmental and feasibility studies. Although each member of the partnership will be responsible for their specific project component, the parties will collaborate and coordinate design efforts to ensure a consistent design theme for the overall project. The proposed theme includes open space features such as a plaza with décor and elements incorporating and saluting the history of the City of Covina.



Sample concepts illustrating possible paving, landscaping and plaza designs

How many housing units are proposed for the project, and what will the transit center and Covina ITEC component look like?

The project is in the early stages of planning and the design efforts and land use capacity is currently being studied.

Why is the existing corner retail not a part of the overall plan?

The existing retail location is privately owned and not a part of the development project as currently envisioned.

Will the public have an opportunity to comment on the project?

Yes, a public workshop is anticipated to be held in the Summer/Fall of 2016.

Why can't we get another large retail business at that site?

Commercial retail is changing and evolving faster than ever before. As consumer shopping trends and preferences transform and online shopping becomes more prevalent, traditional big box-anchored retail centers continue to struggle and are slowly disappearing in communities throughout southern California. More and more often, these aging retail centers are transitioning into residential and mixed-use developments, providing a combination of living, shopping, dining and entertainment experiences. This is especially true when such centers, much like the former Kmart site, provide easy and ready access to public transportation.



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Project Benefits

Covina Forward will have a positive impact on Covina's economy:

- ✓ Will encourage reinvestment and redevelopment of surrounding commercial properties
- ✓ The increased exposure and access to the Covina community offered by the Covina ITEC and Foothill Transit components will attract new businesses and spur interest in leasing commercial space in the city
- ✓ Through the business incubator services offered via Covina ITEC, start-ups and other local, home-grown businesses will have an opportunity to grow, prosper and establish roots within the Covina community

Covina Forward will enhance the variety of convenient and safe public transportation opportunities. The Transit Center will:

- ✓ Provide connections to local and commuter express bus service, providing a direct link into downtown Los Angeles with minimal stops
- ✓ Provide direct bus service to the Covina Metrolink Station and the Azusa Gold Line Station, creating more transit opportunities for Covina residents
- ✓ Create a much-needed, safe park and ride environment for carpooling commuters currently parking in non-designated park and ride areas throughout the City
- ✓ Create new opportunities for visitors to easily travel to and spend money in Covina



Covina Forward will make Covina a regional destination:

- ✓ Covina ITEC will feature professional office space to attract business organizations wishing to be fully and easily accessible via public transportation. Easy connections to Gold Line and Metrolink make it a desirable location for hosting large and small scale business meetings
- ✓ Covina ITEC will provide much needed meeting and event space to be utilized by local community groups and organizations for a wide variety of community events

Covina Forward will provide transit-oriented homeownership opportunities. Designs will feature:

- ✓ Energy efficient and sustainable design features
- ✓ Onsite amenities, including a recreation center, pool and open space
- ✓ Quality architectural design, aesthetics and construction materials
- ✓ Pedestrian connectivity with the adjoining transit facility



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Covina Forward

[View the Draft Environmental Impact Report \(DEIR\)](#)

HOME	ABOUT	THE PROJECT	FREQUENTLY ASKED QUESTIONS	PROJECT BENEFITS	NEWS	EVENTS	CONTACT
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Covina is dedicated to being a vibrant hometown for the future, embracing our tradition as an exceptional place to live, work, play and invest.

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Project Website: www.CovinaForward.com

Project Website

The project website’s original design included the project handouts previously described. As the project continued to evolve, so did the website design. The website includes details about the project team, a description of each of the project components, frequently asked questions and a project benefits section. A news section was also included to further educate the public and enhance the outreach efforts. Content in this section included:

- Public Private Partnerships
- The Change in Big Box Retail
- Transit-Oriented Development
- Business Incubator and Innovation Facilities

Foothill Transit FAQ

As CP&A’s outreach efforts progressed, it was determined that further refinement of the project information was needed. As a result, CP&A coordinated with the Foothill Transit team to create a Frequently Asked Question (FAQ) brochure that would drill down into further detail about the Transit Plaza and related bus operations.



Coming soon! Foothill Transit, in partnership with the City of Covina and MLC Holdings, Inc., is proposing to develop a transit center and park & ride in Covina. The transit center will provide an opportunity for Covina residents to easily access both the nearby downtown Covina Metrolink Station and the Metro Citrus College Gold Line Station in Azusa, located approximately 2.5 miles north of the proposed project site. The transit center will provide connections to local and commuter express bus service, providing a direct link into downtown Los Angeles with minimal stops.

Visit foothilltransit.org/parknride for more information about the proposed Covina Transit Center and our other Park & Ride locations.

Proposed service to Covina Transit Center
See inside for details



1-800-RIDE-INFO (713-3463) | foothilltransit.org | [facebook.com/foothilltransit](https://www.facebook.com/foothilltransit) | [@foothilltransit](https://twitter.com/foothilltransit)

Foothill Transit
COVINA TRANSIT CENTER
FAQ S

Look inside to learn more about our new transit center project!

Foothill Transit Covina Transit Center FAQs

Why do we need a transit center at this location? The Covina Transit Center (CTC) will offer residents of Covina a new alternative for commuting into Downtown Los Angeles. Customers may park at the transit parking structure, free of charge, or arrive via Foothill Transit Line 281. From the CTC, customers may take Foothill Transit Commuter Express service into Downtown Los Angeles. The CTC will only provide bus stops for Foothill Transit buses providing local and express services. It will not be used to park buses overnight or provide long-range transportation services.

How tall will the parking structure be? The east side of the parking structure (closest to Fairvale Ave.), will be 21 feet tall, approximately the same height as the existing Kmart building.

How many parking spaces will be available in the parking structure? Approximately 360 to 400 parking spaces will be available to accommodate customers using Foothill Transit. This is currently more space than needed to accommodate demand. Over time, we expect that demand to grow with the growth of employment in Downtown Los Angeles. Buses seat 40 customers each. That combined with a balanced schedule will limit congestion.

How much does it cost to park in the parking structure? Parking is free for customers riding Foothill Transit.

What is the speed limit for Foothill Transit buses at the CTC? Foothill Transit policy requires bus operators to observe a safe speed, and prohibits bus operators from 'revving their engines' or accelerating above eight miles per hour when leaving the CTC.

How does Foothill Transit minimize sound and air quality impacts with its bus operations? The project is going through a thorough environmental review process as required by the California Environmental Quality Act (CEQA). Any potential noise and air quality impacts will be studied and addressed as part of this evaluation.

Foothill Transit buses run on compressed natural gas (CNG) or electricity. CNG emits 90% fewer emissions than gasoline or diesel fuel and is odorless, colorless, and tasteless. In addition, Foothill Transit has committed to reducing its carbon footprint and is working to transition their fleet to become 100% electric, and thus 100% zero emissions, by 2030.

CNG buses create approximately 73 decibels of noise when accelerating from a bus stop¹. This noise level is equivalent to noise made by a vacuum cleaner and is lower than that of a blender. In addition, Foothill Transit has an "Idle Reduction Policy" in which bus drivers cannot idle for longer than five minutes while in operation.

What service will be provided from the CTC? A new commuter express line, providing weekday morning service to downtown Los Angeles and afternoon return service to CTC, will be created. A map of the potential commuter express route is shown on the back of this brochure, highlighted in green. Local Line 281 will serve as the community connector to CTC. Currently, Line 281 provides connections between Azusa, Covina, West Covina, and City of Industry seven days a week.

(continued in next column)

¹Based on a study performed by the Altoona Bus Research and Testing Center at the Pennsylvania State University.

(continued) What service will be provided from the CTC? Commuter Express service into Downtown Los Angeles is a premium service provided by Foothill Transit. The one way fare is \$4.90 and 30-day passes are available for \$170. While the bus costs considerably less than self-driving and parking into work, it is a high value alternative that provides greater flexibility and choice to the local community.

What are the frequencies of the proposed bus routes in the Covina Transit Center?

Commuter Express

- Foothill Transit Commuter Express bus service is proposed to operate Monday through Friday exclusively, between 5:30 a.m. and 8:30 a.m. and 4:30 p.m. to 7 p.m., every 30 minutes. Commuter Express service will not operate on weekends or holidays.
- Approximately six to eight Commuter Express buses will travel to the transit center in the morning and six to eight buses in the early evening hours.

Local Line 281

- Foothill Transit Line 281 service will operate Monday through Friday between 5:30 a.m. and 9 p.m., every 30 minutes.
- On weekends and holidays, Line 281 will operate from 7 a.m. - 7 p.m., every 60 minutes.



PUBLIC WORKSHOPS

The public workshops consisted of two (2) City Council Study Sessions held on February 16, 2016 and July 19, 2016 and a Planning Commission Study Session held on September 13, 2016. The purpose of these workshops was to provide the Council, Planning Commission and interested residents information about the project and solicit feedback during the design phase.

NEIGHBORHOOD CANVASSING



Between April and October, 2016, CP&A representatives walked the neighborhoods adjacent to the project site and knocked door-to-door to distribute project information and solicit input. The purpose of these meetings was to share information about the project and solicit responses and perspectives so that, to the greatest degree possible, this feedback could be incorporated within the final design for the project. Where residents were not home or were unavailable, return efforts were made. When necessary, the CP&A team followed up with residents who expressed an interest in staying informed of project design updates.

Two community meetings were held on April 28 and September 7, 2016 at the Village Green Community, just south of the project site. During the first presentation, the team

shared with the residents the project concept and listened as the residents shared their comments. On the second visit, the Village Green residents were provided with the updated design, which included changes based off the feedback garnered from the team’s outreach efforts.

For those residents in the adjacent areas that the outreach team was unable to connect with in-person, an invitation to participate in the September 10 community event was extended.

SEPTEMBER 10 COMMUNITY MEETING



Captain David Povero @CPovero Sep 10
Community rolls out to hear about Covina Forward Project at the former Kmart. Come out now @covinapd @CityofCovina

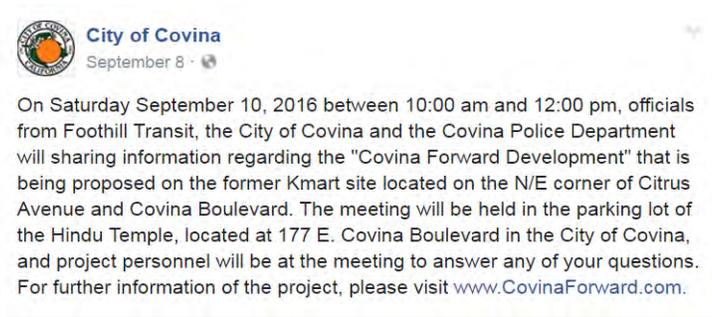
On September 10, the Covina Forward team conducted a community meeting at the project site. This session was structured to be informal and provide residents with an opportunity to directly ask questions of project representatives about specific concerns.

Notices were mailed via USPS to the targeted stakeholder list that had been identified previously. In order to maximize participation not only by the targeted stakeholders, but the larger Covina community, CP&A sought assistance from the City and the Police Department in promoting the event.

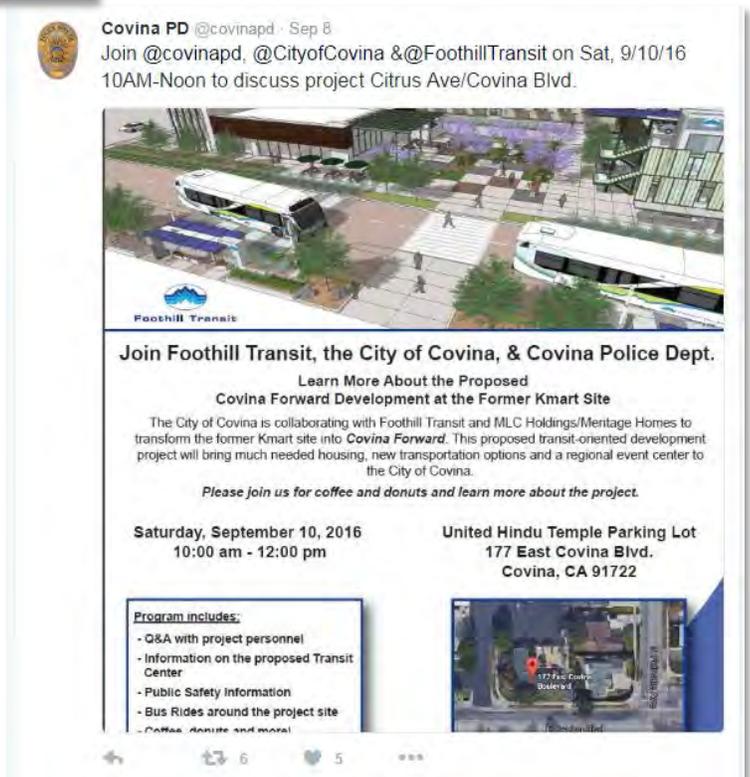
Utilizing the social medial networks of both agencies, the event announcement was circulated to the broadest possible community. As a result, more than 60 community members met with project representatives throughout the two hour period and engaged in discussions about the project, sharing both concerns and praises.

A Foothill Transit bus was present to provide short rides around the neighborhood so that those in attendance could have a better awareness of the quiet engine and minimal emissions associated with CNG-powered buses. Foothill Transit and Covina Police Department representatives were also on hand to answer questions regarding the safety and security of the proposed park & ride facility. Representatives of the City of Covina and the residential developer, MLC Holdings, were also available to answer questions regarding those project components.

The event provided invaluable feedback for the project team. Community input gleaned from this event continued to drive changes to the project design.



Post from City of Covina Facebook Page
2,364 Followers, 13 Shares



Tweeted by Covina Police Department
4,635 Followers, 6 Retweets

September 10 Event Announcement



Join Foothill Transit, the City of Covina, & Covina Police Dept.

Learn More About the Proposed Covina Forward Development at the Former Kmart Site

The City of Covina is collaborating with Foothill Transit and MLC Holdings/Meritage Homes to transform the former Kmart site into **Covina Forward**. This proposed transit-oriented development project will bring much needed housing, new transportation options and a regional event center to the City of Covina.

Please join us for coffee and donuts and learn more about the project.

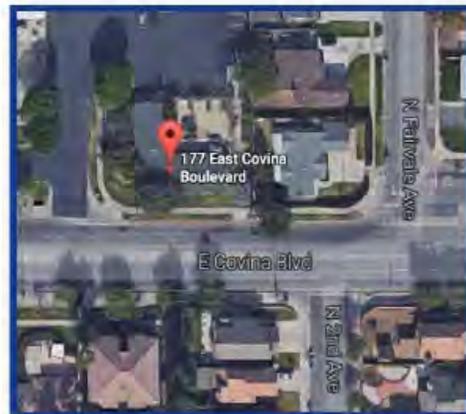
Saturday, September 10, 2016
10:00 am - 12:00 pm

United Hindu Temple Parking Lot
177 East Covina Blvd.
Covina, CA 91722

Program includes:

- Q&A with project personnel
- Information on the proposed Transit Center
- Public Safety Information
- Bus Rides around the project site
- Coffee, donuts and more!

*You are welcome to drop in anytime
between 10:00 am and noon to
participate*



STAY INFORMED!

For more information visit the project website at www.CovinaForward.com

BUSINESS OUTREACH

Between April and October, 2016, CP&A representatives visited with the adjacent businesses south and southwest of the project site. Project information was distributed and input solicited. A follow up visit occurred to provide businesses with updates on project design revisions. Many expressed support of the project and were motivated by the improvements to the blighted corner and encouraged by the potential new foot traffic and visitors that will be utilizing the site.

In addition to the adjacent businesses, other Covina merchants throughout the City were identified and engaged to further inform the larger Covina business community.

CIVIC AND COMMUNITY ORGANIZATION OUTREACH

CP&A met with various community organizations between April and October, 2016. A combination of large group presentations and one on one meetings with organizational representatives occurred. This included the Covina Chamber of Commerce, Covina Rotary Club, Sunrise Rotary Club, Downtown Covina Merchants Association and the Covina Lions Club.

As with other outreach efforts and community meetings, outreach to the civic organizations provided the CP&A team with additional opportunity to garner feedback.



<u>Civic Organizations Contacted</u>		
	Covina Downtown Association Galen Metz	April 20, 2016
	Covina Rotary Club	July 21, 2016
	Covina Chamber of Commerce	July 27, 2016
	Covina Lions Club	August 25, 2016
	Covina Sunshine Rotary	September 13, 2016

GOVERNMENT AND EDUCATIONAL ORGANIZATIONS

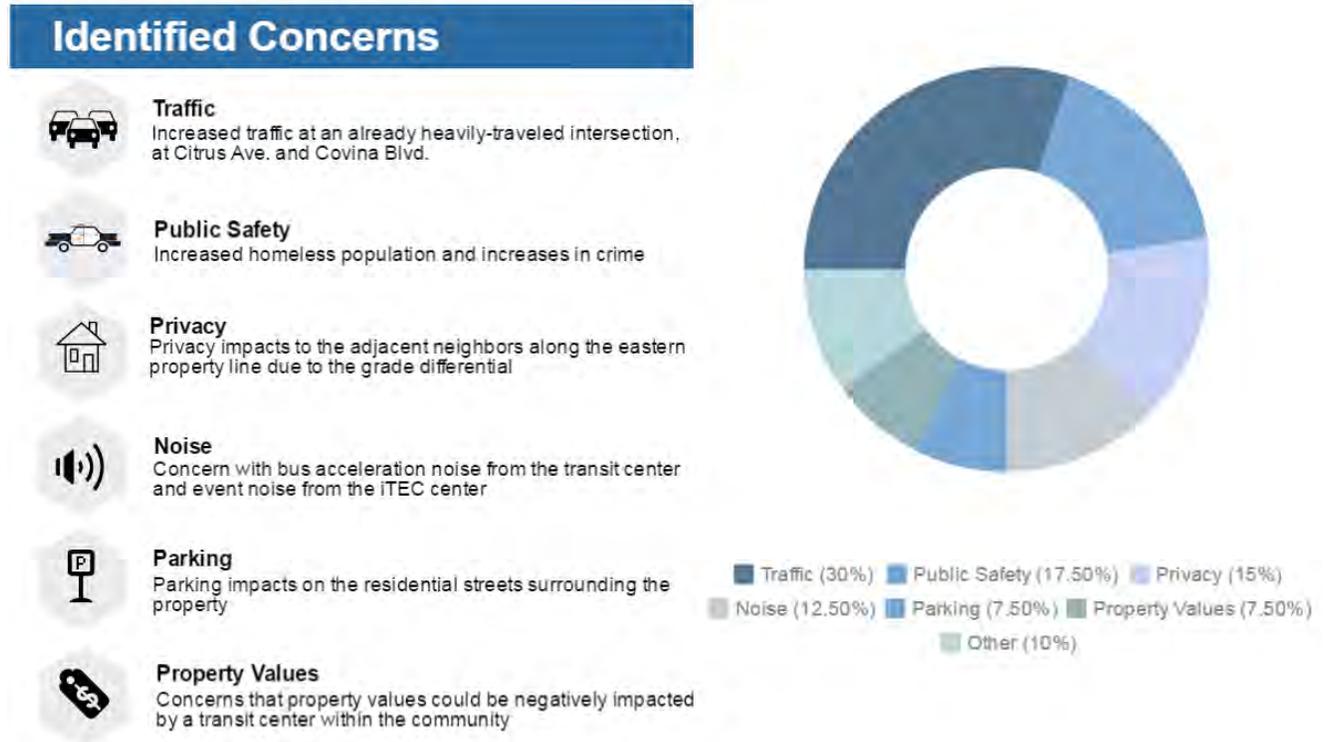
CP&A contacted numerous regional government agencies, educational institutions and the local healthcare provider to share project information and solicit feedback. While all groups identified below were appreciative of the outreach, several indicated that the project did not fall under their sphere of influence.

Efforts to connect with the local school district and higher education were made to inform them of the innovation opportunities relating to the Covina iTEC component. A list of the agencies contacted includes:

<u>Organizations Contacted</u>		
	Azusa Pacific University Ginny Dadaian, Director of Community Relations	April 2, 2016
	Citrus College Dr. Barbara Dickerson, Board of Trustee	June 10, 2016
	Azusa Pacific University Mark Dickerson, Senior Vice President and General Counsel	June 21, 2016
	LA Metro Lilian DeLoza Gutierrez, Community Relations, San Gabriel Valley	August 11, 2016
	SGV COG Technical Planning Committee	August 25, 2016
	Foothill Gold Line Authority Lisa Levy-Buch, Director of Public Affairs	August 30, 2016
	Covina Valley School District Dr. Richard Sheehan, Superintendent	September 12, 2016
	Citrus Valley Health Partners Martin Kleinbart, DPM, Chief Strategy Officer Chuck Coryell, Corporate Director of Planning, Design & Construction	September 15, 2016
	Metrolink Sherrita Coffelts, Director of Public Affairs Sylvia Novoa, Government and Community Relations Specialist	October 25, 2016
	Mt. San Antonio College Jill Dolan, Director of Public Affairs	November 1, 2016

NEIGHBORHOOD CONCERNS

During our most recent discussions with the homeowners and business owners in and around the Kmart site, we received a few general concerns about the Covina Forward development. Below is an infographic illustrating the top 6 concerns identified through the CP&A outreach efforts.



As the CP&A team met with the various targeted stakeholder groups over the past seven months, the information and feedback received was regularly presented to the design team. It was through this process that many of the community concerns were minimized or mitigated and, in some cases, eliminated. Below is a summary of each of the identified categories and, where applicable, images from the adjacent properties included to further illustrate the concern.

HOMELESS & PUBLIC SAFETY

- Increased homeless population and increases in crime caused by the transit center
- Adequate law enforcement resources to ensure public safety onsite

TRAFFIC

- Increased traffic at an already heavily-traveled intersection, Citrus Ave. and Covina Blvd.
- Concerns that the Covina Forward project would further exacerbate this congestion and traffic volumes would be significantly higher
- Increased bus traffic exiting the project site on Covina Blvd. and the potential impacts to residents exiting southbound from Fairvale Ave. and northbound from 2nd Ave.

PARKING

- Potential parking impacts on the residential streets surrounding the property due to the density of the housing development
- Impacts from the number of commuters utilizing the transit center and a potential need for overflow street parking
- A few people pointed to the Metro stations in Azusa as an example of inadequate parking causing issues in the surrounding community

NOISE

- Concern with bus acceleration noise as the buses leave the pickup/drop off location onsite and move toward the exit on Covina Blvd.
- Potential event noise from the iTEC center
- Concerns with the types of events and hours of operation

PRIVACY

- Privacy impacts to the adjacent neighbors along the eastern property line. The proposed project site sits at a lower grade than the existing neighbors
- Residents expressed apprehension with the open parking structure design, as it provided commuters with a direct view into their properties
- Trespassing from the K-Mart property into the private residences. Trespassers have continuously climbed the existing retaining wall on the common property line and cut through the eastern residences

During discussions with the residents who live adjacent to the project site, the CP&A team was able to photograph the site from these residents’ perspectives. Examples of these perspectives are as follows:



View of existing Kmart building from adjacent resident’s yard. The existing building represents the view Foothill Transit commuters could have into the properties of the adjacent residents.



Current setback of Kmart building to adjacent residents. Note the existing retaining wall on Kmart site. That retaining wall served as a step into the properties of the adjacent residents, enabling trespassing and causing other safety concerns.



View of existing retaining wall on Kmart site. Residents have had prior issues with trespassers using this retaining wall as a step into their properties.

PROPERTY VALUES

- Concerns that property values could be negatively impacted by a transit center within the community

ADDRESSING COMMUNITY CONCERNS

As previously stated, all feedback and information garnered from the CP&A outreach efforts helped drive the project design. Below is a summary of the critical areas of concern identified through the outreach efforts and the resulting action the project development team has taken to address the concern.

HOMELESS & PUBLIC SAFETY

A collaborative effort between the Covina Police Department and Foothill Transit will address the public safety concerns onsite. Security cameras will be situated throughout the iTEC and Transit Center and will be directly connected to the Covina Police Department’s existing real-time surveillance camera program. This program has enabled the Covina Police Department to be proactive in addressing public safety issues, as they are able to dispatch an officer at the first sign of a problem, rather than wait for a call to come in. The same protocol will be in place at the Covina Forward Project. The technology available through this program enables the Police Department to view, zoom, pan and even communicate with those in the area via a loudspeaker to address and dissuade any activity that could impact public safety.



Covina Police Personnel monitoring the surveillance cameras
Image from Covina Today, March-April 2016

In addition to the security protocols mentioned above, Foothill Transit will be designating a dedicated parking area for Covina Police onsite at the Transit Center. This will provide better access to and presence of law enforcement, as they will always have an easily accessible space in which to park.

Another important element to note is the overall design of the Transit Center and the attention paid to ensuring the design of the structure remained open and visible for public safety personnel to patrol.

TRAFFIC

Any traffic impacts will be mitigated as part of this project. These proposed mitigations are outlined within the traffic study and the Draft Environmental Impact Report (DEIR).

PARKING

Each residential unit will have two (2) enclosed parking spaces. In addition to these enclosed parking spaces, the residential component will provide onsite guest parking spaces distributed throughout the community. Along the Citrus Avenue frontage, on-street parking will be available. In addition to the vehicle parking, each residential unit will be required to provide accommodations inside the garage for two (2) bicycles, such as hanging or wall racks.

Also, a public parking lot will be constructed as part of the iTEC component. As with all City-owned parking lots, the public will be able to utilize this lot, which will offer 112 parking spaces.

NOISE

Currently, all Foothill Transit buses are either CNG or electric powered vehicles. Foothill Transit does not operate any gasoline or diesel-powered buses. In addition, Foothill Transit has a board-adopted policy goal to transition their entire bus fleet to electric-powered vehicles by 2030, and the agency will continue to procure these electric buses every year in its progress toward this goal. As such, noise and emissions concerns typically associated with conventional gasoline or diesel-powered buses will not be a factor at the Foothill Transit facility.

With regards to potential noise impacts from the iTEC project component, the actual design of the iTEC project will require a separate site plan review process at a later date. During this process, outreach and stakeholder input will be solicited to address specific design issues.

PRIVACY



Several project revisions occurred to address concerns regarding the privacy of neighboring residents. First, the eastern wall of the parking structure was redesigned. Unlike the north, south and west walls, which are open, a solid wall will be built along the eastern elevation of the parking structure on the second and third levels. This revision also includes adding height to the proposed wall at the top level, increasing it from 36 inches (three feet) to 78 inches (six feet, six inches), creating a solid wall

from the second level through the third level. As a result, commuters parking on the top and middle decks will not have a view to the east, toward the adjacent single family residences.

Also, the originally proposed setback of the parking structure was a point of concern for the existing residents to the east. After receiving feedback from these residents, the design team worked to both shift and reduce the size of the parking structure so that the east parking structure wall will be in the same location as the existing K-Mart building wall.

The increased setback between the easterly property line and the parking structure will allow for additional landscape planting, including evergreen trees that will further reduce potential visual impacts and create a more robust tree buffer.

When the residential component is constructed, the trespassing problem will essentially be eliminated, as the ability to “cut through” the neighboring single family properties to the east will no longer be viable.

PROPERTY VALUES

Similar to Transit Oriented Developments (TOD) in other areas of southern California, property values are expected to rise, rather than fall, upon the conclusion of this project. Projects such as this have been very successful, and the demand for the new housing stock is anticipated to have a corollary effect on neighboring properties.

NOVEMBER 8 PLANNING COMMISSION PUBLIC HEARING

On Tuesday, November 8, the outreach team provided an update to the Planning Commission, detailing the efforts undertaken to date, as part of the staff presentation. During the public hearing, comments were provided by a total of 13 individuals, both project supporters and those opposed to the current proposal.

A concern was raised during the public hearing that we had not heard in our outreach. A representative of the neighbors who live adjacent to the project site, at the southeast corner of Covina Blvd. and Fairvale, expressed concerns with potential light impacts from the buses as they drive east through the transit plaza and turn south to the exit driveway on Covina Blvd. As part of the conditions of approval, the Planning Commission directed staff to develop some type of screen wall to mitigate such potential impacts. The project design team will add a physical barrier parallel with the eastern property line of the site at the southernmost segment where the bus-serving drive aisle exists to reduce glare and noise impacts.

Following the public hearing, the outreach team reached out to several of those to follow up with specific questions.

- Following the November 8 Planning Commission Public Hearing, the outreach team met with Mr. Lasater on November 15 to discuss the project more thoroughly and answer his questions. During the public hearing, Mr. Lasater expressed concern at not having previously received the outreach notifications pertaining to this project. As a resident in the townhomes directly north of the project site, he had various questions relating to the design. After meeting with Mr. Lasater and addressing his questions and concerns, he expressed support for the project, but wanted to make sure the City and the project team is diligent about addressing traffic, public safety and water impacts.
- The outreach team attempted to contact Mr. Scobey for a follow-up meeting. The team spoke briefly with him during a home visit on November 12. Mr. Scobey was unable to discuss the project at that time. The outreach team left a business card and requested to meet with Mr. Scobey at a later date, if he desired to do so.
- Following the November 8 public hearing, the outreach team contacted Mr. Briones, the spokesperson for the residents that reside on Fairvale (adjacent to the southeast portion of the property) to schedule another meeting to further discuss the project and share with Mr. Briones and his neighbors the mitigation efforts that will be taken to address the Planning Commission's condition of approval. That meeting date is still pending.

COVINA FORWARD IN ACTION VIDEO

On Friday, November 18, the outreach team distributed an email to those on the project database showcasing a video illustrating the proposed project in action. This video was debuted at the November 8 Planning Commission and been an invaluable tool in conveying to the community just how the project will look and flow.

COVINA FORWARD



JUST RELEASED:

The Covina Forward team recently released a video illustrating the proposed project in action. Visit the [Covina Forward](#) website to view the project rendering and see what stands to replace the vacant Kmart site.

Covina Forward

The City of Covina is excited to be collaborating with Foothill Transit and MLC Holdings/Meritage Homes to transform the longtime vacant Kmart site into the Covina Forward project!

This proposed transit-oriented development will bring much needed housing, new transportation options, and a regional event center to the City of Covina.

Covina Forward will include:

- A new housing development that will provide home ownership opportunities for Covina residents
- A transit center, which will implement parking for daily commuters into Los Angeles as well as connections to the nearby Metrolink and Gold Line train stations
- A state-of-the-art innovation, technology, and event center providing new business opportunities and a community meeting space