

Chapter 2. Introduction

2.1 Purpose of the Supplemental Environmental Impact Report (EIR)

The Metro Gold Line Foothill Extension Construction Authority (the “Authority”) prepared an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Gold Line Foothill Extension Project (the “Project”). The Gold Line Foothill Extension is referred to as Phase 2 of the overall Gold Line Foothill Extension Project and, at complete build out, would span from the cities of Pasadena to Montclair. The Foothill Extension Project was divided into two subsequent phases: Phase 2A, spanning from Pasadena to Azusa, and Phase 2B, spanning from Azusa to Montclair. In conjunction with [the](#) Authority’s decision to proceed with Phase 2A, a Final EIR was prepared based on the Draft EIS/EIR and was certified in 2007; however, the Final EIR covered only Phase 2A. The portion of Phase 2A from Pasadena to Azusa includes 11.5 miles of track through six cities (Pasadena, Arcadia, Monrovia, Duarte, Irwindale, and Azusa), six stations, and the construction of a new Maintenance and Operation Facility (M&O Facility).

The California Environmental Quality Act (CEQA) requires preparation of an Environmental Impact Report (EIR) when there is substantial evidence that a project may have a significant effect on the environment. The purpose of an EIR is to provide decision makers, public agencies, and the general public with an objective and informational document that fully discloses the potential environmental effects of a proposed project. The EIR process is specifically designed to facilitate the objective evaluation of potentially significant direct, indirect, and cumulative impacts of a proposed project, and to identify potentially feasible mitigation measures and alternatives that reduce or avoid a project’s significant effects. In addition, CEQA specifically requires that an EIR identify those adverse impacts determined to be significant after mitigation.

Since the *Gold Line Phase II Pasadena to Montclair-Foothill Extension Final Environmental Impact Report* (2007 Final EIR) was certified in 2007, certain elements of the project have been refined and revised. According to CEQA Guidelines a Supplemental Environmental Impact Report (SEIR) is required when “substantial changes are proposed in the project which will require major revisions of the environmental impact report” (Section 15162), and “[o]nly minor additions of changes would be necessary to make the previous EIR adequately apply to the project in the changed situation” (Section 15163(a)(2)). Accordingly, this Supplemental Environmental Impact Report (SEIR) has been prepared to evaluate environmental impacts resulting from Project refinements that have occurred since certification of the 2007 Final EIR.

2.1.1 Changes since the 2007 Final EIR

The following Project elements have been refined since the 2007 Final EIR:

- **M&O Facility in Monrovia.** In the 2007 Final EIR the M&O Facility was evaluated at a site in Irwindale (Miller-Coors Brewing Company site). [Because the existing Metro Gold Line Division 21 Midway Yard is at capacity and cannot handle the additional railcars needed to operate the Gold Line Foothill Extension, a new rail operation and maintenance facility is being considered in this SEIR. However, due to the need to](#)



~~bring a fully operational M&O Facility online prior to the scheduled completion of the Gold Line Foothill Extension (2025, horizon year for 2007 Final EIR), an alternate site in Monrovia is considered in this SEIR.~~ Two alternate site layouts (Option A and B) are being considered for the M&O Facility.

- **Mountain Avenue Realignment.** In the 2007 Final EIR no change to the intersection of Mountain Avenue and Duarte Road in the cities of Monrovia and Duarte was proposed. However, to improve safety and traffic flow at this at-grade crossing this SEIR evaluates the realignment of Mountain Avenue as it intersects with Duarte Road.
- **Monrovia LRT Station Parking Structure.** In the 2007 Final EIR a surface parking lot was proposed at the corner of Myrtle Avenue and Pomona Avenue in the City of Monrovia. That site is no longer available for LRT station parking. Therefore, this SEIR considers a parking structure at the northwestern corner of Primrose Avenue and the LRT alignment, adjacent to the Monrovia LRT station.
- **Irwindale LRT Station Parking Lot/Structure.** In the 2007 Final EIR a surface parking lot was proposed adjacent to the I-210 freeway, just north of the LRT alignment and the Irwindale LRT Station. Due to design constraints, the formerly proposed site is considered infeasible. Therefore, this SEIR considers two options for a parking facility to serve the Irwindale LRT Station. The options include a surface parking lot and, alternately, a parking structure. Both options would be located west of Irwindale Avenue, just south of Avenida Padilla. The parking facility would be south of and adjacent to the Irwindale LRT Station.
- **North Colorado Boulevard Bridge Replacement.** In the 2007 Final EIR the existing North Colorado Boulevard overcrossing was to be left in place, and a new bridge was to be constructed south of and adjacent to the existing bridge. However, this option was rendered infeasible during the Project design phase due to right-of-way constraints. Therefore, this SEIR considers the removal of the existing structure and construction of a new dual track bridge.
- **San Gabriel River Bridge Replacement.** In the 2007 Final EIR the existing structure of the San Gabriel River Bridge was to be left in place, and a new bridge deck was to be constructed. The 2007 Final EIR analysis of impacts relative to that work was limited to work from the superstructure and avoidance of the channel below the bridge. During Project design and the structural evaluation of the existing bridge, it was determined not to meet seismic retrofit standards. As such, work within the channel will be needed to remove the existing bridge. Therefore, this SEIR considers the removal of the existing structure and construction of a new bridge.

2.1.2 Statutory Requirements for a SEIR

Section 15163 (b) of the 2010 CEQA Guidelines states that, “the supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.” The regulations also require a supplement to an EIR to be given the same kind of notice and public review as is given to a draft EIR, but does not require recirculation of the previous EIR. When the Metro Gold Line Foothill Extension Construction Authority Board decides whether to



approve the Project, it must consider the previous 2007 Final EIR as revised by the SEIR in addition to two CEQA Addenda to the 2007 Final EIR, adopted in 2009 and 2010.

2.1.3 Related Environmental Documents

This SEIR builds from the 2007 Final EIR and addenda thereto and addresses only new or modified environmental impacts associated with the various Project refinements.

2.2 The CEQA Environmental Review Process

The SEIR was prepared following opportunities for input from affected agencies and members of the public. In accordance with Section ~~150824~~~~5063~~ of the CEQA Guidelines, a notice of preparation (NOP) was prepared and distributed to responsible and affected agencies and other interested parties for public review. The public review period for the NOP began on May 17, 2010, and ended on July 2, 2010. The NOP was also posted in the Authority's office and sent to the State Clearinghouse at the Governor's Office of Planning and Research to officially solicit statewide agency participation in determining the scope of the SEIR (SCH# 2003061157). In addition, the NOP was sent to agencies along the Phase 2A corridor. The NOP included a project description as well as description of certain alternatives and potential environmental impacts. A public notice was published in the *San Gabriel Valley Tribune* on June 9, 2010, providing details of scoping meetings held on June 16 and June 17, 2010 in Monrovia and Irwindale, respectively, and soliciting comments on the scope of the SEIR. Additionally, postcards were sent to property owners within the vicinity of the proposed Project refinements to notify them of the Project and the scoping meetings. Written comments submitted at the scoping meeting are provided in Volume 2.A.

The draft SEIR ~~was is being~~ distributed directly to numerous agencies, organizations, and interested groups and persons for formal comment during the review period. The draft SEIR ~~was is~~ also available for review online at http://www.metrogoldline.org/SEIR_page.html and at the following locations:

- Metro Gold Line Foothill Extension Construction Authority: 406 East Huntington Drive, Suite 202, Monrovia, California 91016
- City of Monrovia, Planning Division: 415 South Ivy Avenue, Monrovia, CA 91016
- City of Arcadia Planning Department: 240 W. Huntington Drive Arcadia, CA 91007
- City of Irwindale Planning Department: 5050 North Irwindale Avenue Irwindale, CA 91706
- City of Duarte Planning Department: 1600 Huntington Drive Duarte, CA 91010

~~The final SEIR is available for review online at~~
~~http://www.foothillextension.org/construction_phases/phase_2a_pasadena_to_azusa/supplemental-environmental-impact-report/~~

The Authority ~~will received~~ public input on the Project and the SEIR at a hearing on October 27, 2010 at 4:00 p.m.



This SEIR ~~is being~~ was circulated for public review and comment for a period of ~~7845~~ days. During this period, comments on environmental issues raised in the SEIR, ~~and along with~~ the SEIR's accuracy and completeness ~~were~~ may be submitted to the lead agency at the following address:

Metro Gold Line Foothill Extension Construction Authority
 ATTN: Lisa Levy Buch, Director of Public Affairs
 406 East Huntington Drive, Suite 202, Monrovia, California 91016

Formal comments on the SEIR ~~were~~ must be submitted ~~as~~ and delivered to the address above by 5 pm on the last day of the public review period identified in the Notice of Availability. Upon completion of the public review period, a final SEIR ~~was~~ will be prepared that will include the comments on the draft SEIR received during the formal public review period as well as responses to those comments and revisions to the draft SEIR, if any, that are necessary to address issues raised in the comments.

Prior to approval of the proposed ~~P~~project, the Authority ~~will~~ considered whether to certify that the EIR has been completed in compliance with CEQA, that the Authority has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the Authority. Prior to Project implementation, the findings of the SEIR will need to be adopted by the Los Angeles County Metropolitan Transportation Authority Board.

2.3 SEIR Organization

Chapter 1, Executive Summary, provides an overview of the alternatives studied and impacts.

Chapter 2, Introduction, describes the purpose and use of the SEIR, provides a brief overview of the Project refinements analyzed in the SEIR, and outlines the organization of the SEIR.

Chapter 3, Project Description, describes the Project location, Project details, overall objectives for the proposed Project, related discretionary actions, and responsible and trustee agencies.

Chapter 4, Environmental Evaluation, presents information to help decision makers and the public to understand the potential environmental impacts of the alternatives and ways to avoid those impacts. This chapter is composed of 14 subsections covering the range of environmental topics and other key information required in the evaluation of impacts under CEQA.

Chapter 5, Alternatives, presents the No-Build (Alternative 1) and Build Alternatives to the proposed Project. The No-Build Alternative is required by Section 15126(e) of the CEQA Guidelines, and assumes that the Foothill Extension Phase 2A as described in the 2007 Final EIR would be built. However, none of the Project refinements, as described in Chapter 3 Project Description, would be built. The M&O Facility in Irwindale (Alternative 2) is also evaluated in Chapter 5. This alternative was analyzed in the 2007 Final EIR and for the purposes of the ~~Draft~~ SEIR for the Foothill Extension Phase 2A Project refinements. This alternative is being evaluated as an alternative to the proposed M&O Facility in Monrovia, as described in Chapter 3 Project Description.



Chapter 6, Other Impact Consideration, addresses the relationship of Project-related impacts to the greater environment for such issues as secondary impacts, cumulative impact, short-term impact versus long-term benefits, growth inducement, etc. The environmentally superior alternative is identified.

~~Chapter 7, Bibliography, provides a listing of data sources used in defining existing conditions and in assessing impacts.~~

Chapter 7, List of Preparers, identifies those who prepared the SEIR and those who conducted the technical impact analyses reported in the SEIR.

~~Chapter 8, Bibliography, provides a listing of data sources used in defining existing conditions and in assessing impacts.~~

Volume 2, SEIR Appendix, includes a group of appendices that support the information presented in the SEIR. These appendices are incorporated into the main body of the SEIR by reference. Due to their size, the appendices are included as a subsequent volume (Volume 2: SEIR) and are provided electronically alongside Volume 1 of the SEIR. A list of the appendices is provided below.

Volume 3, SEIR Comments and Responses, includes copies of all written comments submitted on the Draft SEIR, as well as comments contained in public hearing transcripts, and responses to those comments.

2.4 Technical Studies and Reports Used in the SEIR

In addition to the written comments submitted at the scoping meeting (Volume 2.A), the following resources are included in Volume 2 of the SEIR:

- 2.B. Terminology for FHWA Visual Assessment Methods
- 2.C. Historical/Archaeological Resources Survey Report
- 2.D. Mitigative Recordation of Historical Resource
- 2.E. Air Quality Assessment
- 2.F. Metro Gold Line Foothill Extension Construction Authority Tree Removal Statement of Policy and Replacement Guidelines
- 2.G. Traffic



