Foothill Gold Line

Metro Gold Line Foothill Extension Construction Authority

406 East Huntington Drive, Suite 202
Monrovia, CA 91016-3640

p 626.471.9050 f 626.471.9049
www.foothillgoldline.org

Agenda Item: 6.a.

TO: Chair and Members of the Joint Powers Authority Board

FROM: Habib F. Balian, Chief Executive Officer

DATE: October 12, 2017

SUBJECT: Approval of Minutes of Gold Line Phase II Joint Powers Authority Board Meeting held September 14, 2017

RECOMMENDATION:

That the JPA Board of Directors approve the Minutes of Gold Line Phase II Joint Powers Authority Board Meeting held September 14, 2017.

Executive Officer:

Habib F. Balian
Chief Executive Officer

DRAFT UNTIL APPROVED BY JPA Board of Directors

Gold Line Phase II Joint Powers Authority Board of Directors

Foothill Gold Line Office
406 E. Huntington Drive, Suite 202
Maria Dalton Community Room
Monrovia, California 91016

BOARD MEETING MINUTES
September14, 2017
11:30 A.M.

1. Call to Order

Vice Chair Carder called the meeting to order as Chair at approximately 11:36 a.m.

2. Roll Call:

Quorum (8)		JPA Members
Present	Absent	ARCADIA
X (11:42)		**Roger Chandler**
		Sho Tay - Alternate
Present	Absent	AZUSA
	X	**Uriel Macias**
		Angel Carrillo – Alternate
Present	Absent	CLAREMONT
	X	**Sam Pedroza (Chair)**
		Larry Schroeder – Alternate
Present	Absent	DUARTE
X		**Liz Reilly**
		Tzeitel Paras-Caracci – Alternate
Present	Absent	GLENDORA
X		**Mendell Thompson**
		Gary Boyer – Alternate
Present	Absent	IRWINDALE
X		**H. Manuel Ortiz**
		Mark A. Breceda – Alternate
Present	Absent	LA VERNE
X		**Robin Carder (Vice Chair)**
		Charles Rosales – Alternate
Present	Absent	MONROVIA
		Larry Spicer
X		Gloria Crudgington – Alternate
Present	Absent	MONTCLAIR
X		**Bill Ruh**
Present	Absent	ONTARIO
X		**Paul Leon**
		Debra Dorst-Porada – Alternate

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Present	Absent	PASADENA
	X	**Gene Masuda**
Present	**Absent**	**POMONA**
X (11:39)		**Tim Sandoval**
		Robert Torres– Alternate
Present	**Absent**	**SAN DIMAS**
X		**Denis Bertone**
		John Ebiner – Alternate
Present	**Absent**	**SBCTA**
	X	**Paul Eaton**
		Curt Hagman – Alternate
		Doug Boyd (Representative) - *does not count towards quorum*
		Jeff Sorenson (Representative) - *does not count towards quorum*
Present	**Absent**	**SOUTH PASADENA**
		Robert S. Joe
X (11:42)		Michael Cacciotti – Alternate
11	4	

Staff:
Habib F. Balian, Construction Authority CEO
Chris Lowe, Construction Authority Clerk of the Board

3. Pledge of Allegiance

Bill Ruh led the Pledge of Allegiance.

4. Public Comments on Items On/Off Agenda

Chair Carder invited Public Comments for items on or off the Agenda; hearing and seeing none, the Public Comment portion was closed.

5. CEO's Monthly Report

Mr. Balian reviewed the Critical Path Schedule for the Foothill Gold Line from Glendora to Montclair. Mr. Balian indicated the following items: submitted Group 1 CPUC application in July 2017; issued Request for Bids for DB1 Utility contract in July 2017; award contract for DB1 in September 2017; Issue RFQ for DB2 in November 2017; complete SCRAA Master Cooperative Agreement in December 2017; USACE permits by December 2017; Industry Review of DB2 Alignment contract in February 2018; BNSF Agreement in April 2018; Grade-Crossing Working Group in June 2018; Gap funding for LA County segment by June 2018; award contract for DB2 in October 2018; and SBCTA Funding and Construction Agreement for the Montclair extension by January 2021.

Mr. Balian also indicated that the Foothill Groundbreaking will be on December 2, 2017 In Glendora and is hopeful that everyone can make it.

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Mr. Balian indicated that staff has received a letter from SCRRA raising concerns about the projects design and other issues. Mr. Balian indicated that staff would be responding to the letter from SCRAA.

Item received and filed.

6. Consent Calendar:

a. Approval of JPA Board Meeting Minutes held June 8, 2017

b. Receive and File September 27, 2017 DRAFT Board Agenda for the Metro Gold Line Foothill Extension Construction Authority

Chair Carder requested a motion to approve the Consent Calendar. Board Member Reilly indicated a correction on the minutes and made a motion to approve the Consent Calendar which was seconded by Board Member Bertone and approved unanimously.

7. General Board Items:

a. Receive and File Project Update: Glendora to Montclair Grade Crossings

Mr. Balian introduced Chris Burner, Chief Project Officer, to provide the report. Mr. Burner indicated that the California Public Utilities Commission (CPUC) is the government agency tasked with ensuring that railroad crossings are designed, constructed, and properly maintained to ensure public safety. Mr. Burner indicated that the Rail Crossings Engineering Section (RCES) engineers investigate and evaluate requests to construct new or modify existing rail crossings and as such the Authority must submit application packages to the appropriate RCES representative. Mr. Burner indicated that these

packages combined must include every crossing along the Foothill Extension alignment (per phase/segment) for approval prior to construction.

Mr. Burner indicated that there is a total of 51 crossings in the Glendora to Montclair project. Mr. Burner indicated that the Authority is adhering to the following process for submission of the grade crossing applications:

- Hold consultation meetings with CPUC staff to discuss concept designs (completed)
- Conduct regularly-scheduled crossing working group meetings with CPUC, SCRRA, and Metro to develop the Advanced Conceptual Engineering (ACE) for the grade crossings (in progress)
- Conduct meetings with corridor cities and CPUC to discuss grade crossing ACE and identify/address city concerns (in progress)
- Perform field diagnostic at each grade crossing with all stakeholders, including CPUC, Metro, SCRRA, corridor city, and BNSF (majority completed, four crossings remain)
- Submit applications (in progress (19 of 52 submitted), expected to be completed by March 2018)
    - Full application or
    - General Order 88 application (modification of existing crossing but restricted to the addition of one track)

Mr. Burner indicated that the approval of a General Order (GO) 88 application is expected to take approximately two months from submission. Mr. Burner indicated that the approval of a full application is expected to take approximately six months. Mr. Burner indicated that the GO 88 application is a staff administrative action while the full application is approved by the CPUC's Commission. Mr. Burner indicated that the full application has a 30-day protest period and if protested, then an approximately 12-month process is required to resolve the protest. Mr. Burner indicated that the process to resolve the protest includes a prehearing conference, hearings, briefs, a proposed decision and a final decision. Mr. Burner indicated that if protested, it is possible for an application to be retracted, revised, and resubmitted in an effort to address the protesting party's concern. Mr. Burner indicated that prior to submission of each application to the CPUC, the Authority carefully coordinates with stakeholders for application concurrence to avoid potential protest.

Mr. Burner reviewed the type of Grade Crossings – (1) at-grade crossing: tracks intersect with streets/roads; (2) grade separated crossing: tracks do not intersect with streets/roads and (3) pedestrian crossings: points at which pedestrians cross tracks. Mr. Burner indicated that all types of grade crossings are governed by the California Public Utility Commission (CPUC).

Mr. Burner reviewed the type of grade crossing on the Glendora to Montclair segment of the project:

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- Glendora to Montclair segment contains 51 total crossings
  - 19 crossing submitted to CPUC for approval
  - Remaining 32 will be submitted by March 2018

Mr. Burner indicated that three (3) at-grade crossings currently under review for grade separation:

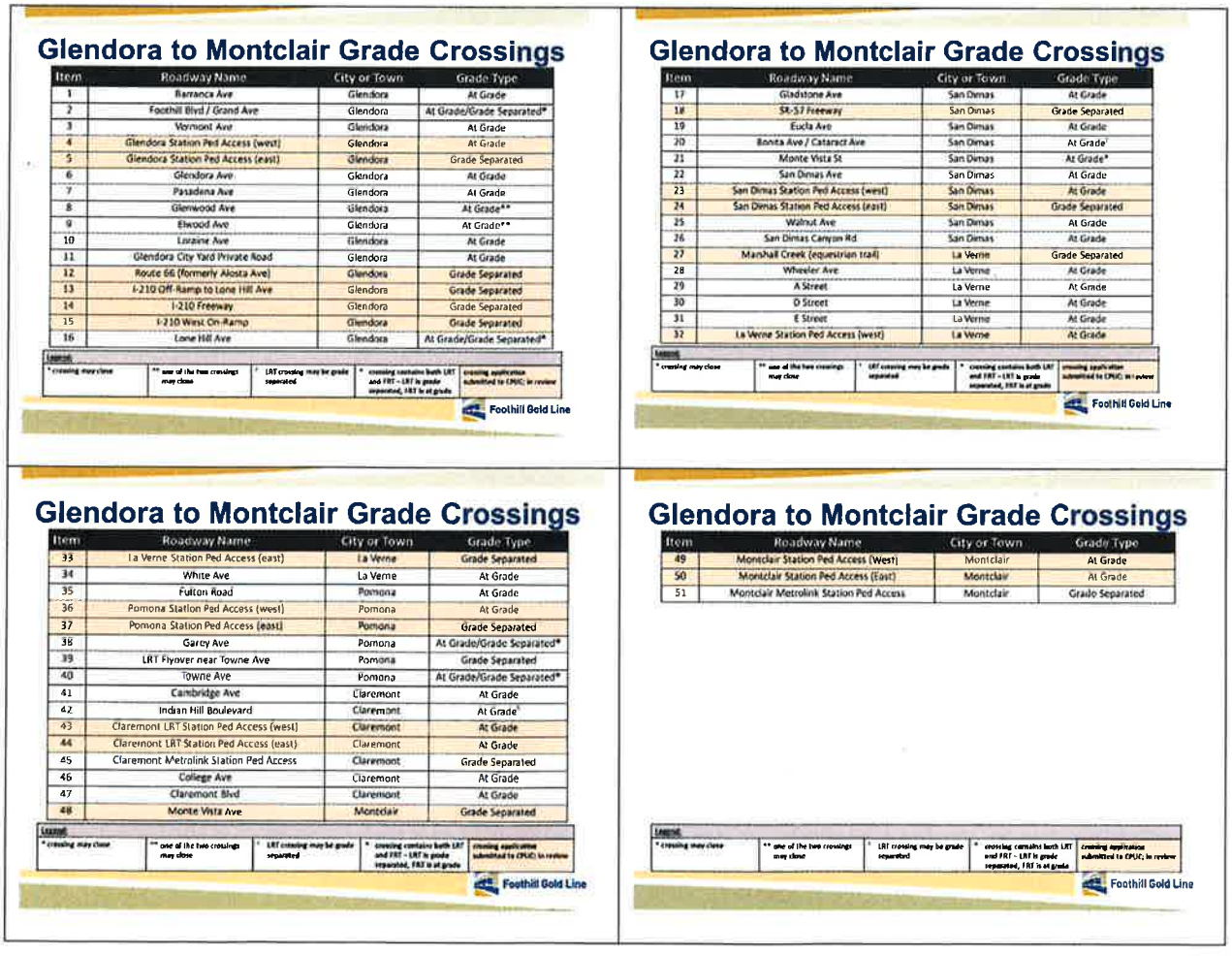
- Bonita Ave / Cataract Ave
- White Avenue
- Indian Hill Blvd

Mr. Burner indicated that one (1) at-grade crossing currently under review for closure:

- Either Elwood Ave or Glenwood Ave

Mr. Burner indicated that staff is working with the City of Glendora on the possible closures under consideration.

Mr. Burner presented four slides indicated the locations and types of grade crossing on the Glendora to Montclair segment of the Project.



Glendora to Montclair Grade Crossings

Item	Roadway Name	City or Town	Grade Type
1	Barranca Ave	Glendora	At Grade
2	Foothill Blvd / Grand Ave	Glendora	At Grade/Grade Separated*
3	Vermont Ave	Glendora	At Grade
4	Glendora Station Ped Access (west)	Glendora	At Grade
5	Glendora Station Ped Access (east)	Glendora	Grade Separated
6	Glendora Ave	Glendora	At Grade
7	Pasadena Ave	Glendora	At Grade
8	Glenwood Ave	Glendora	At Grade**
9	Elwood Ave	Glendora	At Grade**
10	Lorraine Ave	Glendora	At Grade
11	Glendora City Yard Private Road	Glendora	At Grade
12	Route 66 (formerly Alosta Ave)	Glendora	Grade Separated
13	I-210 Off-Ramp to Lone Hill Ave	Glendora	Grade Separated
14	I-210 Freeway	Glendora	Grade Separated
15	I-210 West On-Ramp	Glendora	Grade Separated
16	Lone Hill Ave	Glendora	At Grade/Grade Separated*

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Glendora to Montclair Grade Crossings

Item	Roadway Name	City or Town	Grade Type
17	Gladstone Ave	San Dimas	At Grade
18	SR-57 Freeway	San Dimas	Grade Separated
19	Eucla Ave	San Dimas	At Grade
20	Bonita Ave / Cataract Ave	San Dimas	At Grade
21	Monte Vista St	San Dimas	At Grade*
22	San Dimas Ave	San Dimas	At Grade
23	San Dimas Station Ped Access (west)	San Dimas	At Grade
24	San Dimas Station Ped Access (east)	San Dimas	Grade Separated
25	Walnut Ave	San Dimas	At Grade
26	San Dimas Canyon Rd	San Dimas	At Grade
27	Marshall Creek (equestrian trail)	La Verne	Grade Separated
28	Wheeler Ave	La Verne	At Grade
29	A Street	La Verne	At Grade
30	D Street	La Verne	At Grade
31	E Street	La Verne	At Grade
32	La Verne Station Ped Access (west)	La Verne	At Grade

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Glendora to Montclair Grade Crossings

Item	Roadway Name	City or Town	Grade Type
33	La Verne Station Ped Access (east)	La Verne	Grade Separated
34	White Ave	La Verne	At Grade
35	Fulton Road	Pomona	At Grade
36	Pomona Station Ped Access (west)	Pomona	At Grade
37	Pomona Station Ped Access (east)	Pomona	Grade Separated
38	Garey Ave	Pomona	At Grade/Grade Separated*
39	LRT Flyover near Towne Ave	Pomona	Grade Separated
40	Towne Ave	Pomona	At Grade/Grade Separated*
41	Cambridge Ave	Claremont	At Grade
42	Indian Hill Boulevard	Claremont	At Grade
43	Claremont LRT Station Ped Access (west)	Claremont	At Grade
44	Claremont LRT Station Ped Access (east)	Claremont	At Grade
45	Claremont Metrolink Station Ped Access	Claremont	Grade Separated
46	College Ave	Claremont	At Grade
47	Claremont Blvd	Claremont	At Grade
48	Monte Vista Ave	Montclair	Grade Separated

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Glendora to Montclair Grade Crossings

Item	Roadway Name	City or Town	Grade Type
49	Montclair Station Ped Access (West)	Montclair	At Grade
50	Montclair Station Ped Access (East)	Montclair	At Grade
51	Montclair Metrolink Station Ped Access	Montclair	Grade Separated

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Mr. Burner indicated that to date, 19 applications in total have been submitted to the CPUC, all of which are full applications. Mr. Burner indicated that the first package included 12 LRT station crossings, and the second package included seven grade separated crossings. Mr. Burner indicated that these 19 applications are currently under review by CPUC.

Board Member Bertone thanked staff for a recent Saturday visit to meet with the Council to discuss the grade crossing in San Dimas.

Chair Carder inquired as to who pays for grade crossings. Mr. Burner indicated that if it is "required" than it is included in the project budget and if it is not required by the project, then it is responsible by the city.

Item received and filed.

b. Phase 2B Project Update

Mr. Burner indicated that projects of the size and scope of the Glendora to Montclair Foothill Extension require many elements to be in place prior to releasing a Request for Proposals (RFP) to potential design-build contractors. Mr. Burner indicated that the step that marks the beginning of the primary stage of this process is environmentally clearing the Project through an Environmental Impact Report, which was completed in 2013. Mr. Burner indicate that since that time, Construction Authority staff has held regular coordination meetings with project stakeholders such as the corridor cities, Metro, BNSF, SCRRA, fire/life safety committee, and Caltrans, and has held community open house meetings to update the public on the project's design. Mr. Burner indicated that staff has also executed numerous agreements with third parties, including the corridor cities, Los Angeles County, Caltrans, Metro, and numerous utilities. Mr. Burner indicated that the project's Advanced Conceptual Engineering has been completed along with numerous other technical reports. Mr. Burner indicated that staff continues to work on completing the remaining technical documents, and has begun preparing the Alignment's design-build contract procurement documents. Mr. Burner indicated that meanwhile, the procurement of a contractor to perform certain utility work along the alignment is already underway.

Mr. Burner highlighted key milestones of the Alignment design-build contract procurement: November 2017 - Issue Request for Qualifications (RFQ); January 2018 - Statements of Qualifications (SOQ) due; February 2018 - Board determines RFQ shortlist; February 2018 - Issue Industry Review Draft Request for Proposals (RFP); April 2018 - Industry Review comments due; May 2018 - Issue RFP; September 2018 - Proposals due and October 2018 - Anticipated Contract Award. Mr. Burner indicated that the Authority reserves the right to request revised bids in which case award would be anticipated to occur in December.

Item received and filed.

c. Phase 2B Parking Update

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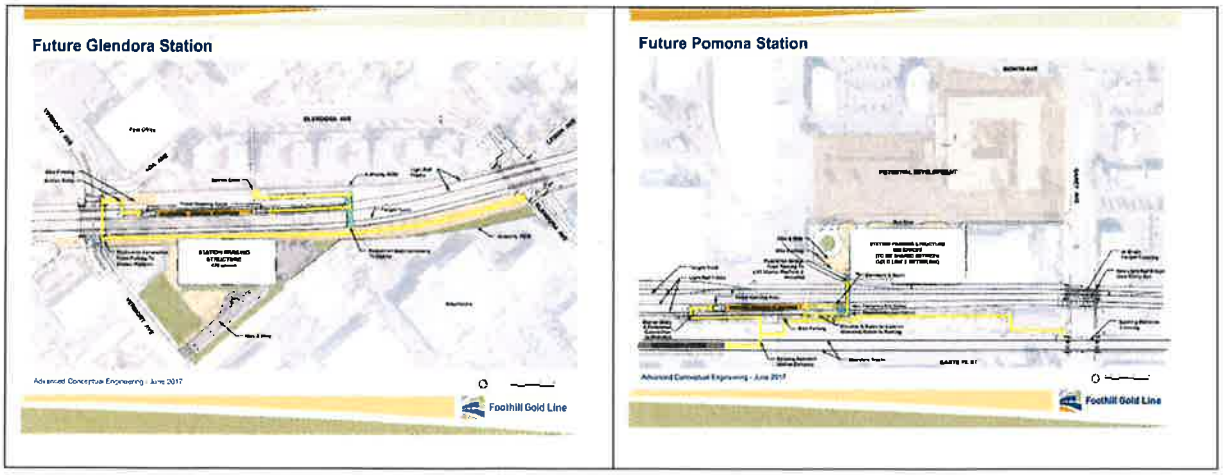
Mr. Burner provided the update.

Mr. Burner indicated that the Authority has developed site plans for each station along the Glendora to Montclair alignment in coordination with each corridor city. Mr. Burner indicate that the site plans depict the following elements: (1) Station area; (2) Parking facility layout and (3) Multimodal connections to the station and parking facilities (including bike, bus, pedestrian, and vehicular traffic).

Mr. Burner indicated that many factors taken into account when designing the site plans. Mr. Burner indicated that the Primary concerns were integrating sites with surrounding communities and providing good multimodal connectivity to ensure the appropriate first mile/last mile interface. Mr. Burner indicated that staff has worked closely with the corridor cities in the development of these site plans.

Mr. Burner indicated that the number of parking spaces in each of the facilities depicted on the site plans were established using Metro's travel demand forecast model in 2014. Mr. Burner further indicated that since that time, Metro has developed a parking demand model that considers factors that the 2014 travel demand forecast model did not, such as paid parking. Mr. Burner indicated that Metro is also evaluating a policy change from free parking to paid parking and have implemented paid parking at three stations on the Pasadena to Azusa segment of the Gold Line.

Mr. Burner highlighted each station and parking facility along the alignment.



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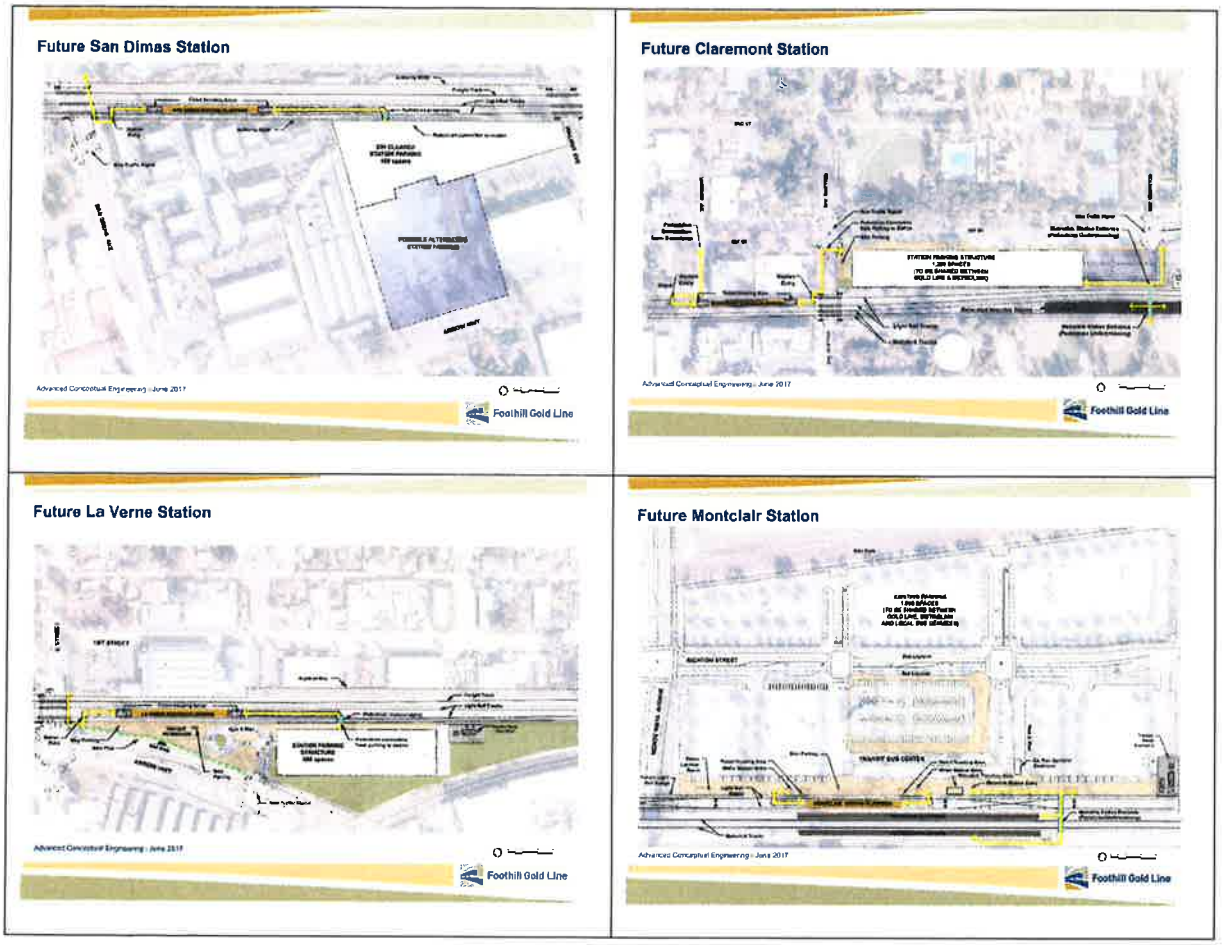

Mr. Burner indicated that given the new parking specific model, it is likely that paid parking will be at all Metro stations in the future. Mr. Burner indicated that some other factors being consider are location type and location of each station, transfer or terminus station; and urban or suburban station. Mr. Burner indicated that Metro is currently in the process of evaluating the parking facilities from Glendora to Claremont to verify the planned number of parking spaces needed. Mr. Burner indicated that the report is expected to be completed in November for distribution to the corridor cities. Mr. Burner indicated that Metro is also preparing a parking management program to address any "spillover". Mr. Burner indicated that Metro has indicated a willingness to work with cities on parking enforcement.

Board Member Bertone inquired if Metro is the sole decider in charging for parking. Mr. Burner indicated that they are the sole decider. Board Member Chandler indicated that he is a member of the Metro Service Council and Metro will be charging for parking at all of it facilities and people are not happy about it. Board Member Chandler indicated that cities should be mindful of the congestion around the stations.

Board Member Thompson indicated that the City of Glendora is very concerned about any possible changes that Metro may make to the stations and parking capacity.

Chair Carder inquired if it would be useful for cities to send letter to Metro to express concerns about possible parking allocations and charging for parking. Mr. Burner indicated that the Phase 2B city managers have requested a meeting with Metro to discuss these items – possibly September 25.

Board Member Ortiz inquired who is responsible to monitor the parking structures. Board Member Chandler indicated that the LA County Sheriff is supposed to monitor them.

Mr. Balian indicated that staff has been monitoring what happened to demand on Phase 2A when it opened as well as what happened to parking once riders had to pay for it. Mr. Balian indicated that when Phase 2A opened, the Sierra Madre Villa parking structure which was overflowing at 7:00 am is not nearly at capacity. Mr. Balian indicated that as Phase 2A opening, parking was distributed to stations in Phase 2A. Mr. Balian indicated that with Metro started to charge for parking in June 2017, staff noticed that parking at the stations had greatly diminished, however ridership continue to increase. Mr. Balian indicated staff, Metro and the cities are very interested in where the cars are going and how people are getting to the stations.

Mr. Balian indicated that the Foothill Extension is the only segment of the entire county-wide system that builds parking and that all parking facilities that Metro operates have charged parking and that is what we see with a few parking facilities in Phase 2A.

Board Member Cacciotti indicated that South Pasadena owns it parking facility adjacent to the station and due to the increased usage and maintenance, the city decided to start charging for parking. Board Member Cacciotti indicated that the city conducted a parking study an implemented 2-hour parking on streets surrounding the parking facility. Board Member Cacciotti indicated that if people want free parking, they must park several blocks away and walk to the station.

Mr. Balian indicated that Metro is looking to assist cities in parking enforcement with a permit program.

Board Member Chandler indicated that the "millennials" want to live close to station and take public transportation or take "Uber". Board Member Sandoval indicated that he works with kids who are going off to college and that most kids do not want to own a vehicle for various reasons and prefer alternate modes of transportation.

Chair Carder indicated that with the University of La Verne being adjacent to the proposed station, city staff continues to address how to manage parking at the station and the surrounding area.

Board Member Crudgington indicated that one the positive side, the City of Monrovia has developers lining-up around the block to develop around the Gold Line station – recently at a joint meeting of the Planning Commission and the City Council, the City Manager estimate that the developers in the room amounted to about 2 trillion dollars in potential private interest.

Board Member Sandoval indicated that the City of Pomona has seen a huge increase in potential development in and about the station.

Item received and filed.

d. CAP & Trade Update (oral report)

Mr. Balian provided the report. Mr. Balian indicated that staff is going through a process with Metro to seek CAP & Trade dollars. Mr. Balian indicated that Metro has made the Foothill Gold Line its first priority when seeking CAP and Trade dollars. Mr. Balian indicated that staff is working with Metro in refining the request as well as firming-up the project budget so as to address all the needs in seeking CAP and Trade funding.

Item received and filed.

e. Receive and File: Monthly Update

Mr. Burner provided the report. Mr. Burner indicated that with regard to Glendora to Montclair, progress to date items include: continued to attend coordination meetings with corridor City staff; draft Phase 2 Environmental Site Assessment (ESA) under review; Aerially Deposited Lead (ADL) Investigation report submitted to Caltrans for approval; Preliminary Hazard Analysis (PHA) under review by stakeholders; Threat & Vulnerability Assessment (TVA) under review by stakeholders; continued geotechnical work (completed testing for phase 2 of 3-phase process, awaiting final reports); completed pothole work; submitted package 1 and 2 grade crossing applications to CPUC; submitted final verification ACE package to Metro, SCRRA, SANBAG, and corridor cities for review; continued design of parking facilities and stations; drafted agreement with Golden State Water; executed Funding Agreement and MCA with Metro; held various community meetings and released Request for Bids and subsequent Addenda #1 and #2 for the Utility Relocation Project.

Mr. Burner indicated that upcoming activities over the next six to twelve months on the Glendora to Montclair segment include: complete Phase 2 Environmental Site Assessment; receive approval from Caltrans on ADL report; complete geotechnical work (phase 3); receive approval of the Type Selection for SR-57 and I-210 from Caltrans; release Alignment industry review package to Metro, SCRRA, SBCTA, corridor cities and potential design-builders; complete updated noise and vibration analysis; receive approval of CPUC applications; execute MCAs with remaining third parties; and obtain USACE permits.

Item received and filed.

8. Board Member Comments

Board Member Leon indicated that the City of Ontario remains committed to making the Foothill Gold Line the preferred mode of transportation to the Ontario Airport.

Board Member Cacciotti indicated that the City of South Pasadena is working with Metro to address security and safety concerns on the Gold Line.

9. Adjournment

Chair Carder adjourned the meeting at approximately 12:42 p.m.

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Agenda Item: 6.b.

TO: Chair and Members of the Joint Powers Authority Board

FROM: Habib F. Balian, Chief Executive Officer

DATE: October 12, 2017

SUBJECT: Receive and File October 25, 2017 DRAFT Board Agenda for the Metro Gold Line Foothill Extension Construction Authority

RECOMMENDATION:

That the Joint Powers Authority Board receive and file October 25, 2017 DRAFT Board Agenda for the Metro Gold Line Foothill Extension Construction Authority.

Executive Officer:

Habib F. Balian
Chief Executive Officer

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Metro Gold Line Foothill Extension Construction Authority

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Board Members:

Doug Tessitor
Chair
Appointee,
City of Pasadena

Sam Pedroza
Vice Chair
Council Member,
City of Claremont
Appointee, SGVCOG

Marisol Rodriguez
Member
Alternate Appointee,
City of Los Angeles

Paul S. Leon
Member
Mayor,
City of Ontario
Appointee, City of
South Pasadena

John Fasana
Member
Mayor Pro Tem,
City of Duarte
Appointee, LACMTA

Gene Masuda
Member, Non-Voting
Council Member,
City of Pasadena
Appointee, City of
Pasadena

Carrie Bowen
Member, Non- Voting
District 7 Director,
Caltrans
Gubernatorial
Appointee

Daniel M. Evans
Member, Non-Voting
Appointee, City of
South Pasadena

Alan D. Wapner
Member, Non- Voting
Council Member,
City of Ontario
Appointee, SBCTA

Executive Officer:

Habib F. Balian
Chief Executive Officer

Metro Gold Line Foothill Extension Construction Authority Board

406 E. Huntington Drive, Suite 202
Monrovia, California 91016

BOARD MEETING

Maria Dalton Community Room
(enter through 404 E. Huntington Drive)

AGENDA

October 25, 2017
7:00 PM

NOTICE IS HEREBY GIVEN that the Metro Gold Line Foothill Extension Construction Authority Board Meeting is to be held on October 25, 2017 at 7:00 PM at the Foothill Gold Line Offices, 406 E. Huntington Drive, Suite 202, Monrovia, CA 91016. The agenda for the meeting will consist of the following:

Items:

1. **Call to Order**
2. **Roll Call**
3. **Pledge of Allegiance**
4. **Public Comments on Items On/Off Agenda**
5. **CEO's Monthly Report**
6. **Consent Calendar Items:** — **Committee(s) Review**
   a. Approval of Minutes of Metro Gold Line Foothill Extension Construction Authority Board Meeting held September 27, 2017
7. **General Board Items:** — **Committee(s) Review**
   a. Receive and File Project Update

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the Construction Authority to all or a majority of the Construction Authority Board less than 72 hours prior to that meeting are available for public inspection at 406 E. Huntington Drive, Suite 202, Monrovia, CA during normal business hours.

7. General Board Items: *(cont.)*

Committee(s) Review

Construction

b. Consideration of CEO to Issue Request for Qualifications (RFQ) C2002 for Glendora to Montclair Alignment Project

c. Receive and File: Monthly Update

8. General Counsel's Report

9. Board Member Comments

10. Adjournment

Next Meeting: December 13, 2017 @ 7:00 PM
Foothill Gold Line
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Agenda Item: 7.a.

TO: Chair and Members of the Joint Powers Authority Board

FROM: Habib F. Balian, Chief Executive Officer

DATE: October 12, 2017

SUBJECT: Receive and File: Project Update: Fourth Addendum to the Certified Azusa to Montclair Final EIR

RECOMMENDATION:

That the JPA Board of Directors Receive and File: Project Update: Fourth Addendum to the Certified Azusa to Montclair Final EIR.

SUMMARY:

The Azusa to Montclair segment of the Metro Gold Line Foothill Extension was environmentally cleared, and a final alignment selected, by the Metro Gold Line Foothill Extension Construction Authority (Construction Authority) Board of Directors in March 2013, followed by a subsequent First Addendum in May 2014 approving various project refinements associated with grade separation of Garey Avenue in Pomona. Subsequently, a Second Addendum to address project refinements associated with the potential construction of the Project in two phases and minor technical changes to the engineering was adopted by the Authority Board in December 2014. In March 2016, the Board adopted a Third Addendum which addressed minor design changes to the project, and in September 2017 a Fourth Addendum was adopted, which included several project refinements.

The Fourth Addendum to the EIR contains the project refinements listed below, which will be incorporated into the project design. The purpose of the Fourth Addendum was to evaluate any impacts of these refinements in comparison to the FEIR. The fundamental conclusion of this Fourth Addendum was that the revised Project will not result in any new significant impacts beyond those already identified in the certified FEIR; will not result in substantially more severe impacts than were disclosed in the FEIR; and that mitigation measures reported in the FEIR and adopted by the Metro Gold Line Foothill Extension Construction Authority in approving the Project will not be substantially changed.

1. Modifies the Glendora parking structure footprint to include properties to the southeast of the Glendora light rail transit (LRT) station. The total number of available parking spaces would remain the same at 420.

Executive Officer:

Habib F. Balian
Chief Executive Officer

2. Modifies the pedestrian connection between the Glendora parking structure and Glendora LRT station from a pedestrian bridge to a pedestrian underpass connecting the northeast corner of the parking structure with the southeast end of the platform.

3. If required by the California Public Utilities Commission (CPUC), terminates either Glenwood or Elwood Avenue at both the north and south sides of the existing track to remove the at-grade crossing in either location.

4. Relocates access to City of Glendora maintenance yard from East Route 66 via a road running southwest to northeast to the west side of Big Dalton wash.

5. Either rotates the traction power supply substation (TPSS) #2 facility currently located on the south side of the Authority right-of-way 90 degrees from an east-west orientation to a north-south orientation, or relocates it to a location adjacent to the new Glendora Yard access road.

6. Modifies the San Dimas parking structure footprint to include additional properties to the south of the footprint cleared in the 2013 FEIR and to allow access from East Arrow Highway. This modification includes a new pedestrian underpass for station access and the reconfiguration of the San Dimas City Maintenance Yard.

7. Modifies the flyover at Towne Avenue. This modification separates the flyover from the Towne Avenue grade separation, including an LRT alignment shift to the south. The flyover is a stand-alone structure west of Towne Avenue and a separate LRT grade separation bridge over Towne Avenue.

8. Modifies the parking structure at the Claremont LRT Station to increase the height of 23 feet, as currently described in the 2013 FEIR, to a maximum height of 39 feet. The final height of the building may be less than 39 feet depending on the design and based on the final parking space requirement.

9. Modifies the layout of the surface parking lot at Montclair LRT station to make up for parking spaces lost due to the addition of the LRT platform and tracks. In order to maintain the 1,600 available spaces in the 2013 FEIR, an unused area will be converted into a new parking lot. In addition, the bus loop will be reconfigured to the north to accommodate the LRT tracks and platform. The total number of available parking spaces will remain at approximately 1,600.

Creates a grade-separation at the intersection of Bonita Avenue and Cataract Avenue in San Dimas. This modification involves building a bridge structure over

the intersection of Bonita Avenue and Cataract Avenue to allow grade separation of the LRT tracks from the roadway.

BUDGET IMPLICATIONS:

These refinements are within the estimated project cost.

Addendum No. 4

to

Final Environmental Impact Report For Metro Gold Line Foothill Extension Azusa to Montclair (SCH 2010121069)

Evaluating Parking Structure Changes, Modifications of At-Grade and Grade Separated Crossings, Relocation of TPSS Facilities and Minor Alignment Shifts for the Project Glendora to Montclair

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Metro Gold Line Foothill Extension Construction Authority

September 2017

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Chapter 1 – Introduction

The Metro Gold Line light rail transit (LRT) system currently extends from Los Angeles to Pasadena, serving cities and communities along the alignment corridor. The Metro Gold Line Foothill Extension is a phased project that extends the existing Metro Gold Line by 24 miles to the east, from the city of Pasadena to the city of Montclair. Construction of the first phase (Pasadena Sierra Madre Villa Station to Azusa-Citrus Station) was completed in September 2015. The Metro Gold Line Foothill Extension — Glendora to Montclair Project (Approved Project) is the second phase. This phase will extend the Metro Gold Line 12.3 miles and add stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair.

1.1 Role of the Addendum

The Metro Gold Line Foothill Extension Construction Authority (Authority) certified a Final Environmental Impact Report (2013 FEIR) for the Approved Project in March 2013 in accordance with the requirements of the California Environmental Quality Act (CEQA). The 2013 FEIR is available for review on the Authority's website at http://foothillgoldline.org.

Following certification of the 2013 FEIR, the Authority identified refinements to the Approved Project that required environmental review pursuant to CEQA. These refinements were addressed by three prior addenda to the 2013 FEIR as described below:

- Addendum No. 1 to the 2013 FEIR, addressing project refinements associated with grade separation of Garey Avenue in Pomona, was adopted by the Authority Board in May 2014.
- Addendum No. 2 to the 2013 FEIR, addressing project refinements associated with construction of the Project in two phases and minor technical changes to the engineering design, was adopted by the Authority Board in December 2014.
- Addendum No. 3 to the 2013 FEIR, addressing minor design changes to the Project, was adopted by the Authority Board in March 2016.

The Authority is an independent transportation planning, design, and construction agency created in 1998 by the California State Legislature, Senate Bill (SB) 1847 (later updated in 2011-AB706 and 2012-AB 1600). The agency was created to immediately resume design, contracting, and construction of the Los Angeles to Pasadena Metro Gold Line (formerly the Pasadena Blue Line), which had been suspended by the Los Angeles County Metropolitan Transportation Authority (Metro) earlier that same year. The same legislation that created the Authority also dictated its role to plan, design, and construct any "fixed mass transit guide way eastward to Montclair." The Authority is therefore responsible for managing the design and construction of the project. Metro will have certain oversight regarding the design and construction in conjunction with the Authority and will operate the Gold Line.

The Authority proposes to approve minor technical changes to the engineering design of the Project. These changes include modifications that include increasing the height and/or footprint of some parking structures, closing an at-grade crossing and restructuring a grade separation, relocating traction power supply substation (TPSS) facilities, and creating new access to city

facilities as well as minor alignment shifts throughout the extension. Pursuant to CEQA (Public Resources Code [PRC] Section 21166) and CEQA Guidelines Section 15164, this Addendum documents the proposed changes to the Project.

This Addendum No. 4 evaluates whether implementation of the proposed changes to the Project would result in new significant impacts or an increase in the severity of previously identified significant environmental effects, or would otherwise require the preparation of a supplemental or subsequent Environmental Impact Report (EIR). PRC Section 21166 states that once an EIR has been prepared for a project, no subsequent or supplemental EIR is to be prepared unless one of the following circumstances occurs:

a) Substantial changes are proposed in the project that will require major revisions to the environmental impact report.

b) Substantial changes have occurred with respect to the circumstances under which the project is being undertaken, which will require major revisions to the environmental impact report.

c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, has become available.

CEQA Guidelines Sections 15162 and 15163 further clarify the requirements for evaluating proposed changes to a project. Generally, the guidelines state that, once an EIR has been certified, no further EIRs will be prepared unless there are substantial changes in the project, substantial changes in circumstances, or new information of substantial importance, all of which indicate either a new, significant adverse environmental impact or a substantially more severe adverse environmental impact than previously identified would occur.

CEQA Guidelines Section 15164 also indicates that an addendum need not be circulated for public review, but "can be included in, or attached to the final EIR" and that "the decision making body shall consider the addendum with the final EIR prior to making a decision on the project." This Addendum No.4 is an informational document presenting an evaluation of potential environmental impacts of the proposed project changes to be used by decision makers. The Authority, as the Lead Agency under CEQA, will consider the information provided in this Addendum No. 4 prior to making a decision whether or not to approve the proposed modifications to the Project as approved in the 2013 FEIR and three prior addenda.

1.2 Organization of the Addendum

The information in this Addendum is organized as follows:

Chapter 1: Introduction, which identifies the role and organization of the Addendum

Chapter 2: Proposed Project Modifications, which describes the Project design refinements

Chapter 3: Environmental Evaluation, which presents the evaluation of potential environmental impacts of the proposed design refinements

Chapter 4: List of Preparers, which identifies the lead personnel involved in preparing the Addendum

Chapter 5: References cited in the Addendum

Appendices

Appendix A: Phase 1 ESA

Appendix B: Plan and Profiles

Appendix C: Noise and Vibration Studies

Chapter 2 – Project Modifications

2.1 Summary of Approved Project

The Approved Project is a 12.3-mile extension of the Metro Gold Line LRT alignment to the east, with service from the Azusa-Citrus Station, located in Los Angeles County, to the Montclair Transcenter, located in San Bernardino County (Figure 1). It is a dual track system with overhead catenary lines for power. The project includes six stations: Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair as depicted on Figure 2. Each station includes parking facilities (surface or structures) for riders arriving by car. The LRT track would be generally at-grade and would be generally within the existing Authority right-of-way in a corridor that is shared with Burlington Northern Santa Fe (BNSF) Railway and, in part, Metrolink trains. East of the city of Pomona, the LRT tracks would be placed immediately adjacent to tracks currently used by BNSF Railway freight trains and Metrolink commuter trains.

Figure 1: Project Location

There are 29 existing at-grade road crossings in the 12.3-mile extension. New grade separations are proposed at six locations, including two new flyover structures, one at Lone Hill Avenue in Glendora and one west of Towne Avenue in Pomona, and four new bridges, one at Route 66 in Glendora (new LRT bridge and BNSF freight replacement bridge), one at Monte Vista Avenue in Montclair (new LRT bridge at an existing grade separated crossing), one LRT bridge over Towne Avenue in Pomona, and one LRT bridge over Garey Avenue, also in Pomona.

In addition, the Authority proposes to construct two additional grade separations beyond those analyzed in the 2013 FEIR as revised by prior addenda (Foothill Boulevard and Grand Avenue

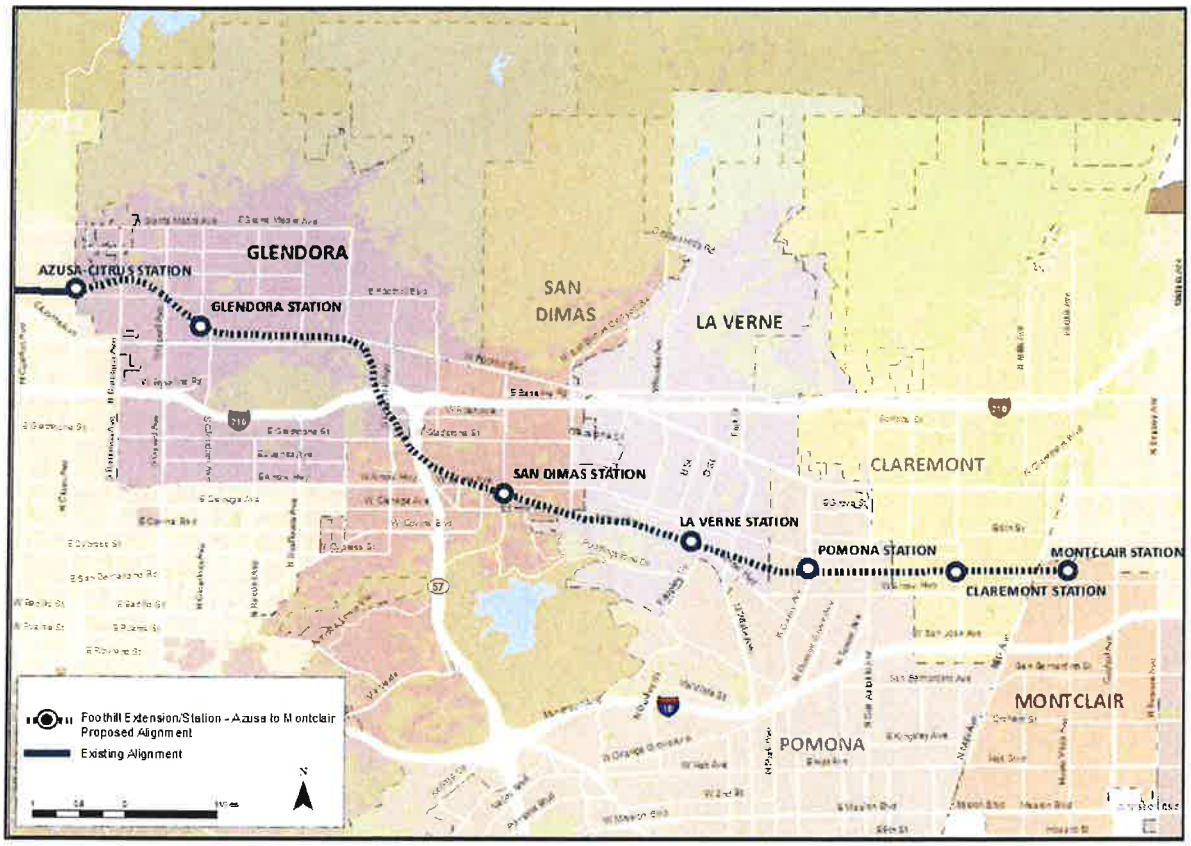
in Glendora and South Indian Hill Boulevard in Claremont). These modifications would be implemented if funding is secured and if the two grade separations are requested by the municipalities in which they are located. If funding is not obtained for the two potential grade separations, or if the municipalities do not request the modifications, the crossings will be constructed at grade as described in the Approved Project.

Station parking would be provided at six parking facilities, five of which would be new parking structures:

- Glendora Station — new parking structure: 420 spaces
- San Dimas Station — new parking structure: 450 spaces
- La Verne Station — new parking structure: 600 spaces
- Pomona Station — new parking structure: 750 new spaces + 100 replacement spaces
- Claremont Station — new parking structure: 1,260 spaces
- Montclair Station — existing surface lot: 1,600 spaces

Station parking facilities in Glendora, San Dimas, La Verne, and Pomona would require land acquisitions as described in the 2013 FEIR.

Figure 2: Project Map



2.2 Proposed Project Modifications

The Authority has identified design modifications that are necessary for specific elements of the Approved Project (Project Modifications), including shifts in the LRT track geometry, modifications to parking structures, modifications to grade crossings, relocation of traction power supply substations and modifications to adjacent land-uses and features such as track crossover locations. The minor changes from the Approved Project include the following:

- Modification 1: Modifying the Glendora parking structure footprint to include properties to the southeast of the Glendora LRT station. This modification would involve acquiring a parcel adjacent to the south boundary of the parcel at 410 South Vermont Avenue that was identified as a full acquisition in Section 1.3.3.2 of the 2013 FEIR under 'Option 2.' This modification addresses the need for an additional parcel that includes 10 small businesses with access from South Vermont Avenue. The total number of available parking spaces would remain the same as in the 2013 FEIR at 420.

- Modification 2: Modifying the pedestrian connection between Glendora parking structure and Glendora LRT station from the pedestrian bridge identified in Section 1.3.3.2 of the 2013 FEIR under 'Option 2' to a pedestrian underpass connecting the northeast corner of the parking structure with the southeast end of the platform

- Modification 3: If required by the California Public Utility Commission, the termination of either Glenwood or Elwood Avenue at both the north and south sides of the existing track to remove the at-grade crossing in either location.

- Modification 4: Modifying access to City of Glendora maintenance yard. Access to the yard is currently permitted via a license agreement along the northern side of the Authority right-of-way running east from Lorraine Avenue to the southwest corner of the City Yard. The Authority is proposing to relocate access to the yard from East Route 66 via a road running southwest to northeast to the west side of Big Dalton Wash. This would require the acquisition of the parcel located at 1201-1203 East Route 66.

- Modification 5: Either rotating the TPSS facility currently located on the south side of the Authority right-of-way (approximately 250 feet east of Elwood Avenue) 90 degrees from an east-west orientation to a north-south orientation, or relocating it to a location adjacent to the new Glendora Yard access road.

- Modification 6: Modifying the San Dimas parking structure footprint to include additional properties to the south of the footprint cleared in the 2013 FEIR and to allow access from East Arrow Highway. This modification would include a new pedestrian underpass for station access and the reconfiguration of the San Dimas City Maintenance Yard. As part of this modification a new signalized intersection with a left turn lane for access/egress from the parking structure would be included opposite the existing driveway on the south side of Arrow Highway at the Arrow Highway Corporate Center. A left turn lane will be provided for the westbound to southbound driveway access/egress will also be provided. This modification would require the acquisition of three additional properties, including one property containing a structure that is eligible for the California Register of Historic Resources and the National Register of Historic Places, the William T. Michael Residence at 219 East Arrow Highway. The total number of available parking spaces would remain the same as in the 2013 FEIR at 450. Also investigated as part of this modification is an option that would include the acquisition of one additional property, on the northwest corner of the intersection of East Arrow Highway and Walnut Avenue.

- Modification 7: Modifying the flyover at Towne Avenue. Studies by the Authority have shown that construction of the single flyover structure at Towne Avenue, as described in the 2013 FEIR, would require a full road closure of Towne Avenue due to the track profile associated with a single structure. This full road closure would extend through the construction phase of the structure. This modification separates the flyover from the Towne Avenue grade separation, eliminating the need for a full road closure and therefore reducing construction impacts in the area. As part of this modification, the flyover (LRT over freight tracks) is proposed to become a stand-alone structure approximately 300 feet west of Towne Avenue and a separate LRT grade separation bridge over Towne Avenue. Due to the short distance between the two structures, the LRT tracks will remain above grade at approximately the same elevation across both structures. This modification includes an LRT alignment shift to the south. The freight track is proposed to be relocated from the northern side of the right-of-way to be

adjacent to the north of the existing Metrolink tracks located in the southern side of the right-of-way.

- Modification 8: Modifying the parking structure at the Claremont LRT Station to increase the height of 23 feet, as currently described in the 2013 FEIR, to a maximum height of 39 feet. The final height of the building may be less than 39 feet depending on the design and based on the final parking space requirement.

- Modification 9: Modifying the layout of the surface parking lot at Montclair LRT Station to make up for parking spaces lost due to the addition of the LRT platform and tracks. The Montclair LRT station platform would be located approximately 30 feet to the north of the existing Southern California Regional Rail Authority (SCRRA) Montclair Station. As a result, the LRT tracks and platform will be located into the space that is presently designated as parking spaces in the 2013 FEIR. In order to maintain the 1,600 available spaces in the 2013 FEIR, an unused area between Lot A and Lot B south of Richton Street (see Figure 7) will be converted into a new parking lot. In addition, the bus loop will be reconfigured to the north to accommodate the LRT tracks and platform. The total number of available parking spaces would remain at approximately 1,600, as analyzed in the 2013 FEIR.

- Modification 10: Creating a grade-separation at the intersection of Bonita Avenue and Cataract Avenue in San Dimas. This modification would involve building a bridge structure over the intersection of Bonita Avenue and Cataract Avenue to allow grade separation of the LRT tracks from the roadway. The existing BNSF track would be shifted north within the existing ROW, but would remain at-grade. The bridge structure would reach a maximum height of approximately 28 feet at Cataract Avenue. To accommodate the modification, Bonita Avenue would be realigned by skewing the road to the western side of the intersection (see Figure 8).

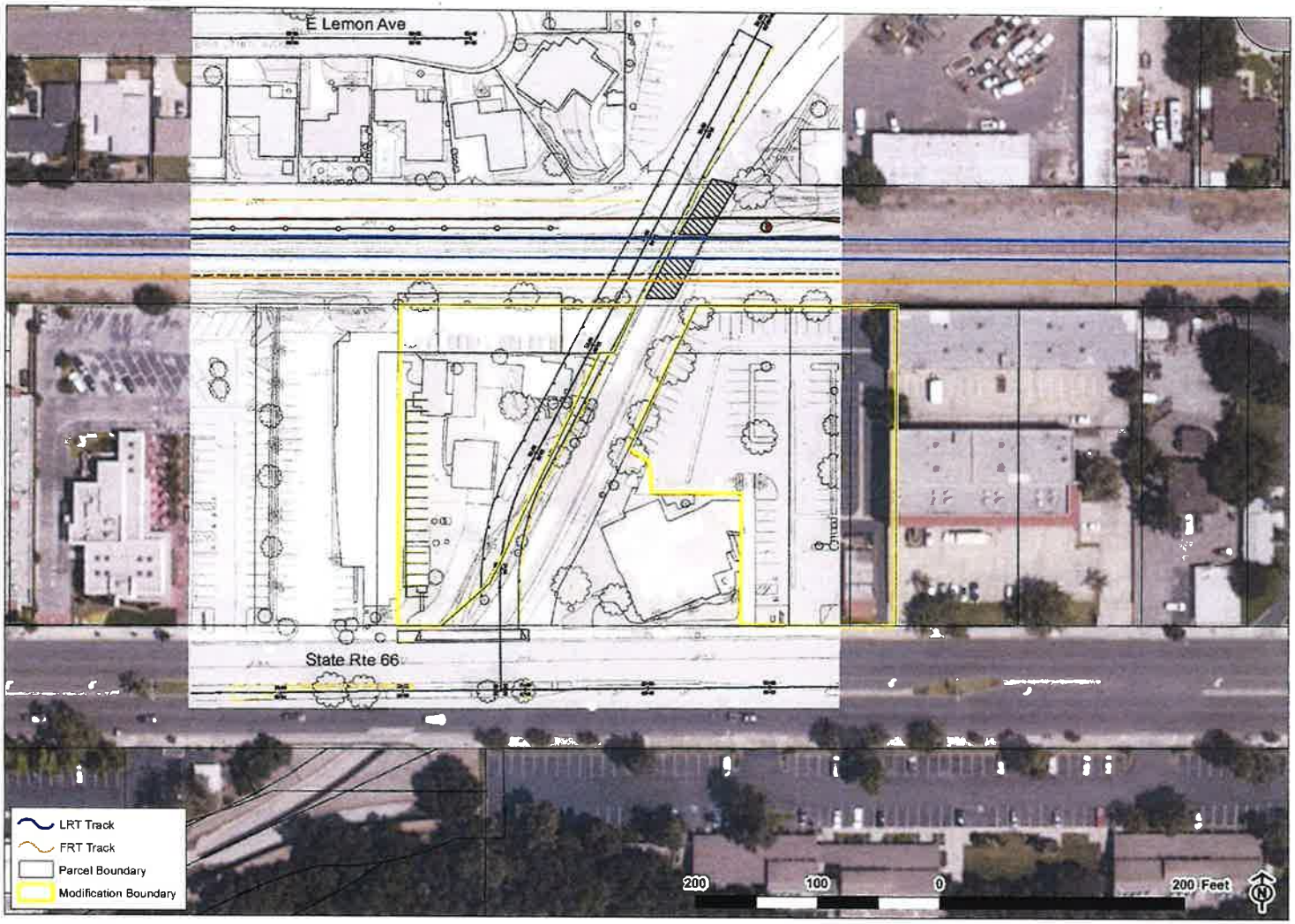
All other features of the Approved Project would remain the same as described in the 2013 FEIR and subsequent addenda. Addendum No. 4 evaluates the impacts of the Approved Project modifications identified above. None of the modifications constitute substantial changes to the Approved Project, would result in new significant impacts, or contribute to previously identified significant impacts that would be substantially more severe than shown in the 2013 FEIR.

Figure 3: Modifications 1 and 2 to Glendora Parking Structure and Pedestrian Undercrossing

Metro Gold Line Foothill Extension Project Phase 2B

Glendora parking facility

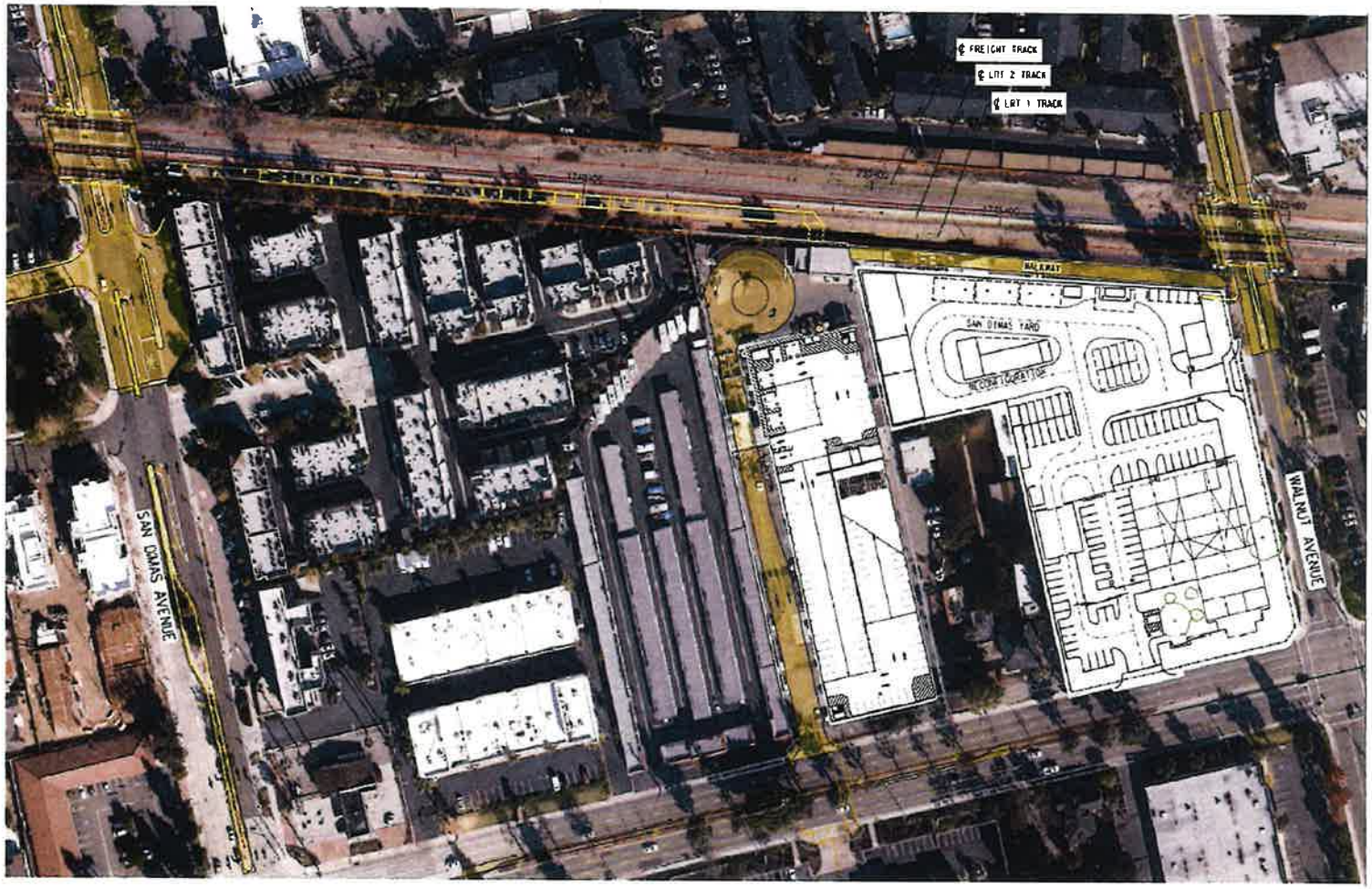
Figure 4: Modification 4 to Access to City of Glendora Maintenance Yard



Metro Gold Line Foothill Extension Project Phase 2B

Gendora city yard access

Figure 5: Modification 6 to San Dimas Parking Structure



Metro Gold Line Foothill Extension Project Phase 2B

San Dimas parking structure

Figure 6: Modification 8 to Claremont Parking Structure

Metro Gold Line Foothill Extension Project Phase 2B

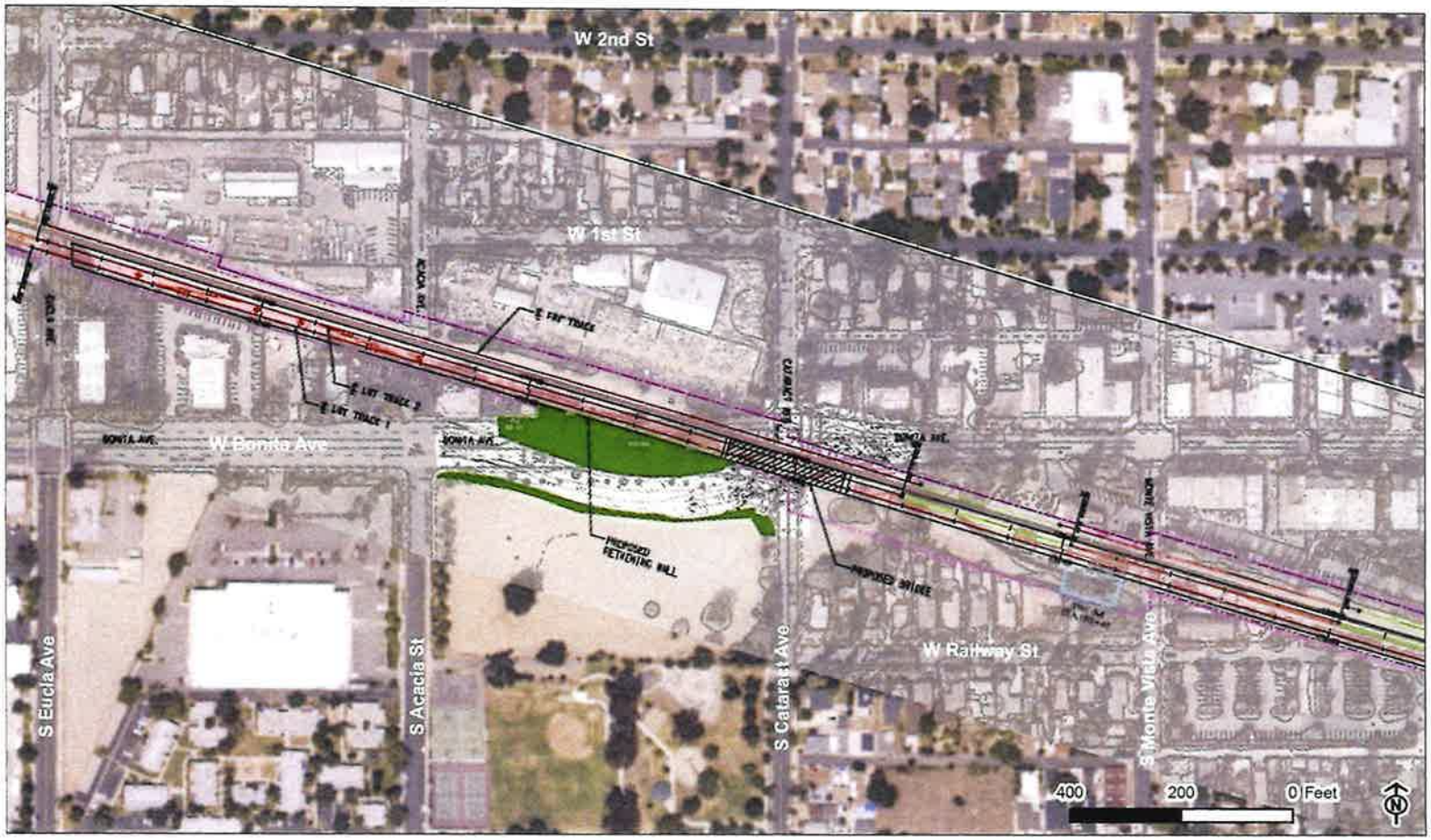
Claremont parking structure

Figure 7: Modification 9 to Montclair Parking Lot Layout

Metro Gold Line Foothill Extension Project Phase 2B

Montclair parking structure

Figure 8: Modification 10 Bonita/Cataract Grade Separation



Metro Gold Line Foothill Extension Project Phase 2B

Bonita/Cataract Grade Separation

Chapter 3 – Environmental Evaluation

3.1 Air Quality Impacts

The 10 Proposed Project Modifications would have only minor potential to impact future traffic patterns and air quality emissions due to the operation of the Approved Project. Additionally, Modification 3 would have a potential beneficial impact from reduction in emissions from idling vehicles at train crossings. Table 2 summarizes potential impacts to air quality from operational and construction emissions.

Table 1: Addendum No. 4 to Final EIR Gold Line Foothill Extension Glendora to Montclair – Potential Air Quality Impacts

Modification No.		Operational	Construction
1.	Glendora parking facility	None – same capacity, parking ingress/egress unchanged	None– parking area would not be expanded
2.	Change Glendora pedestrian overcrossing to undercrossing	None – no change to parking capacity or access point	Minor – Activities associated with constructing an undercrossing
3.	Close Elwood or Glenwood at-grade crossing	None – street volumes will not be affected, no impact on existing traffic patterns.	None – Construction amount would be the same.
4.	Glendora city yard access	Minor – street volumes will not be affected, slight adjustment in traffic pattern	Minor – activities associated with constructing new at-grade yard access
5.	Location of Traction Power Supply Substation #2	Minor – no traffic volume changes, minor access change	None – Rerouting of planned access through a different property
6.	Modifying San Dimas parking structure location and adding pedestrian undercrossing	Minor – same capacity, facility will be moved to an adjacent location to the south, minor traffic pattern change	Minor – Activities to construct undercrossing and parking structure.
7.	Flyover modification at Towne	None – traffic volumes and patterns will not be affected	Minor – Activities associated with constructing flyover
8.	Modifying Claremont parking structure	Minor – same capacity, reconfigured structure, minor traffic pattern change	None – reconfiguration of structure in same or smaller cleared footprint
9	Montclair parking replacement	None – same capacity, facility will be reconfigured to utilize open space within previously cleared footprint	Minor – Activities associated with reconfiguring parking area
10	Bonita/Cataract grade separation	None- traffic volumes and patterns will not be affected	Minor- Activities associated with constructing bridge structure

3.1.1 Short-term Construction Impacts

FEIR Construction Impact Assessment

The 2013 FEIR evaluation of the Approved Project Build Alternative lists the following construction activities with the potential to generate air pollutant emissions:

- Demolition and grading (i.e., terrain leveling)
- Construction equipment operations
- Vehicle travel by construction workers traveling to and from construction areas
- Vehicle travel associated with hauling construction supplies to and debris from construction sites
- Periodic vehicle idling during on-site construction

The 2013 FEIR evaluation represents a "worst-case" peak day construction scenario for the Approved Project. The project construction scenario applied in the 2013 FEIR included activities and construction methods similar to those listed above but also included more intensive subsurface activities such as trenching and tunneling.

The 2013 FEIR evaluated maximum daily construction activities to include:

- Up to 20 pieces of heavy-duty equipment per day
- Up to 200 heavy-duty truck 20-mile haul load roundtrips
- Up to 137 worker vehicle 13.3-mile commute roundtrips

The 2013 FEIR analyzed the potential Approved Project Build Alternative maximum construction emissions for a "worst-case" peak activity day. Daily emissions for this scenario would exceed daily thresholds for NOx, $PM_{2.5}$ and PM_{10} established for the South Coast Air Basin by the South Coast Air Quality Management District (SCAQMD). Partial and temporary at-grade intersection closures during construction would reduce traffic speeds and increase emissions; therefore, impacts were determined to be significant.

Addendum No. 4 Construction Impact Assessment

As summarized in Table 2, several of the modifications analyzed in this addendum have the potential to have a minor impact on previous estimates of construction air pollution emissions. Most notably, Modifications 2 and 6 would include subsurface construction activities (open cut excavation). The proposed refinements have been grouped by their air pollution impact potential due to construction activities – no or minor potential impact. All construction activities associated with the modifications in this Addendum are within the limits established above as a "worst-case" scenario as evaluated in the 2013 FEIR and will not contribute to any exceedance of a state or federal quality standard.

No Potential Impact

Modification 1, *Glendora parking facility* would require additional property to accommodate the proposed Glendora parking facility. Acquisition and demolition of a recreational vehicle (RV) storage yard was cleared as part of the 2013 FEIR. This modification proposes acquisition of additional property, south and adjacent to the RV park. The capacity will remain the same as already cleared (400 to 429 spaces). This modification would not entail expanding the parking area; therefore, construction of this modification would have no additional impact on air quality.

Modification 3, *Close Elwood or Glenwood at-grade crossing* would close one or the other of these crossings. Closing of either crossing would entail construction of physical barriers to restrict vehicle travel over the LRT tracks, which was not previously evaluated in the 2013 FEIR; however, installation of grade crossing equipment, grading, and pavement would not be necessary at the chosen closure. Therefore, construction of this design element would have no impact on air quality.

Modification 5, *Orientation/Relocation of Traction Power Supply Substation (TPSS) #2* would either rotate the orientation of the TPSS 90 degrees or relocate the TPSS adjacent to the new access road outlined in Modification 4 on a parcel to be acquired by the Authority. Both options in this modification would include a rerouting of a planned access through a different property, but the construction activities would not change; therefore, construction of this modification would have no impact on air quality.

Modification 8, *Modifying Claremont parking structure* would involve constructing a 1,260-space, three-story parking structure at the southeast corner of South College Avenue and East 1st Street. The 2013 FEIR, Addendum No. 3 evaluated this structure assuming a 23-foot height restriction, but a taller structure on a smaller footprint will be evaluated vs. using the previously cleared footprint and adhering to the height restriction. No change in construction activities or duration is anticipated to accomplish a reconfigured structure with the same parking capacity as previously analyzed; therefore, construction of this modification would have no impact on air quality.

Minor Potential Impact

Modification 2, *Change Glendora pedestrian overcrossing to undercrossing* would modify the proposed pedestrian overcrossing (POC) to a pedestrian undercrossing (PUC) at the southeast end of the station, which would be located between the LRT tracks and the future Glendora

parking facility (see Modification1). Construction of a PUC would entail open-cut excavation activities, but construction duration would be longer than for a POC. As a byproduct of excavation, hauling of removed material is a source of airborne fugitive dust; therefore, construction of this modification would have a potentially minor impact on air quality but will not cause or contribute to any exceedance of a state or federal air quality standard. All of the excavated material will be used on site as backfill for the retaining walls.

Modification 4, *Glendora city yard access* would construct an at-grade crossing of the LRT tracks to allow access to the yard. Although the at-grade crossing of the LRT to provide access to the Glendora city yard would entail additional construction activities, these activities would be consistent with those evaluated in the 2013 FEIR, which evaluated at-grade crossings at 26 locations; therefore, construction of this modification is anticipated to have a minor impact on air quality.

Modification 6, *Modifying San Dimas parking structure location and addition of pedestrian undercrossing* would acquire a parcel to the south of the property identified in the 2013 FEIR that fronts the LTR right-of-way (ROW). The new structure would acquire businesses located at 215, 217, and 219 - 221 East Arrow Highway.

A second option for this modification would include the acquisition of an additional property located on the northwest corner of the intersection of East Arrow Highway and Walnut Avenue. Similar to the modification described above, this option would also require open-cut trenching, but all excavated material will be used on site as backfill. For both options, the increased level of construction associated with open-cut trenching would will not increase the cumulative amount of construction activity assumed in the 2013 FEIR, and would not cause or contribute to any exceedance of a state or federal air quality standard...

In addition, a PUC would connect the east end of the platform to a new two-story parking structure rather than the three-story structure previously evaluated in the 2013 FEIR. Similar to Modification 2, construction of a PUC for this modification would include the use of open-cut trenching equipment (excavators and backhoes for trenching); but construction duration would be longer. All of the excavated material will be used on site as backfill for the retaining walls.

Modification 7, *Flyover modification at Towne* would further modify the planned grade separation at Towne Avenue. A new 100-foot-long flyover structure will be located approximately 300 feet west of the Towne Avenue grade separation and a separate 125-foot-long structure over Towne Avenue of approximately the same width as the 565-foot-long single-span structure cleared in the 2013 FEIR. Less bridge construction will occur, and lowering the track profile will require less fill material. The modification would occur within the right-of-way planned for the previously cleared flyover; therefore, construction of this modification is anticipated to have a minor impact on air quality.

Modification 9, *Montclair parking replacement* is located in San Bernardino County but is still within the SCAQMD. The 2013 FEIR cleared a footprint for a 1,602-space surface parking lot. However, due to new LRT tracks, the southernmost parking row will be lost. This modification would utilize an open lawn area adjacent to the existing transit station within the previously cleared footprint. Expanding the surface parking could result in additional construction activities; therefore, construction of this modification would have a minor impact on air quality.

Modification 10, *Bonita/Cataract grade separation* would add a bridge structure at the intersection of Bonita and Cataract Avenues in San Dimas to separate the LRT tracks from the roadway. The modification also includes a re-alignment of Bonita Avenue to accommodate the new structure. The construction associated with the new structure and the re-alignment work is anticipated to have a minor impact on air quality.

Therefore, the modifications described in Addendum No. 4 of the Approved Project Build Alternative would not result in a new significant impact or more severe significant impacts on air quality from associated construction activities as compared to the Project analyzed in the 2013 EIR.

3.1.2 Long-term Operational Impacts

FEIR Build Alternative Operational Impact Assessment

The 2013 FEIR evaluation of the Approved Project Build Alternative includes a regional analysis of:

- the project's overall impact on air quality within the region and within the study area[1]
- a quantitative carbon monoxide (CO) hot-spot analysis at 10 intersections screened from 90 locations based on changes in intersection volume, delay, and level of service (LOS) between the No Build, Transportation System Management (TSM), and the Build alternatives
- a $PM_{10}/PM_{2.5}$ local and regional emissions burden analysis as a proxy for a hot spot analysis
- a mobile source air toxics (MSAT) local and regional emissions burden analysis

Regional Emissions

Table 4 presents the results of the analysis of the Approved Project operational emissions within the study area and within the region as well as those estimated for the No Build and TSM alternatives. As shown in the table, the Build Alternative is predicted to reduce future emissions of criteria pollutants in comparison to the No Build Alternative, including ozone precursors NOx and VOCs and $PM_{10}/PM_{2.5}$ for which the region and study area are in nonattainment.

Carbon Monoxide Hot-Spot Assessment

The maximum one-hour and eight-hour CO emissions levels predicted at each of the 10 hot-spot locations evaluated in the 2013 FEIR are listed in Table 5 and Table 6. As shown in the tables, the Approved Project Build Alternative one-hour concentrations during peak traffic hours and the eight-hour concentrations are generally lower in comparison to the No Build and TSM Alternatives.

[1] The study area is located within the region, in the San Gabriel Valley area of eastern Los Angeles County and western San Bernardino County.

Table 2: 2035 Study Area and Regional Emission Burden Assessment

Alternative	VMT		CO			TOG			NOx			PM10			PM2.5		
	Daily Vehicle Miles Traveled	Percentage change from No Build	CO Emissions Burden (kg/day)	Change from No Build (kg/day)	Percent change from No Build	Emission Burden (kg/day)	Change from No Build (kg/day)	Percent change from No Build	Emission Burden (kg/day)	Change from No Build (kg/day)	Percent change from No Build	Emission Burden (kg/day)	Change from No Build (kg/day)	Percent change from No Build	Emission Burden (kg/day)	Change from No Build (kg/day)	Emission Burden (kg/day)
Study Area Emissions																	
No Build	29,073,888	--	27,485.6	--	--	6,080.1	--	--	1,405.6	--	--	1,405.6	--	--	964.3	--	--
TSM	29,051,272	-0.1	27,366.3	-119.2	-0.4	6,057.9	-22.2	-0.4	1,401.0	-11.7	-0.1	1,401.0	-4.6	-0.3	953.0	-11.2	-1.2
Build	28,962,638	-0.4	27,042.4	-443.2	-1.6	5,988.7	-91.4	-1.5	1,380.4	-49.9	-0.4	1,380.4	-25.2	-1.8	947.5	-16.7	-1.7
Regional Emissions																	
No Build	533,525,766	--	613,610.0	--	--	140,464.7	--	--	49,129.5	--	--	35,593.7	--	--	26,585.4	--	--
TSM	533,144,718	-0.1	613,155.3	-454.8	-0.1	140.359.8	-104.9	-0.1	49,091.1	-38.5	-0.1	35,566.8	-27.0	-0.1	26,565.0	-20.4	-0.1
Build	532,835,584	-0.1	612,738.7	-871.3	-0.1	140,265.7	-199.0	-0.1	49.054.2	-75.3	-0.2	35,543.3	-50.4	-0.1	26,543.0	-42.4	-0.2
SCAQMD Significance Threshold			249 kg CO/day (550 lbs CO/day)			24.9 kg CO/day (55 lbs CO/day)			24.9 kg VOC/day (55 lbs VOC/day)			68 kg PM10/day (150 lbs PM10/day)			24.9 kg PM2.5/day (55 lbs PM2.5/day)		

VMT = vehicle miles traveled TOG = total organic gases

Source: Parsons Brinckerhoff, 2011.

Table 3: 2035 Predicted One-Hour CO Concentrations (parts per million)

No.	Site Description	Existing		No Build		TSM		Build	
		AM	PM	AM	PM	AM	PM	AM	PM
1	Arrow Highway and San Dimas Avenue	2.9	3.3	2.7	2.6	2.7	2.6	2.6	2.7
2	Second Street and White Avenue	2.6	2.7	2.4	2.4	2.4	2.4	2.4	2.4
3	Arrow Highway and White Avenue	3.0	3.1	2.5	2.5	2.5	2.5	2.5	2.5
4	Arrow Highway and Garey Avenue	3.0	3.0	2.5	2.5	2.5	2.5	2.5	2.5
5	Arrow Highway and North Towne Avenue	3.2	3.2	2.6	2.5	2.6	2.5	2.6	2.5
6	First Street and College Avenue	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.8
7	Richton Street and Central Avenue	2.7	2.9	2.5	2.5	2.5	2.5	2.5	2.5
8	Arrow Highway and La Verne Avenue	2.5	2.6	2.4	2.4	2.4	2.4	2.4	2.4
9	Route 66 and Glenwood Avenue	2.8	2.8	2.5	2.5	2.5	2.5	2.5	2.5
10	Arrow Highway and Wheeler Avenue	2.9	3.0	2.5	2.5	2.5	2.5	2.6	2.6

Source: Parsons Brinckerhoff, 2011.
Concentrations include one-hour CO background = 2.4 parts per million (ppm)
One-hour National Ambient Air Quality Standards (NAAQS) = 35 ppm
One-hour California Ambient Air Quality Standards (CAAQS) = 20 ppm

Table 4: 2035 Predicted Eight-Hour CO Concentrations (ppm)

No.	Site Description	Existing	No Build	TSM	Build
1	Arrow Highway and San Dimas Avenue	2.3	1.9	1.9	1.9
2	Second Street and White Avenue	1.9	1.7	1.7	1.7
3	Arrow Highway and White Avenue	2.2	1.8	1.8	1.8
4	Arrow Highway and Garey Avenue	2.1	1.8	1.8	1.8
5	Arrow Highway and North Towne Avenue	2.3	1.8	1.8	1.8
6	First Street and College Avenue	1.7	1.7	1.7	2.0
7	Richton Street and Central Avenue	2.1	1.8	1.8	1.8
8	Arrow Highway and La Verne Avenue	1.8	1.7	1.7	1.7
9	Route 66 and Glenwood Avenue	2.0	1.8	1.8	1.8
10	Arrow Highway and Wheeler Avenue	2.1	1.8	1.8	1.8

Source: Parsons Brinckerhoff, 2011.
Concentrations include one-hour CO background = 2.4 parts per million (ppm)
One-hour NAAQS = 35 parts per million (ppm)
One-hour CAAQS = 20 ppm

Concentrations higher in comparison to the No Build Alternative are predicted in two locations, Site 6 (First Street and College Avenue) and Site 10 (Arrow Highway and Wheeler Avenue), due to slight degradation of LOS and increased delay at the LTR crossing locations.

Particulate Matter (PM_{10} and $PM_{2.5}$) Assessment

The LRT trains proposed for the Approved Project will be electrically powered, and buses that provide service to the station platforms will run on compressed natural gas; therefore, increases in diesel traffic are not anticipated.

Mobile Source Air Toxics

The 2013 FEIR examined potential 2035 design year impacts of the Approved Project on mobile source air toxics (MSAT) emissions. The qualitative analysis concluded that MSAT emissions would decrease on a regional basis due to the reductions in VMT shown in Table 4, which are

associated with anticipated mass transit use. In addition, United States Environmental Protection Agency (USEPA) vehicle and fuel regulations in conjunction with general fleet turnover on a national scale would further reduce future MSAT emissions regionally[2]. Local fleet mix and turnover may vary from the national trends, VMT growth rates, and control measures (vehicle and fuel regulations); however, the general trend toward reduced emissions rates is expected to outpace increases in VMT in the study area. Potential localized increases in MSAT emissions would be limited to areas where increases in bus and commuter traffic will be generated by commuter traffic accessing rail stations, with the greatest increase, less than 100 vehicles traveling to/from the proposed Pomona and Claremont stations, occurring at the Arrow Highway and North Towne Avenue intersection (see site 5, Tables 5 and 6). The localized effects of increased traffic would be mitigated by a decrease of duplicate bus service and the use of compressed natural gas (CNG) buses. In addition, the Approved Project would not move traffic closer to sensitive land uses (residences, schools, parks, etc.).

Addendum No. 4 Operational Impact Assessment

As summarized in Table 2, five of the 10 modifications proposed for Addendum No. 4 have the potential to modify previous estimates of operational air pollution emissions either through changes in access to Approved Project facilities and existing facilities, or changes in surface street patterns, as in the case of Modification 3. The proposed refinements have been grouped by their air pollution impact potential during operation — no, minor, or significant potential impact.

No Potential Impact

Modifications1, 2, 7, 9, and 10 would not impact traffic volumes or patterns that would affect regional emissions or impact sensitive land uses. Modification 1 would not increase the capacity of the Glendora parking facility or modify the ingress/egress point to the facility. Similarly, Modification 8 would not add capacity to the planned Montclair parking structure or change the ingress/egress point.

Minor Potential Impact

Modifications 3, 4, 5, 6, and 8, would have a minor impact on traffic patterns; however, no impacts to traffic volumes would result.

Regional Emissions

None of the proposed modifications would increase traffic or VMT; therefore, the modifications described in Addendum No. 4 of the Approved Project Build Alternative would not result in a new significant impact or more severe significant impacts on regional emissions as compared to the Project analyzed in the 2013 EIR.

[2] The US EPA emissions model MOBILE6.2 (replaced by MOVES2010a in 2010) predicted a national reduction in MSATs by 330,000 in 2030, including 61,000 tons of benzene, representing a 45 percent reduction. Total project reduction in emissions of VOCs is 1.1 million tons by 2030 as a result of adopting these vehicle regulations and standards.

Carbon Monoxide Hot-Spot Assessment

Within the study area, changes to traffic patterns have a minor potential to modify the results of previous hot-spot assessments at certain locations because rerouted traffic can have a localized effect on vehicle queuing at the evaluated intersections.

Modification 6, which could change the ingress/egress point to the San Dimas Parking structure from Walnut Avenue to the Arrow Highway, is located approximately 850 feet east of the San Dimas Avenue/Arrow Highway intersection hot-spot analyzed in the 2013 FEIR. Traffic approaching the proposed parking structure from the west would travel through and queue at this intersection under either the Approved Project Build Alternative or Addendum No. 4 scenario.

Modification 8 would not change the ingress/egress point to the Claremont Parking structure at 1st Street and Columbia Avenue. This proposed parking structure is located adjacent to the North College Avenue/1st Street hot-spot analyzed in the 2013 FEIR. Traffic approaching the proposed parking structure from the west would travel through and queue at this intersection under either the Approved Project Build Alternative or Addendum No. 4 scenario.

Modifications 3, 4, and 5 would also make minor changes to traffic patterns, most notably by closing the Elwood Avenue or Glenwood Avenue crossing of the future LRT alignment (Modification 3). But none of these occurs near any of the hot-spot areas analyzed in the 2013 FEIR; and the potential impacts to traffic are minor, affecting only surface street access to existing businesses, so that the potential for creating a new hot-spot in the vicinity of any of these design refinements is very unlikely.

Particulate Matter (PM_{10} and $PM_{2.5}$) Assessment

The LRT trains proposed for the Approved Project Build Alternative would be electrically powered, and the buses that provide service to the station platforms will run on compressed natural gas. Therefore, increases in diesel traffic are not anticipated. None of the proposed design refinements under Addendum No. 4 would modify the trains and bus fuel sources.

Mobile Source Air Toxics

Potential 2035 design year impacts on MSAT emissions of Addendum No. 4 to the Approved Project Build Alternative would be similar to those identified in the 2013 FEIR, with emissions predicted to decrease on a regional basis due to the reductions in VMT shown in Table 4.

Since the FEIS qualitative analysis of MSAT emissions was completed, the USEPA has revised their estimates of national MSAT emissions trends based on major revisions to their emissions simulation software. The Motor Vehicle Emissions Simulator (MOVES) model includes new emissions standards and updated fleet and activity data developed since the MOBILE6.2 model was discontinued in 2010. Figure 9 shows the updated trends predicted by the MOVES2014 model through 2050. MOVES2014 adds updated vehicle sales, population, age distribution, and VMT data. MOVES2014 incorporates the effects of three new federal emissions standard rules not included in MOVES2010, which was the initial replacement for MOBILE6.2. These new standards are all expected to impact MSAT emissions and include Tier 3 emissions and fuel standards starting in 2017, heavy-duty greenhouse gas regulations that phase in during model

years 2014 through 2018, and the second phase of light-duty greenhouse gas regulations that phase in during model years 2017 through 2025 (79 FR 60344)[3].

None of the proposed modifications would impact traffic volumes and would not change the local fleet mix and turnover; therefore, any variation from the national trends, VMT growth rates, and control measures that apply to the Approved Project Build Alternative would apply to the Addendum No. 4 design refinements. The general trend toward reduced MSAT emissions rates would still be expected to outpace increases in VMT in the study area.

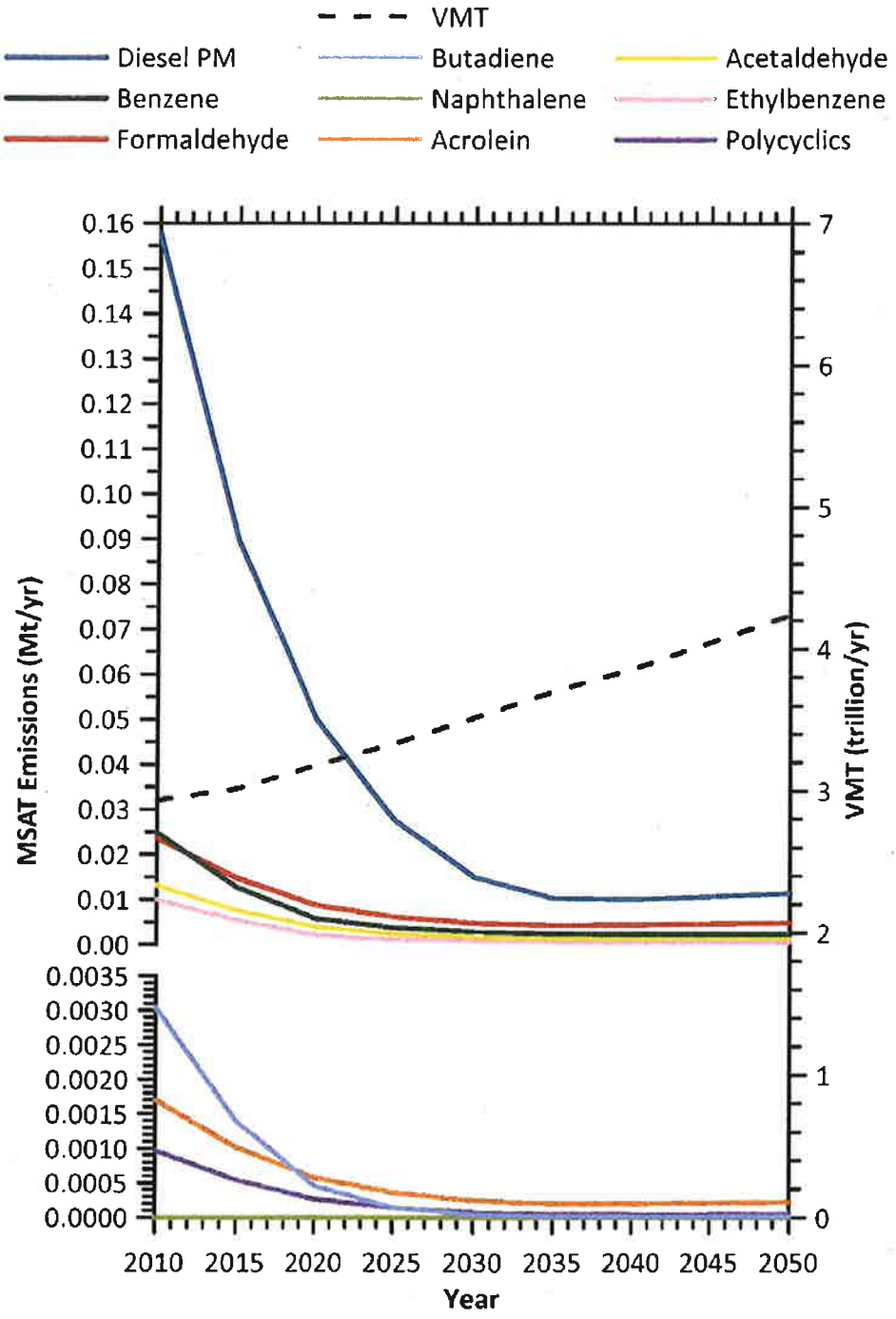
In addition, potential localized increases in MSAT emissions would still be limited to areas around rail stations where commuter traffic is generated and would be mitigated by a decrease of duplicate bus service and the use of CNG buses. In addition, the Addendum No. 4 design refinements would not move traffic closer to sensitive land uses (residences, schools, parks, etc.).

Significant Potential Impact

The modifications described in Addendum No. 4 of the Approved Project Build Alternative would not result in a new significant impact or more severe significant impacts on air quality from associated operational activities as compared to the Project analyzed in the 2013 EIR.

[3] 79 Federal Register 60344 *Updated Interim Guidance on Mobile Source Air Toxics in NEPA Documents* is an update to the December 2012 Interim Guidance that advised FHWA Division Offices on when and how to analyze MSATs within the NEPA review process for proposed highway projects.

Figure 9: National MSAT Emissions Trends through 2050



3.1.3 Cumulative Impacts

The 2013 FEIR determined that operation of the Approved Project would not contribute to cumulative air quality impacts because the project will decrease the regional pollutant burden in comparison to the No Build Alternative; therefore, cumulative impacts would be reduced within the region. During construction, the Approved Project would contribute to cumulative impacts when added to the construction of other transportation projects and improvements within the region.

Addendum No. 4 modifications would not impact project operational contributions to cumulative air quality impacts, although construction of these refinements, Modifications 2 and 6, which would include new PUCs in particular, could make a minor contribution to cumulative impacts.

3.1.4 Mitigation Measures

Short-Term Construction Mitigation Measures

Mitigation measures included in the 2013 FEIR to reduce construction-related emissions incorporate measures developed for other LRT projects within the SCAQMD and in Metro's Green Construction Policy (adopted August 4, 2011). The following 18 control measures identified in the 2013 FEIR would be applicable without alteration for construction of the Addendum No. 4 modifications.

- CON-1 Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.
- CON-2 Track-out shall not extend 25 feet or more from an active operation and track-out shall be removed at the conclusion of each workday.
- CON-3 Contractors shall be required to utilize at least one of the measures set forth in South Coast Air Quality Management District Rule 403 section (d)(5) to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.
- CON-4 All haul trucks hauling soil, sand, and other loose materials shall maintain at least six (6) inches of freeboard in accordance with California Vehicle Code Section 23114.
- CON-5 All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
- CON-6 Traffic speeds on unpaved roads shall be limited to 15 mph. Operations on unpaved surfaces shall be suspended when winds exceed 25 mph.
- CON-7 Heavy equipment operations shall be suspended during first and second stage smog alerts.
- CON-8 On-site stockpiles of debris or rusty materials shall be covered at all times when not being used. On-site stockpiles of dirt shall be watered at least two times per day or covered at all times when not being used.

- CON-9 Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.
- CON-10 Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.
- CON-11 Construction parking shall be configured to minimize traffic interference.
- CON-12 Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours.
- CON-13 Construction staging and vehicle parking, including workers' vehicles, shall be prohibited on streets adjacent to sensitive receptors such as schools, daycare centers, senior facilities, and hospitals.
- CON-14 Portable generators shall be low-emitting and use ultra-low sulfur diesel (<15 parts per million) or gasoline.
- CON-15 Construction equipment shall use a combination of low sulfur diesel (<15 parts per million) and exhaust emission controls.
- CON-16 The construction process shall use equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for the intended job).
- CON-17 Contractors shall be prohibited from tampering with construction equipment to increase horsepower or defeat emission control devices.
- CON-18 The Construction Authority shall designate a person to ensure the implementation of air quality mitigation measures through direct inspections, records reviews, and complaint investigations.

Long-Term Operation Mitigation Measures

As with the Approved Project, operation of the Addendum No. 4 modifications would decrease pollutant burdens on a regional scale, and no mitigation would be required to minimize adverse long-term air quality impacts.

With the proposed design refinements, the Approved Project would continue to be consistent with the growth assumptions and objectives of the regional Air Quality Management Plan that is included in the Southern California Association of Governments 2012 – 2035 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and the 2016 – 2040 RTP/SCS.

3.2 Biological Resources

A field survey of biological resources in the vicinity of the proposed modifications was undertaken on the 27th and 28th of February, 2017. In addition, as the U.S. Fish and Wildlife Service's (USFWS) species lists typically expire after 90 days, and the California Department of Fish and Wildlife's (CDFW) database is updated monthly; therefore, an updated biological resources database search was conducted in February 2017 in support of the Project Modifications. The CDFW Natural Diversity Database (CNDDB), the California Native Plant Society's (CNPS) Rare Plant Inventory, and the USFWS Information for Planning and Conservation (IPaC) database were reviewed. For consistency, methodology in the 2013 FEIR was duplicated. The locations of four U.S. Geological Survey (USGS) 7.5-minute quadrangles (*Glendora, Mt. Baldy, Ontario*, and *San Dimas*), were used to define the database search boundaries. In addition to updating the species list results, the focus of the search was to determine if any new species have been reported in or around the project area since 2011 when the 2013 FEIR field surveys were conducted. A general list of special status species that have been historically reported or that are known to occur within these four quadrangles was created. Subsequently, analysis was focused on species' records that were added or updated in the database since 2011. Special status species were analyzed for their habitat requirements and the habitat available within the project area footprints. As a result of the analysis, no additional species were determined to have potential to occur in the project areas. This is due to lack of available habitat within the project areas to support most of the special status species. The project areas are either fully developed parcels with buildings, paved surfaces, and railroad tracks; or significantly disturbed areas that have been graded, landscaped, or historically disturbed so that all native vegetation has been removed.

Several Project Modifications include adding parcels to the footprint that were not previously evaluated, while others include design changes to parcels within the 2013 FEIR footprint. Changes made within the already evaluated footprint will have no increase in negative effects on biological resources and will result in similar impacts previously analyzed and mitigated.

Modification 1 includes acquiring an additional parcel south of the fully paved RV storage facility included in the 2013 FEIR. Sections of this parcel are landscaped, which would negatively impact nesting birds if trees and shrubs are removed during the nesting season.

Modification 2 is located within the existing footprint of the 2013 FEIR and results in similar impacts to biological resources as previously assessed.

Modification 3 includes closing one at-grade crossing at either Elwood or Glenwood Avenue, which will have no negative effect on biological resources.

Modifications 4 and 5 include adding vehicle access through either a residential lot or a paved commercial parking lot, which would negatively impact nesting birds if trees and shrubs are removed during the nesting season.

Modification 6 includes building a pedestrian undercrossing and adding vehicle access in paved and developed parcels, which would negatively impact nesting birds if trees or shrubs are removed during the nesting season.

Modification 7 includes a flyover within the railroad ROW and will result in no additional effects to biological resources than those already assessed in the 2013 FEIR.

Modification 8 includes design changes to the parking structure fully contained within the previously assessed footprint; therefore, no additional effects will be incurred by biological resources other than those accounted for in the 2013 FEIR.

Modification 9 includes converting a landscaped parcel and building into parking spots, which may have a negative effect on nesting birds if trees and shrubs are to be removed.

Modification 10 includes adding a bridge structure and re-aligning a roadway, which may have a negative effect on nesting birds if trees and shrubs are to be removed during the nesting season.

The 2013 FEIR identified no impacts to special status plant species, wildlife species, or vegetation communities; less than significant impacts to wildlife habitat and wildlife movement corridors; and less than significant impacts with mitigation for nesting birds/raptors, protected trees, jurisdictional waters of the United States, and water quality. This addendum proposes no changes to the 2013 FEIR biological resources findings.

3.2.1 Mitigation Measures and Recommendations

With compliance of the local, state, and federal regulations as evaluated in the 2013 FEIR, as well as implementation of mitigation measures (B-1 through B-6) during construction, the Project Modifications' potential impacts would continue to be reduced to a less than significant level, and no new or increased impacts would occur.

3.2.2 Level of Impact after Mitigation

As described in the previous addenda and in the 2013 FEIR, several short-term construction impacts to biological resources have been identified, along with mitigation measures to reduce those impacts to a less than significant level. The modifications proposed in this addendum will not change the impacts associated with the original project. Therefore, the modifications described in Addendum No. 4 of the Approved Project Build Alternative would not result in a new significant impact or more severe significant impacts on biological resources as compared to the Project analyzed in the 2013 EIR.

Table 5: Modifications

Modification #	Modification Impact to Biological Resources	Mitigation Measures
1 – Glendora Parking Facility Addition	Less than Significant Impact with Current Mitigation	B-2 and B-6
2 – Pedestrian Undercrossing	Less than Significant Impact with Current Mitigation	B-2 through B-6
3 – Elwood/Glenwood Crossing Closure	No Impact	B-5 and B-6
4 – Glendora city yard Access	Less than Significant Impact with Current Mitigation	B-1 through B-6
5 – TPSS #2 Orientation or Location		B-5 and B-6
6 – San Dimas Parking Structure and PUC	Less than Significant Impact with Current Mitigation	B-2 through B-6
7 – Towne Avenue Flyover	Less than Significant Impact with Current Mitigation	B-5 and B-6
8 – Claremont Parking Structure	Less than Significant Impact with Current Mitigation	B-2 – B-6
9 – Montclair Parking Replacement	Less than Significant Impact with Current Mitigation	B-2 – B-6
10 – Bonita/Cataract Grade Separation	Less than Significant Impact with Current Mitigation	B-2 – B-6

3.3 Climate Change

As identified in the 2013 FEIR, to address short-term GHG emissions during construction, measures from Metro's Climate Action and Adaptation Plan would be implemented (See 2013 FEIR Chapter 3, Section 3.3, Climate Change). As the Project Modifications will not substantially change the physical characteristics of the stations or the capacity of the planned parking structures described in the 2013 FEIR, it would not result in new significant impacts or contribute to previously identified significant impacts that would be substantially more severe than shown in the 2013 FEIR.

Since the 2013 FEIR, the California Legislature has expanded the aims of Assembly Bill 32 (see discussion in 2013 FEIR, Chapter 3, Section 3.3, Climate Change) to reduce GHG emissions, with the passing of Senate Bill 32 (SB-32). SB-32, which took effect on January 1, 2017, requires the California Air Resources Board (CARB) to reduce statewide GHG emissions to 40% below 1990 levels by 2030.

In April 2016, the Southern California Association of Governments adopted the '2016-2040 Regional Transportation Plan/Sustainable Communities Strategy' (RTP/SCS). This is an update to the 2012-2035 RTP/SCS, discussed in the 2013 FEIR. As outlined in the 2013 FEIR, the Approved Project is included in the RTP/SCS. As such, the project is part of a program that accounts for future criteria pollutant emissions from all mobile sources and ensures that attainment of the targets outlined in the RTP/SCS will not be delayed by future projects.

Using the mitigation measures outlined in the 2013 FEIR, Chapter 3, Section 3.3, GHG emissions from construction activities associated with the Project Modifications would continue to be mitigated to less than significant. There would also continue to be no long term GHG impacts from the Project with the modifications outlined in this addendum.

Therefore, the modifications described in Addendum No. 4 of the Approved Project Build Alternative would not result in a new significant impact or more severe significant impacts on climate change or GHG emissions as compared to the Project analyzed in the 2013 EIR.

3.4 Communities, Population, and Housing

Modification 1 would require acquisition of the property south of the footprint already cleared for Glendora in the 2013 FEIR. The property is identified as Assessor Parcel Number (APN) 8639-016-012. It is zoned as commercial and currently contains a strip of different businesses/uses. Modifications 4 and 5 would require acquisition of the property west of Big Dalton Wash between the existing right-of-way and East Route 66 in Glendora. The property is identified as APN 8655-017-019 and is zoned residential and is currently used for housing. Modification 6 would require the acquisition of three properties to the south of San Dimas Parking Structure along East Arrow Highway (APNs 8390-018-045, 8390-018-046, and 8390-018-028) and the potential acquisition of the property located on the northwest corner of the intersection of East Arrow Highway and Walnut Avenue (APN 8390-018-197). They are all zoned commercial and are currently used as an auto-repair shop, a landscaping business, and animal kennels.

The property acquisitions discussed above would not physically divide an established community or conflict with an applicable land use plan, policy, or regulation. Additionally, as stated in the 2013 FEIR, there are no habitat conversation plans or natural community conservation plans within the study area of the Approved Project. All acquisitions would be conducted following the provisions of the California Relocation Assistance Act. All real property acquired by the Authority would be appraised to determine its fair market value. Just compensation, which would not be less than the approved appraisal made to each property owner, would be offered by the Authority. Therefore, the modifications described in Addendum No. 4 of the Approved Project Build Alternative would not result in a new significant impact or more severe significant impacts on community, housing and population as compared to the Project analyzed in the 2013 EIR.

3.5 Community Facilities and Parklands

The Project Modifications will not substantially change the physical characteristics of the stations or the capacity of the planned parking structures described in the 2013 FEIR. Project Modifications are not anticipated to result in any changes to impacts for police protection, fire protection, schools, government centers or hospitals. Consistent with the Approved Project, the Project Modifications would be required to address the intermittent traffic disruptions during construction with mitigation measures requiring a traffic management plan (TMP) (see 2013 FEIR Chapter 2).

As discussed in Chapter 3 of the 2013 FEIR, the parks adjacent to the alignment would experience temporary construction impacts, which could result in periodic noise, vibration, air quality and visual impacts that would indirectly impact these facilities. However, due to the limited scope and timeframe for construction, the existing mitigation measures to reduce construction impacts would ensure no new or increased significant impacts would result from the Project Modifications. In addition, a sheriff and fire station on Walnut Avenue in San Dimas may be beneficially affected by traffic patterns associated with moving the San Dimas parking structure to Arrow Highway as part of Modification 6. Therefore, these Project Modifications would not result in new significant impacts to any community facilities or parklands or contribute to previously identified impacts that would be significantly more severe than those identified in the 2013 FEIR.

3.6 Cultural Resources

An assessment was conducted to determine if implementation of the Project Modifications has the potential to impact resources eligible for listing on the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR) that were not previously assessed by the 2013 FEIR and technical studies. The Cultural Resources Technical Report ("Report") produced in 2013 for the Approved Project, aerial photographs, and street views, as well as historic maps, were reviewed. The construction age and permits on file with the Los Angeles County Office of the Assessor (LACoA) were also reviewed. These documents were reviewed to determine if the Project Modifications are within the study area and previous documentation prepared for the 2013 FEIR and if the Project Modifications have the potential to impact archaeological resources and historic resources not previously assessed. A field survey to investigate the presence of any cultural resources in the vicinity of the project modifications was conducted between the 17th and the 21st of April, 2017.

Proposed Modifications to project designs and impacts to archaeological resources and historic resources are described below.

Modification 1: Glendora Parking Facility

Additional property is needed to accommodate the proposed Glendora parking facility. The proposed modification would demolish the strip center/business at 408 South Vermont Avenue (see Figure 3). The capacity would remain the same as already cleared (400 to 429 spaces) in the 2013 FEIR.

The Report from 2013 for the FEIR included this building in its study area for the proposed Glendora Station; however, the property, according to the LACoA, was built in 1987 and not of historic age. The Area of Potential Effects (APE) was not expanded from the original APE. Modification 1 would have no direct or indirect impacts on historic resources.

This modification location is within the 2013 study area that was previously surveyed for archaeological resources. The 2013 findings determined that there was limited potential for intact archaeological resources at this location.

Modification 2: Change Proposed Glendora Pedestrian Overcrossing to Undercrossing

The Authority proposes to change the POC to a PUC at the proposed Glendora Station. The Report included this area in its APE for the proposed Glendora Station; however, an undercrossing option was not studied for the potential to disturb intact archaeological deposits. The Sanborn Fire Insurance map from 1928 indicates that a historic rail depot was present at the location. Based on review of modern aerial photography, the location appears disturbed from modern development and has limited potential for intact archaeological resources. Modification 2 would have no direct or indirect effects on historic resources because no historic-age resources are in the proposed construction area.

Modification 3: Elwood or Glenwood At-grade Crossing to be Closed

Modification 3 would have no direct or indirect effects on historic resources because no historic-age resources are within the proposed construction area. This modification would not result in the potential to encounter previously recorded archaeological sites or archaeological sites.

Modification 4: Glendora City Yard Access

The Authority is proposing to acquire additional property, including 1165 East Route 66, a small parcel of land in the northeast corner of the City's Social Security Building, constructed in 2007, and 1201-1203 East Route 66, three private residences built in 1927, 1930, and 1958 (Figure 4). The access would go over the tracks and through this parcel, requiring demolition of all three residences. These resources were not included in the Report study area. Because the Project Modifications would result in direct effects to historic-age resources, the APE for the proposed modification was expanded to include analysis of these structures. Based on a reconnaissance survey and reconnaissance-level research, none of the three resources was found to be eligible for the NRHP or the CRHR; therefore, the proposed modification would have no direct or indirect effects on historic properties.

The archaeological potential for this location was not included in the 2013 Report. Based on the modern and historic development, the project has limited potential to encounter intact archaeological deposits. The historic resources located at 1201-1203 East Route 66 have limited potential to have associated archaeological deposits because organized refuse disposal occurred at the time of construction/occupation, and these buildings were connected to the city sewer system. Therefore, discrete concentrations of refuse and remnants of activity areas with the potential to address research questions are unlikely.

Modification 5: Relocation of TPSS #2

The Authority is investigating two options as part of this modification. The first option would involve rotating the TPSS 90 degrees within the same location as the 2013 FEIR, from an east-west orientation to a north-south orientation. Access to the TPSS facility would be via the property at 917 East Route 66. The properties at 915 East Route 66 (built in 1965) and 917 East Route 66 (built in 1964) were included in the Report study area; however, at the time (2011) they were not of historic age, whereas now they have both become historic-age resources (1964 and 1965). Of the two properties assessed, only 915 East Route 66 is recommended as eligible for listing on the NHRP/CRHR. Neither would be directly or indirectly affected by the proposed access easement, as the buildings would not be acquired.

The second option would involve relocating the TPSS immediately adjacent to the new access road on the newly acquired parcels, as described in Modification 4. This will take place within the expanded APE discussed in Modification 4; therefore, the impacts for this modification would be the same as the impacts for Modification 4.

Modification 6: San Dimas Parking Structure Location and Pedestrian Undercrossing

The Authority proposes to acquire additional properties for access at this location and to construct a PUC that was not cleared in the 2013 FEIR. The properties include: 207 East Arrow Highway, built in 1963, included in the 2013 FEIR and recommended not eligible for the NRHP; 221 East Arrow Highway, a pre-1946 structure according to historic aerials, not included in the study area of the 2013 FEIR; and 219 East Arrow Highway, a commercial kennel that includes a historic residence constructed in 1903 (with outbuildings added in 1964 and 1979, per LACoA) also included in the 2013 FEIR and found eligible for the CRHR and NRHP. The 2013 FEIR determined that there would be no impacts from the project.

The APE was expanded for this modification to include the property at 221 East Arrow Highway since it is of historic age and location within the new proposed acquisition parcels. The building was identified on historic aerials as far back as 1946 and is thought to have been an outbuilding for the historic farmstead that was associated with the orchard. It is considered a contributing feature to 219 East Arrow Highway. The building, while modest, is recommended eligible for the NRHP for being associated with 219 East Arrow Highway, an eligible historic residence.

Impacts to 219 East Arrow Highway are not anticipated because the historic structure at 221 East Arrow Highway will not be removed. The historic structure was considered eligible for the CRHR and NRHP due to its association with developments that were important to the Past (Criterion A and 1, respectively) and for architectural merit (Criterion C) as a very good and exceptionally rare example of a Queen Anne style farmhouse. However, the structure's eligibility was not related to its setting, as the setting has already been substantially altered since the house's construction. Therefore, no adverse direct or indirect effects to any cultural resources are associated with this option for Modification 6.

The other option for this modification would include the acquisition of the property located on the northwest corner of the intersection of East Arrow Highway and Walnut Avenue. No historic structures are associated with this property. Thus, no adverse direct or indirect effects to any cultural resources are associated with this option for Modification 6.

Modification 7: Flyover Modification at Towne Avenue (City of Pomona)

All modifications would occur within the existing ROW, and the main impacts would be limited to noise and visual effects. Several historic-age resources from the late 1950s are on either side of the ROW in the study area; all were analyzed in the Report. None were recommended eligible for listing on the NRHP or CRHR. Because the proposed modification would move the flyover further west, the APE was expanded to include the NRHP-listed Ygnacio Palomares Adobe house, which is located approximately 1,150 feet from the proposed flyover and was not included in the Report study area. The house is located in an urban park with other infrastructure, including water towers, located close by and is surrounded by trees and vegetation. The proposed flyover would not be visible from the historic homestead. Therefore, the Modification 7 would have no adverse direct or indirect effects on the Ygnacio Palomares House and no direct or indirect effects on historic properties.

Modification 8: Modifying Claremont Parking Structure Footprint and Height

Modification 8 proposes to increase the height of the parking structure previously cleared in the 2013 FEIR from 23 to 39 feet (Figure 6). The Sumner House, an NRHP-eligible residence at 105 North College Avenue, is included in the Report study area; however, as this house is already located in an urban area and the garage is separated by North College Avenue, this modification will have no direct or indirect effect on this or any other historic properties.

This modification location is within the 2013 study area that was previously surveyed for archaeological resources. The 2013 findings determined that there was limited potential for intact archaeological resources at this location.

Modification 9: Montclair Parking Replacement

The property proposed for modification (Figure 7) was included in the study area of the Report and appears to have been constructed between 1994 and 2002 according to historic aerials. Modification 9 would have no direct or indirect effects on historic resources because no historic-age resources are within the proposed construction area.

This modification is located within the 2013 study area that was previously surveyed for archaeological resources. The 2013 findings determined that there was limited potential for intact archaeological resources at this location.

Modification 10: Bonita/Cataract Grade Separation

The 2013 FEIR identified the Atchison, Topeka & Santa Fe Railway Depot—San Dimas Station ("Santa Fe Depot") at 210 West Bonita Avenue as eligible for listing in the National Register of Historic Places. The San Dimas Station was formerly part of the Pasadena Subdivision, the remnant branch line of the ATSF's Los Angeles Second District which ran from Los Angeles to San Bernardino via Pasadena.

The historic Santa Fe depot identified above is located approximately 40 feet to the north of the proposed LRT tracks, separated by a BNSF track that would remain at-grade. The proposed grade separation structure would be approximately 13 feet to 21 feet tall where it passes the depot. The structure would be designed in accordance with Section 3.13.4.2 of the 2013 FEIR, in particular VIS-5, which states that, "All walls, structures, and fences shall be properly screened or incorporate design features to improve appearance and reduce visual intrusion pursuant to the standards established in the Metro Rail Design Criteria." The Criteria include landscaping, and guidelines for the selection of materials and finishes. Consultation with the City of San Dimas and other stakeholders would ensure that the proposed structure would be compatible with the depot's historic design characteristics. The depot is separated from the proposed grade separation structure by a BNSF track, and its function and setting is integrally linked to rail transportation and associated noise and vibration. The proposed grade separation is not anticipated to cause any additional noise or vibration impacts to the depot during construction or operation.

Impacts to the historic structure at 210 West Bonita Avenue are not anticipated because the structure will not be removed or altered. Therefore, no adverse direct or indirect effects to any cultural resources are associated with Modification 10.

3.6.1 Mitigation Measures and Recommendations

The mitigation measures identified in the 2013 FEIR remain valid.

3.6.2 Level of Impact After Mitigation

As described in the 2013 FEIR and previous addenda, mitigation measures have been identified to reduce any impacts to cultural resources to less than significant. Therefore, the modifications described in Addendum No. 4 of the Approved Project Build Alternative would not result in a new significant impact or more severe significant impacts on cultural resources as compared to the Project analyzed in the 2013 EIR.

3.7 Energy

With the implementation of mitigation measures outlined in the 2013 FEIR (see Section 3.7.6), the Project Modifications would not result in wasteful, inefficient, or unnecessary use of energy or in a substantial increase of energy demand during construction. Therefore, the modifications described in Addendum No. 4 of the Approved Project Build Alternative would not result in a new significant impact or more severe significant impacts on energy demand as compared to the Project analyzed in the 2013 EIR.

3.8 Geologic Hazards

Consistent with the Approved Project, the Project Modifications would be constructed in strict compliance with local, state, and federal regulations, as well as permits as outlined in the 2013 FEIR that have been developed by regulatory agencies to manage geologic and seismic concerns during construction. Therefore, no new or increased impact would result. With this mandatory compliance with current seismic safety and geotechnical safety requirements and regulations, including safety design standards, the modifications described in Addendum No. 4 of the Approved Project Build Alternative would not result in a new significant impact or more severe significant impacts on geologic or seismic issues as compared to the Project analyzed in the 2013 EIR.

3.9 Hazardous Materials

A 2017 Phase I ESA (Appendix A) was completed due to the expiration of the prior Phase I ESA (Kroner, 2016a) and revised to reflect project boundaries as outlined in this addendum. Per ASTM E1527-13, the shelf life of Phase I ESAs is one year to the date of the intended transaction, with updates to components of the inquiries required after 180 days. Therefore, this 2017 Phase I ESA is considered valid one year beyond the publication date, provided components as outlined in Section 4.6 of ASTM E1527-13 were conducted or updated within 180 days of the intended transaction. Information identified in the 2016 Phase I ESA was considered during development of this 2017 Phase I ESA in order to avoid duplicative assessment, in accordance with Section 4.7 of ASTM E1527-13 *Prior Assessment Usage*.

Site reconnaissance surveys were conducted on Monday, February 27th and Tuesday, February 28th 2017 to identify evidence of potential impacts within the modification areas. Site notes and photos were collected within the project corridor, from properties where potential acquisition may take place, and from potential areas of concern at adjacent properties. Aerial photos, visual observations, and information obtained from previous investigations were used to identify potential sites with recognized environmental conditions.

As described in the 2013 FEIR and the 2016 and 2017 Phase I ESAs, there is potential to encounter hazardous materials during shallow soil earth work activities. However, no new or increased impacts from Project Modifications are anticipated. Implementation of mitigation measures (HW-1 through HW-6) during construction will reduce the Project Modifications' potential impacts to a less than significant level. Therefore, the modifications described in Addendum No. 4 of the Approved Project Build Alternative would not result in a new significant impact or more severe significant impacts with respect to hazardous materials as compared to the Project analyzed in the 2013 EIR.

3.10 Land Use and Planning

Some modifications would involve minor land acquisition and changes in land use.

Modification 1 would require additional land acquisition to the south of the project area outlined in the 2013 FEIR.

Modifications 2 and 3 would involve no change in land use.

Modification 4 would require additional land acquisition between Route 66 and Glendora city yard immediately west of Big Dalton Wash.

If Modification 5 utilizes the option to relocate the TPSS adjacent to the new city yard access road described under Modification 4, then it would require the same additional land acquisition outlined in that modification.

Modification 6 would require additional land acquisition south of San Dimas LRT station.

Modification 7 would involve separating the LRT grade separation at Towne Avenue and shifting it approximately 300 feet to the west. This modification would take place within the existing right-of-way and would involve no change in land use.

Modification 8 would involve increasing the height of Claremont Parking Structure within the footprint already cleared in the 2013 FEIR and would involve no change in land use.

Modification 9 would require additional land acquisition within the existing Montclair surface parking lot.

Modification 10 would involve no change in land use.

Therefore, the modifications described in Addendum No. 4 of the Approved Project Build Alternative would not result in a new significant impact or more severe significant impacts to land use and planning as compared to the Project analyzed in the 2013 EIR.

3.11 Noise and Vibration

Project Modification 7 of Addendum No. 4 proposes the following modifications from the design analyzed in the 2013 FEIR:

- The aerial structure for the Towne Avenue grade crossing under this addendum would extend approximately 300 feet further west to accommodate the transition of the freight tracks from north to south of the proposed LRT track alignment west of Towne Avenue. The freight track transition evaluated in the 2013 FEIR occurred through the Towne Avenue aerial crossing where the freight track crossed Towne Avenue at-grade with a vehicular grade separation of the LRT tracks.

The results of the analysis of the proposed Modification 7 design changes described above, is summarized in a technical memorandum *Noise and Vibration Analysis of Garey Avenue and Towne Avenue Grade Crossings* [noise and vibration technical memo] (ATS Consulting, June 2017), which is included in Appendix C of this addendum.

Project Modification 10 of Addendum No. 4 proposes the following modifications from the design analyzed in the 2013 FEIR:

- The grade crossing at Cataract Avenue and Bonita Avenue under this addendum would be modified from the at-grade crossing identified in the 2013 FEIR to an aerial crossing for the light-rail tracks only in the current design (the freight tracks will remain at-grade).

The results of the analysis of the proposed Modification 10 design changes described above, is summarized in a technical memorandum *Noise and Vibration Analysis of Bonita Avenue/Cataract Avenue LRT Grade Separation* [noise and vibration technical memo] (ATS Consulting, August 2017), which is included in Appendix C of this addendum.

In addition to the listed design changes, a more frequent headway[4] between passing LRT trains and an increase from two-car trains to three-car trains were assumed in the analysis of these crossings.

3.11.1 Noise

Eight of the 10 proposed Project Modifications would have no potential to impact future noise levels to adjacent sensitive locations (receivers) due to the construction and operation of the Approved Project. Although there may be slight variation in the types and duration of construction activities associated with modifications 1 – 6 and 8 – 19, impacts on existing noise levels would be temporary and not distinguishable from impact determinations in the 2013 FEIR.

The analyses summarized in the noise and vibration technical memos identify the following exceedances of Federal Transit Administration (FTA) impact criteria to building clusters representing noise-sensitive locations (receivers):

[4] Headway is a measurement of the distance or time between vehicles in a transit system.

Table 6: Predicted Noise Levels in Pomona, Category 2 Land Uses

Cluster No.[1]	Dist. Feet[2]	Existing Ldn (dBA)	Predicted Ldn (dBA)	Predicted Increase, dB	Threshold[3]		Impact
					Moderate	Severe	
WB1a	201	62	64.3	2.3	1.7	4.4	Moderate
WB1b	118	62	67.0	5.0	1.7	4.4	Severe
WB1c	68	62	67.5	5.5	1.7	4.4	Severe
WB1	112	62	65.9	3.9	1.7	4.4	Moderate
EB1	154	62	65.0	3.0	1.7	4.4	Moderate
EB2	125	62	65.8	3.8	1.7	4.4	Moderate

Source: ATS Consulting, 2017.
Notes:
1. The buildings included in each cluster are identified in Figures 1 through 3 of the noise and vibration technical memo (ATS Consulting, 2017).
2. The distance in feet from the closest sensitive receiver in the cluster to the proposed near LRT track.
3. The threshold is the allowable increase in noise from existing Ldn. The FTA designates two threshold levels: moderate and severe.

dBA – A-weighted (to human hearing) decibels.
Ldn – day/night noise levels; a 24-hour noise standard that assigns a 10 dBA 'penalty' for nighttime hours, generally 10 pm to 7 am.
Category 2 Land Use – residences and buildings where people normally sleep.

Table 7: Predicted Noise Levels near Cataract Avenue

Cluster No.[1]	Dist., ft[2]	Existing Ldn, dBA	Predicted Ldn, dBA	Predicted Increase, dB	Threshold[3]		Impact
					Moderate	Severe	
WB4c	221	60	61.7	1.7	2.0	5.0	None
WB4d	266	60	61.6	1.6	2.0	5.0	None
EB3a	73	60	67.1	7.1	2.0	5.0	Severe
EB3b	179	60	62.3	2.3	2.0	5.0	Moderate
EB3c	195	60	64.0	4	2.0	5.0	Moderate

Source: ATS Consulting, 2017.
Notes:
1. The buildings included in each cluster are identified in Figures 1 through 3 of the noise and vibration technical memo (ATS Consulting, 2017).
2. The distance in feet from the closest sensitive receiver in the cluster to the proposed near LRT track.
3. The threshold is the allowable increase in noise from existing Ldn. The FTA designates two threshold levels: moderate and severe.

dBA – A-weighted (to human hearing) decibels.
Ldn – day/night noise levels; a 24-hour noise standard that assigns a 10 dBA 'penalty' for nighttime hours, generally 10 pm to 7 am.

The predicted noise levels do not account for existing intervening structures such as privacy walls that can mitigate future noise levels (ATS, 2017).

3.11.2 Vibration

Eight of the 10 proposed Project Modifications would have no potential to impact future vibration levels at adjacent sensitive locations (receivers) due to the construction and operation of the Approved Project. Although there may be slight variation in the types and duration of construction activities associated with modifications 1 – 6 and 8 – 9, impacts on existing vibration levels would be temporary and not distinguishable from impact determinations in the 2013 FEIR.

The analyses summarized in the noise and vibration technical memos predict vibration levels at the same building clusters representing vibration-sensitive locations (receivers). Future vibration levels at these receivers are not predicted to exceed the FTA vibration impact threshold of 72 VdB in any 1/3 octave band between 6.3 cycles per second (Hz) and 315 Hz. Tables 8 and 9 present the results of the analyses of potential vibration impacts from LRT operation incorporating the proposed Modification No. 7 and Modification No. 10 designs.

Table 8: Predicted Vibration Levels in Pomona, Category 2 Land Uses

Cluster No.[1]	Dist. Feet[2]	Speed mph	Threshold, VdB	Predicted Band Max, VdB[3]	1/3 Octave Band, Hz[4]	Impact
WB1a	201	65	72	66	31.5	--
WB1b	118	65	72	69	31.5	--
WB1c	68	65	72	71	31.5	--
WB1	112	65	72	69	31.5	--
EB1	154	65	72	67	31.5	--
EB2	125	65	72	68	31.5	--

Source: ATS Consulting, 2017.
Notes:
1. The buildings included in each cluster are identified in Figures 1 through 3 of the noise and vibration technical memo (ATS Consulting, 2017).
2. The distance in feet from the closest sensitive receiver in the cluster to the proposed near LRT track.
3. The maximum predicted vibration level in any 1/3 octave band.
4. The 1/3 octave band that corresponds to the predicted band maximum.

VdB - Vibration decibels.
Hz – Hertz in cycles per second.
Category 2 Land Use - residences and buildings where people normally sleep.

Table 9: Predicted Vibration Levels at Cataract Avenue

Cluster No.[1]	Dist., ft[2]	Speed, mph	Threshold, VdB	Predicted Band Max., VdB[3]	1/3 Octave Band, Hz[4]	Impact
WB4c	221	65	72	58	12.5 Hz	no
WB4d	266	55	72	56	12.5 Hz	no
EB3a	73	55	72	65	31.5 Hz	no
EB3b	179	55	72	53	12.5 Hz	no
EB3c	195	55	72	53	12.5 Hz	no

Source: ATS Consulting, 2017.
Notes:
5. The buildings included in each cluster are identified in Figures 1 through 3 of the noise and vibration technical memo (ATS Consulting, 2017).
6. The distance in feet from the closest sensitive receiver in the cluster to the proposed near LRT track.
7. The maximum predicted vibration level in any 1/3 octave band.
8. The 1/3 octave band that corresponds to the predicted band maximum.

VdB - Vibration decibels.
Hz – Hertz in cycles per second.

3.11.3 Mitigation Measures and Recommendations

Noise Mitigation

The recommended mitigation for moderate to severe noise impacts at receivers WB1a, WB1b, WB1c, EB1 and EB2 is a 4-foot noise wall located on the LRT retaining structure. An existing privacy wall at the property line will effectively mitigate predicted LRT and freight train passby noise at receiver WB1; therefore, no additional mitigation (wall) is recommended for this location. The recommended noise reduction measure for receivers EB3a, EB3b and EB3c is a 4-foot noise wall on the south edge of the embankment structure. The predicted noise level at EB3c is reduced to below the moderate impact threshold even though the wall does not extend onto the bridge. Tables 10 and 11 provide summaries of the recommended walls

Table 10: Recommended Locations for Noise Barriers

City	Wall No.	Direction[1]	Engineering Station		Length (ft)	Height (ft)	Clusters Mitigated	LRT Noise Reduction from Wall
			Start	End				
Pomona	1	WB	1919+00	1926+00	700	4	WB1a	8 dB
Pomona	2	WB	1934+00	1946+00	1200	4	WB1b	7 dB
Pomona	3	WB	1956+50	1962+00	550	4	WB1c	9 dB
Pomona	3	EB	1929+50	1932+50	300	4	EB1	8 dB
Pomona	4	EB	1937+50	1948+00	1050	4	EB2	10 dB
Total Length, Pomona (ft)					3800			

Source: ATS Consulting, 2017.
Notes:
Heights and lengths of the sound walls are subject to further design refinements. Heights may be significantly altered if quiet zone are granted for at-grade crossings.
1. EB = towards Montclair (south side of tracks); WB = towards Azusa (north side of tracks).
Height above the top-of-rail.

Table 11: Recommended Noise Barrier

City	Wall No.	Direction[1]	Eng. Station		Length (ft)	Height[2] (ft)	Clusters Mitigated
			Start	End			
San Dimas	5	EB	1721+50	1726+50	600	4 ft	EB3a, 3b, 3c

Source: ATS Consulting, 2017
Notes:
Heights and lengths of the sound walls are subject to further design refinements.
[1] EB = towards Montclair (south side of tracks); WB = towards Azusa (north side of tracks)
[2] Height above the top-of-rail, assumes wall will be placed on edge of embankment structure

Vibration Mitigation

No vibration impacts from LRT construction and operation incorporating the proposed Modification No. 7 or Modification No. 10 designs are predicted at any of the 11 receiver locations listed in Tables 8 or 9; therefore, vibration mitigation was not evaluated for these receivers.

3.11.4 Level of Impact After Mitigation

Mitigated Noise Levels

Walls that break the line-of-sight from the noise source (LRT/freight trains) to the receiver (sensitive land uses) ranges from 6 – 10 dBA when located adjacent or near the train tracks. Therefore, a reduction in noise levels during train passby events of at least 6 dBA from the levels listed in Tables 6 and 7 is anticipated, provided by recommended walls at WB1a – c, EB1, EB2, and EB3a – c, or by an existing privacy wall at WB1.

Mitigated Vibration Levels

No vibration impacts from LRT construction and operation incorporating the proposed Modification No. 7 or Modification No. 10 designs are predicted at any of the 11 receiver locations listed in Tables 8 or 9; therefore, vibration mitigation was not evaluated for these receivers.

3.12 Safety and Security

Since the Project Modifications will not significantly change the alignment right-of-way, physical characteristics of the stations, or the capacity of the planning parking structures as described in the 2013 FEIR, they would not result in new safety or security impacts or contribute to previously identified significant impacts that would be substantially more severe than shown in the 2013 FEIR. Additionally, the Project Modifications include anticipated safety improvements.

Modification 1 involves extending the footprint of the Glendora Parking Structure to the south and will have no impact on safety or security.

Modification 2 involves incorporating a pedestrian underpass between the Glendora Parking Structure and the LRT platform to facilitate a safe and secure access point for patrons.

Modification 3 involves closing an at-grade crossing at either Glenwood Avenue or Elwood Avenue; this has the potential to enhance safety by eliminating potential traffic and collision impacts that could result from at-grade crossings.

Modification 4 involves creating a new access road from Route 66 to Glendora city yard. This would require creating a new at-grade crossing. This at-grade crossing would be limited to City employees and would adhere to the safety measures outlined in Section 3.12.3.4 of the 2013 FEIR. As such, this modification would not result in any new safety or security impacts.

Modification 5 involves either rotating a TPSS 90 degrees in the same location as identified in the 2013 FEIR or relocating the TPSS to a location immediately adjacent to the new access road in Modification 4. In the first option, the TPSS would be accessed via a publicly accessible driveway serving the commercial property at 917 East Route 66. In the second option, the TPSS would be accessed via the new access road, and access would be limited to authorized personnel. This modification would not result in any new safety or security impacts.

Modification 6 involves changing access to San Dimas Parking Structure and includes incorporating a pedestrian underpass between the parking structure and the LRT platform to facilitate a safe and secure access point for patrons.

Modification 7 involves separating the flyover at Towne Avenue from the grade separation bridge structure at Towne Avenue and relocating it approximately 300 feet to the west. This would occur within the existing right-of-way and would not result in any new safety or security impacts.

Modification 8 involves increasing the height of the Claremont Parking Structure and would not result in any new safety or security impacts.

Modification 9 involves restructuring the Montclair parking lot within the existing footprint and would not result in any new safety or security impacts.

Modification 10 involves constructing a bridge structure at the intersection of Bonita Avenue and Cataract Avenue to create a grade separation. The modification also involves the realignment of Bonita Avenue to accommodate the new structure. This modification would not result in any new safety or security impacts.

Additionally, the Authority will prepare a Threat and Vulnerability analysis to assess safety and security at all stations and other locations prior to construction of the project. With this analysis and the implementation of the 2013 FEIR mitigation measures (SS-1 through SS-6), the Project Modifications' potential impacts would continue to be reduced to a less than significant level, and no new or increased impacts would occur. Therefore, the modifications described in Addendum No. 4 of the Approved Project Build Alternative would not result in a new significant impact or more severe significant impacts to safety and security as compared to the Project analyzed in the 2013 EIR.

3.13 Visual Quality

3.13.1 Methodology

A field survey to document existing conditions in the vicinity of the project modifications was conducted on the 27th and 28th of February, 2017. The changes proposed in this addendum were also reviewed using Google Earth. Regional and local planning goals, objectives, and policies were reviewed for updates and/or new plans relative to the 2013 FEIR as they relate to visual quality. The results are summarized in Table 8 below. Anticipated impacts as a result of implementing the Project Modifications were analyzed based on consistency with regional and local plans and CEQA significance criteria for aesthetic resources. In some cases, visual simulations were also developed to better analyze expected effects. Impacts on visual resources would remain less than significant if the modifications would not:

a) Have a substantial adverse effect on a scenic vista

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway

c) Substantially degrade the existing visual character or quality of the site and its surroundings

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

The following additional criteria were also analyzed per consistency with the 2013 FEIR:

a) Introduce substantial new shadow effects on sensitive users

b) Create substantial artificial light that would adversely affect nighttime views in the area

3.13.2 Regional and Local Plans

Residents, recreationists, tourists, and pedestrians are expected to be most sensitive to visual change, such as alterations to scenic vistas or introduction of shadow effects, as they would be most responsive to changes to their aesthetic environments. Viewers from work settings, such as commercial, industrial, retail, and agricultural, are expected to be less sensitive to visual change, as their primary focus would be on work activities.

Table 8 lists relevant goals, objectives, and polices from regional and local plans that could affect the Project Modifications considered in this addendum.

Table 12: Updates to Local Planning Goals, Policies, and Regulations

County/ Municipality	Planning Document	Applicable Goals, Objectives, And Policies	Proposed Change
Los Angeles County	*Los Angeles County General Plan* (2015)	The plan was updated in March 2015; however, no changes proposed in this addendum would occur in unincorporated areas of Los Angeles County.	None
	County of Los Angeles Bicycle Master Plan (2012)	The 2012 version of this plan includes the following existing bicycle routes as intersecting or paralleling the Gold Line railroad segment where changes are proposed, in addition to those listed in the 2013 FEIR: • Walnut Avenue (San Dimas) • College Avenue (Claremont)	Modifications 6 and 8
Glendora	*Glendora Community Plan 2025* (2008)	No changes to goals compared to 2013 FEIR. Notable additional policies identified under specific goals include: LU-18.1: Ensure the preservation of a scale and character of development is sensitive to adjoining uses. LU-18.1.3: Encourage land uses that are complimentary in form and function with existing development. LU-20.1: Ensure development is designed with a compatible scale.	Modifications 1, 3, 4 and 5
	Route 66 Specific Plan (2003)	Guiding Principle 8.0: Improved visual and functional linkages between Route 66 and the Village, Grand Avenue, and Glendora Avenue. Guiding Principle 10.0: Coordinated and focused change rather than "remove and replace" transformation to enhance sense of place and promote aesthetic improvements.	Modifications 4 and 5
City of San Dimas	*1990 San Dimas General Plan* (1991 update)	Identifies the City's scenic resources as including the open foothills and views to the San Gabriel Mountains. Important elements that reinforce the desired rural image include scenic resources and historic character. Walnut Avenue is identified as a scenic corridor because it "conveys a historical feeling of older residential neighborhoods and mature landscaping." OS-4 Goal: Preserve San Dimas' scenic resources. Objective 4.1: Preserve existing views of the foothills.	Modification 6

County/ Municipality	Planning Document	Applicable Goals, Objectives, And Policies	Proposed Change
		Policy 5.1.2: Protect views and viewsheds of the foothills. CN-2 Goal: Conserve the historical and cultural resources of San Dimas. Objective 2.1: Promote the conservation of historical and cultural resources through programs and policies to identify and protect these resources. Policy 2.1.2: Preserve significant historical resources within the City of San Dimas.	
	Ordinance 913	Ordinance 913 (1990) preserves and protects any mature significant tree[5] growing in the city. Prohibits grading, construction, or demolition or any improvement that may directly affect the health of any Public/Community Tree.	Modification 6
City of Pomona	*City of Pomona General Plan Update* (2013)	The plan was updated in 2013; planning elements identified in the FEIR have been revised. The new plan includes a new Aesthetics section, which notes that the city currently addresses aesthetic resources and visual character and quality through the Community Design Element of the 1976 *General Plan*. Relevant elements include: • Recognize the positive design features of the community; preserve and enhance those features, and improve the livability and cultural life of the community through physical design considerations in areas where it is less than satisfactory such that the result is an environment defined by quality, cohesiveness, and human needs. • Insure the highest possible aesthetic quality in the architecture and other design considerations of new development. • Insure that new development shall be a positive addition to the City's environment and will not detract from the nature of the character of appropriate nearby established development because of architectural style, scale, and location. • Encourage all new development to respect distinctive land forms in its design. • Protect residential neighborhoods within the City from the intrusion of disorganizing elements. The plan also identifies the following relevant *General Plan Update* Goals and Policies: 6G.G9: Ensure continuity in development scale and character with careful transitions between areas of differing use composition and density.	Modification 7

[5] Any oak measuring 8 inches or more in diameter, and/or any other tree species measuring 10 inches or more in diameter, and any multi-trunk tree having a total circumference of 38 inches or more, with at least one trunk having a minimum diameter of 4 inches. The diameter must be measured at a point 36 inches above ground at the base of the tree.

County/ Municipality	Planning Document	Applicable Goals, Objectives, And Policies	Proposed Change
		6G.P7: Do not permit sound walls or perimeter walls along major streets or corridors, except along freeways and railroad tracks. In addition, the plan states, "Pomona's visual environment includes distinctive topographic features such as hillsides [and] mountains ... which play an important role in the scenic and visual quality of the city." The plan also includes the following relevant narrative: Elements of aesthetic character include scenic vistas, scenic resources, light and glare, and the visual character and quality of the area's topography, natural features, and urban form. Pomona's visual environment includes distinctive topographic features such as hillsides, mountains, valleys, canyons, and other significant natural landforms, which play an important role in the scenic and visual quality of the city. Along with other designated hills, the San Gabriel Mountains visually frame the Pomona Valley. The more distant San Gabriel Mountains dominate views from the city. Looking north, the San Gabriel Mountains in the background can be seen from much of the city. A substantial amount of ambient light from urban uses already exists. Sources of light include neon signs, glass buildings facades, streetlights, parking lot lighting, and automotive headlights.	
City of Claremont	City of Claremont General Plan (2009)	Goal 2-2: Preserve the City's distinctive residential character by maintaining land use patterns that strengthen our neighborhoods. Goal 2-3: Accommodate a range of land uses that meet the economic, environmental, educational and social needs of the City while remaining sensitive to the community's residential character. Goal 2-5: Maintain and enhance Claremont's unique character. Goal 4-4: Achieve optimum use of regional rail transit. Policy 4-4.1: Support the expeditious extension of the Metro Gold Line to Claremont. Policy 4-4.3: Achieve better integration of all transit options located at the Claremont Depot. Policy 4-4.5: Promote activity centers and transit-oriented development projects around the transit station. Goal 5-8: Preserve Claremont's unique community forests....	Modification 8

County/ Municipality	Planning Document	Applicable Goals, Objectives, And Policies	Proposed Change
		Policy 5-8.1: Develop a tree planting policy that strives to accomplish 50% shading of constructed paved and concrete surfaces within five years of construction. Policy 5-8.4: Safeguard and enhance Claremont's community forest by protecting existing stands of trees and other plant material of substantial value. Policy 5-12.4: Implement land use patterns and policies that incorporate smart growth practices, including placement of higher densities near transit centers.... The plan also notes that "the surface Metrolink parking lot will likely be replaced with a parking structure to meet the increased parking demands of dual Metrolink and Gold Line service," and "the City will continue to work for the integration of the Gold Line within The Village with transit and mobility options."	
City of Montclair	*City of Montclair General Plan* (1999)	CD-1.5.0: Promote community identity and community aesthetics.... CD-1.1.1: Continue the establishment of an individual and distinctive identity by encouraging the highest quality design in architecture [and] landscape architecture... CD-1.1.6: Continually review new opportunities for design concepts to be implemented through the zoning ordinance to improve the appearance of parking lots and other areas devoted to automobile use. CD-1.1.15: Existing specimens and stands of trees and other plant materials of outstanding scenic value should be protected. CD-1.1.16: Every effort should be made to retain [older mature trees], even in new development... CD-1.1.17: Site planning, architectural and landscape architectural design should result in an attractive appearance and a harmonious relationship among the various elements of the development to blend with the image of the community.	Modification 9
	North Montclair Downtown Specific Plan (2006)	Design concepts for Town Center at [Gold Line] Transit Station: 1.2B: Bus Platforms and Park – The existing bus platforms should remain north of the train platforms, but should be ... located within an urban square, surrounded by residential and mixed-use buildings including retail associated with the presence of commuters. Views north to the San Gabriel Mountains should be preserved with a park that connects the train station and bus platforms with the linear park along the Huntington right-of-way at the Montclair-Upland border. The City should	Modification 9

County/ Municipality	Planning Document	Applicable Goals, Objectives, And Policies	Proposed Change
		consider relocating the "Flying M" sculpture currently used as a bus round-about to this park, incorporating it into an amphitheater, playground or other space regularly inhabited by people. 1.2H: "Park Once" Parking Garages – Commuter parking should be located adjacent to the railroad tracks, in 4-5 level parking structures. Dispersed in this manner, the garages will provide a buffer from the noise and dirt of the trains.... Because of the slight drop in topography along the tracks, these garages will be relatively small in appearance from the north. And if concealed by "wrapper" buildings on their south side, they will also be imperceptible from the Town Center. 2.0 - Plan Program and Concept: Parking for transit commuters and retail customers should be provided in a series of lots or structures oriented parallel and adjacent to the railroad tracks. These are the best locations to minimize both the visual and traffic impact of the parking structures... 5.4.010 – Parking Design: The plan provides several standards for landscaping and lighting at parking areas.	

3.13.3 Modifications 1 and 2 (City of Glendora)

Existing Conditions

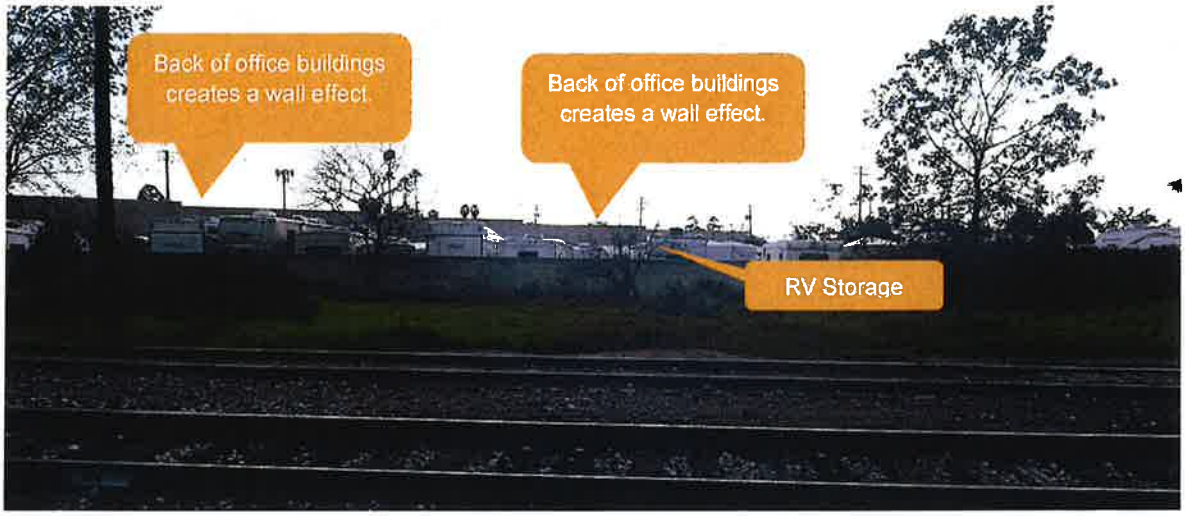
No scenic vistas have been designated in the area. A modern, multi-story condominium complex is located on the north side of the railroad tracks behind an approximately 6-foot-tall wall, representing the sensitive viewers in this area. Existing views to the south from this residential area toward the proposed structure are of an RV storage lot and taller commercial buildings behind it (see Figure 10). The view is intermittently obscured by tall deciduous vegetation.

The area previously analyzed for the parking structure in the 2013 FEIR is the existing RV lot. The proposed expanded area would remove an east-west row of one-story commercial and/or office spaces located south of the RV lot. The back of this building, which faces the RV lot, is several feet taller than the rest of the structure, with the visual effect of presenting a high, stair-stepped wall to the residential viewers to the north (see Figure 10). The office spaces are visually very homogenous, consisting of uniformly beige facades and similarly colored awnings over doors and windows (see Figure 11).

Scenic resources consist of minor landscaping associated with the building, described above, and are limited to moderately aged deciduous trees, some small shrubs, and grass facing South Vermont Street and adjacent to parking spaces on the south side of the building.

The proposed changes are within a commercial/light industrial setting of minimal visual quality. Two automotive shops and another RV storage facility are south of the proposed parking expansion. One- to two-story buildings of differing but indistinct designs line the west side of South Vermont Street. A very large grocery store complex is located to the southeast of the proposed structure. Overhead telephone poles and lines, streetlights, and two microwave towers, as well as occasional deciduous and palm trees interspersed within sidewalks, are the primary vertical elements. The discordant form, scale, and materials that comprise the setting, as well as a meaningful lack of natural features, result in overall low visual quality.

Figure 10: Existing View from Residential Area South toward Proposed Parking Structure



Source: March 2017 field visit.

Figure 11: Office Building Affected by Glendora Parking Facility Expansion, Looking East from Vermont Ave

Source: March 2017 field visit.

Environmental Consequences

Changing the pedestrian overcrossing (as originally proposed under the 2013 FEIR) to an undercrossing would minimize impacts initially expected. Being underground, the undercrossing would not be visible from adjacent sensitive viewers and, therefore, would not affect scenic vistas, scenic resources, or visual character or quality or add a substantial source of light or glare. The location of the entrances would connect the northeast corner of the parking structure and would be visually unobtrusive due to their size (16 feet wide by 10 feet high) and location within a long retaining wall. Therefore, no visual impact is associated with the new undercrossing.

Expanding the access area would not result in an impact to designated scenic vistas, as none are located in or visible from the area. The 2013 FEIR notes that the parking structure originally proposed at this location would include three levels (referred to as Option 2) and would have a low profile and be consistent with the surrounding commercial setting. This statement remains true with the expansion, which would be consistent with the Option 2 height analyzed in the 2013 FEIR but would occupy a larger footprint. Because the expansion would be to the south of the structure originally proposed in the 2013 FEIR, no additional impacts beyond those previously analyzed would occur to residents on the north side of the tracks, who would not see the expanded area.

The scenic resources listed above (small areas of landscaping) would be removed; however, due to the limited areas involved, this impact would remain less than significant.

Expansion of the access area beyond what was analyzed in the 2013 FEIR would be compatible with the existing visual character, scale, form, and function of the commercial and light industrial setting and its surroundings.

The expanded access area and the vehicles parked within it would not create a new substantial source of light or glare, given the surrounding environment, particularly the presence of multiple parked RVs and other vehicles associated with the existing commercial/light industrial setting. The structure would not be considerably taller than other buildings in the area and would not introduce substantial new shadow effects. Similarly, the existing land uses likely already create a substantial artificial light source; the expanded parking structure would not measurably increase nighttime light levels.

For these reasons, impacts from the proposed change would be less than significant and would be consistent with the *Glendora Community Plan 2025*. There would be no new significant impacts or more severe significant impacts.

3.13.4 Modification 3 (City of Glendora)

Existing Conditions

The at-grade crossing at either Elwood Avenue or Glenwood Avenue would be closed, resulting in removal of the crossing gates. An 8-foot-high wire mesh fence would be installed within the railroad right-of-way, along with a metal W-beam guardrail (33 inches to 36 inches above grade) in the City of Glendora ROW from curb to curb. The railroad tracks cross both Elwood and Glenwood avenues in areas with residences to the north and a large commercial area to the south. The residential area consists generally of small, well-maintained, one-story, single-family houses. The streets are landscaped with occasional deciduous trees of moderate age. Trees help obscure the tall, narrow railroad crossing gates for viewers looking south from the residential area toward South Hills, a primarily undeveloped, low mountain range within the San Gabriel Valley that includes a 243-acre wilderness area. Although not a designated scenic vista, the South Hills provide visual interest compared to the otherwise flat, developed landscape (see Figure 12). No trees or other scenic resources exist in the immediate vicinity of the proposed fence and guardrail, which is in the railroad right-of-way.

The commercial area on the south side of the tracks comprises one-story buildings; it is not readily visible from the residential area and does not intrude onto views of the hills. The general

visual quality of this residential and commercial area is moderate, as the neighborhood exhibits visual order and coherence, with some natural elements; and the commercial area is not composed of overly dominant structures.

Figure 12: View South toward South Hills from Residential Area along Elwood Avenue

Environmental Consequences

Closing the at-grade crossing at either Elwood Avenue or Glenwood Avenue would remove the crossing gates — the only visual element associated with the crossing. Because the gates already comprise a negligible visual component in the landscape, the result would be a very slight improvement of the views toward South Hills. Elimination of the red flashing lights when trains are passing would also be a slight beneficial impact. Addition of an 8-foot-high wire mesh fence and a metal guardrail from curb to curb would introduce a new visual element that would be viewed by residents closest to the crossing. However, the open nature of the mesh fence, as well as the low profile of the guardrail, would not substantially intrude upon the residents' views of the South Hills. No scenic resources would be affected.

Installation of the fence and guardrail would not appreciably affect the existing visual character of the setting, which is residential to the north side of the tracks and commercial to the south side. Although the barrier would be out of character in a residential setting, it would not substantially degrade the existing visual character or quality of the site and its surroundings.

The fence and guardrail would not include lights or reflective surfaces. Standard roadway signs with reflective surfaces would be installed; however, this new source of reflection would have a negligible visual impact, as roadway signs are common features in residential areas and their size is visually unobtrusive. The mesh nature of the fence and low height of the guardrail (33 inches to 36 inches above grade) would not cast shadows on sensitive viewers in the area.

The change would be compatible with the *Glendora Community Plan 2025*.

Overall, no new significant or more severe impacts would occur for the reasons described above.

3.13.5 Modification 4 (City of Glendora)

Existing Conditions

The new road would be accessed from Route 66 on the west side of Dalton Wash, requiring acquisition of the only residential parcels in the immediate area (see Figure 13). The residential parcels are small and trend north-south along Big Dalton Wash, creating a narrow swath of residential land use within a larger commercial district. Four very small, one-story, cabin-like buildings, constructed in 1958, are served by one driveway that parallels the wash; most of the structures are set back from Route 66 and are not readily visible from the road. Some of the buildings appear to be windowless. No yards exist, but some landscaped vegetation in the form of small shrubs, a flower garden, and a palm tree line the driveway, representing the only scenic resource in the small residential area.

The South Hills area, described above, is immediately south of Route 66. Although not a designated scenic vista, the hill visible from this area is undeveloped and covered with various types of vegetation, providing a contrasting natural presence and topographic interest to the otherwise developed and flat landscape (see Figure 14). A landscaped median divides the Route 66 travel lanes.

Big Dalton Wash is contained within a concrete box culvert that travels under Route 66. Being a wash, water does not continually flow through the culvert. The culvert walls are topped with a metal fence. A short concrete wall and metal fence also line the sidewalk where the culvert passes under the road. The manmade look of the box culvert is in contrast to the intermittent water element (see Figure 14).

Figure 13: Residential Parcels and Dalton Wash at Proposed Access Road, Looking North from Route 66

Figure 14: View from Dalton Wash Looking South toward the South Hills

Route 66 is historic and listed on the NRHP. The proposed changes are within the *City of Glendora's Route 66 Corridor Specific Plan* project area, which "is considered the core commercial corridor within the City of Glendora." The new access road would be located in an area specifically identified by the plan as "Route 66 Service Commercial," which "is intended to provide for a variety of smaller-scale commercial, office and light industrial/manufacturing uses" (City of Glendora 2003).

Overall visual quality is low to moderate. The mixture of small residences within the generally commercial setting creates a disorderly, incoherent landscape. However, the South Hills and Big Dalton Wash add natural components that enhance the overall visual quality of the area.

Environmental Consequences

The new access road would provide unobstructed south-facing views of the South Hills, resulting in a slightly beneficial impact on scenic views of the hills. However, this beneficial effect would be limited to views from the access road, which would be closed to the public. No designated scenic vistas would be affected.

Removing the existing palm tree, small garden, and intermittent areas of low shrubs within the residential area would not substantially damage scenic resources. The scenic resources represented by the South Hills would remain a dominant part of the landscape. The new access road would not damage the visual context of historic Route 66, particularly given its location in a commercial district. Therefore, no new significant or more severe impacts would occur for the reasons described above.

The structures that would be removed are the only residential buildings in the immediate area. However, the buildings are small and not representative of any distinctive design or historic era. They also occupy a small area and are set back from the road, making them only fleetingly visible to tourists traveling on Route 66 (sensitive viewers). In addition, removing the residential structures would be compatible with the City of Glendora's Route 66 Service Commercial district. Therefore, no considerable change would occur to the existing visual character or

quality of the area. Overall, no new significant or more severe impacts would occur for the reasons described above.

Creation of the access road would not add a new source of light or glare, new shadow effects, or artificial light. The new access road would be compatible with local plans.

Overall, creating the new access road would result in no significant or more severe visual impacts, as described above.

3.13.6 Modification 5 (City of Glendora)

Existing Conditions

As part of this modification, the Authority is investigating two options for TPSS #2. Under the first option, the access to TPSS #2 would be shifted to the parcel immediately east of the one originally proposed for use; access would continue to be from Route 66, a historic resource. Land use in the area is commercial, consisting primarily of one- and two-story buildings. The structures are mostly of a recent era and are heterogeneous, with no unifying or distinctive design. The proposed changes are within the Route 66 Service Commercial district identified in *City of Glendora's Route 66 Corridor Specific Plan*, described under Glendora City Yard Access, above.

The San Gabriel Mountains can be viewed in the distance to the north through openings between commercial buildings; however this view of the mountains has not been designated as a scenic vista at this location. The South Hills can be viewed to the south, beyond an expansive shopping center that is set back from a parking lot. As mentioned above, the South Hills are not a designated scenic vista but provide a natural and topographic component to an otherwise developed and flat landscape.

Visual quality is low. The varying types of commercial buildings create a visually disorderly and incoherent landscape, and natural elements are primarily lacking.

Glare is evident from vehicles using the extensive parking lots, on-street parking, and the four-lane roadway. Scenic resources are limited to landscaping, primarily trees and shrubs in the streetscape.

Under the second option, TPSS #2 would be relocated to the parcel being acquired as part of Modification 4, located adjacent to the west of the new Glendora city yard access road. Access would be from Route 66, a historic resource, via the new access road. As discussed in Section 3.13.5, overall visual quality is low to moderate. The mixture of small residences within the generally commercial setting creates a disorderly, incoherent landscape. However, the South Hills and Big Dalton Wash add natural components that enhance the overall visual quality of the area.

Environmental Consequences

Under the first option described above, no designated scenic vistas would be affected, as none are in the area. Views of the San Gabriel Mountains and South Hills would not be affected because no new structures would be built that would impede views.

The potential removal of landscaping in the area would be negligible and the removal would not substantially damage scenic resources. Shifting the access road would not damage the visual context of historic Route 66, particularly given its location in a commercial district.

The visual character of the setting would remain commercial with low visual quality. These characteristics would not be affected by creation of a new access road.

The new access would not create a new source of light or glare, shadow effects, or artificial light sources, with the exception of occasional vehicular use of the access road.

The proposed change would be compatible with existing City of Glendora plans, including the City of Glendora's Route 66 Service Commercial district. No new or more severe significant impacts would occur to visual resources for the reasons described above.

Under the second option described above, as discussed in Section 3.13.5, creating the new access road would not result in significant visual impacts. The 2013 FEIR describes the TPSS facilities as being low profile and consistent with the railroad's historic operational and design characteristics. The TPSS would not be any taller or bulkier than the buildings that currently exist in the location. The new access would not create a new source of light or glare, shadow effects, or artificial light sources, with the exception of occasional vehicular use of the access road.

Under both options, the proposed modification would be compatible with existing City of Glendora plans, including the City of Glendora's Route 66 Service Commercial district. Overall, no new significant or more severe impacts would occur for the reasons described above.

3.13.7 Modification 6 (City of San Dimas)

Existing Conditions

The proposed parking structure expansion is located in a commercial/light industrial setting along Arrow Highway, which generally comprises a mixture of modern, multi-story office buildings and low-rise, service-oriented businesses such as an auto repair shop, storage units, and pet boarding and grooming (see Figure 15). However, two historic houses are on or near the site. No cohesive or distinctive architectural designs are evident with the exception of the two historic houses, which are obvious standouts. The William T. Michael Residence (219 Arrow Highway), which is eligible for listing on the NRHP, is located within the area of the proposed expansion, and "represents a very good and exceptionally rare example of a Queen Anne-style farmhouse" (as described in Appendix C of the 2013 FEIR) (see Figure 16). This residence is currently occupied by a pet boarding and grooming service. The second house is located directly across Arrow Highway and would not be affected by the proposed changes; it appears to be a residence. This sole residence and pedestrians walking the adjacent sidewalks comprise the sensitive viewers in this area.

The 1990 *San Dimas General Plan* includes directives to preserve and protect existing views of the foothills and San Gabriel Mountains. Existing buildings and vegetation currently block mountain views for the residence on the south side of Arrow Highway. Pedestrians would be facing east or west, away from the mountain views. Some office workers on the south side of

Arrow Highway have intermittent views of the distant San Gabriel Mountains; however, office workers are not considered sensitive viewers.

In addition to the historic properties described above, scenic resources along Arrow Highway are limited to streetscaping. Occasional tall trees of various ages are present along the sidewalk. Office parks set back from the highway include additional landscaping such as grass, small trees, and shrubs. Arrow Highway is a busy, six-lane roadway divided by a median landscaped with a row of deciduous trees. These trees and those along the sidewalk provide the primary natural component to the setting. The taller, more mature trees, streetlights, and utility poles are the dominant vertical elements. A handful of mature landscaped trees are adjacent to the commercial properties within the expanded parking structure footprint. Most of these trees are not readily visible from vantage points outside the commercial establishments and do not contribute to the overall setting from the perspective of sensitive viewers.

Figure 15: West Side of Proposed Parking Expansion, Looking Northeast from Arrow Highway

Figure 16: East Side of Proposed Parking Expansion, Looking North from Arrow Highway toward LRT alignment

Both the proposed parking structure analyzed in the 2013 FEIR and the proposed expansion would be visible from Walnut Avenue. This segment of Walnut Avenue is composed of an office/light industrial visual character, with homogenous one- and two-story buildings that exhibit mainly functional architectural designs. The expanded parking structure would be visible from Walnut Avenue through a lightly landscaped parking lot associated with a large, office/light industrial building (see Figure 17). The *County of Los Angeles Bicycle Master Plan* (2012) also identifies Walnut Avenue in San Dimas as a designated but unstriped bicycle route.

A residential complex (two-story apartment buildings) exists on the north side of the railroad tracks west of Walnut Avenue. The apartment buildings are not distinctively historic, dating from the 1970s; they do not "convey a historical feeling of older residential neighborhoods." Impacts to these residents were analyzed in the 2013 FEIR in association with the parking structure that was initially proposed and were found to be less than significant.

Figure 17: Looking West from Walnut Avenue toward Expanded Parking Structure Location

Overall, the visual quality in the area of the proposed change does not cohere around a particular style but rather comprises a varying mix of architectural styles, functions, and eras. Some trees that would be removed appear to be mature and may constitute a scenic resource.

There is an existing source of glare from vehicles traveling along Arrow Highway and Walnut Avenue, and those parked in several parking lots associated with the office buildings and the auto repair shop.

Environmental Consequences

The proposed PUC would not have any visual impacts to scenic vistas, scenic resources, or visual character or quality and would not add a substantial source of light or glare. The entrances would be visually unobtrusive due to their size (16 feet wide by 10 feet high) and location within a long retaining wall.

Views of the San Gabriel Mountains from this location are very distant (see Figure 15), and the proposed parking structure expansion would be no higher than the structure originally analyzed in the 2013 FEIR. However, the structure would be closer to Arrow Highway, further obstructing views where the building would be in the immediate foreground, such as for pedestrians. Cyclists riding north on the designated bike route on Walnut Avenue would be east of the parking structure, so their views of the mountains would remain unimpeded. No other sensitive viewers would experience impacts to scenic vistas. Therefore, the proposed change would be consistent with the City of San Dimas' policies to preserve existing views of the foothills. Views of scenic vistas would not be substantially adversely affected compared to the analysis in the 2013 FEIR.

Both the structure analyzed in the 2013 FEIR and the proposed expansion would be visible from Walnut Avenue, however, this segment of Walnut Avenue is not representative of the "historical feeling of older residential neighborhoods and mature landscaping" that led to the street's scenic

designation. In addition, the expanded parking structure would be set back approximately 300 feet from Walnut Avenue behind the existing parking lot shown in Figure 15.

The Authority is considering a second option for this modification. Under this option, the Authority would acquire the property on the northeast corner of the intersection of Walnut Avenue and East Arrow Highway (see Figure 17) This option would involve expanding the parking structure to include the existing parking lot located adjacent to Walnut Avenue. This would not adversely impact visual resources because of the reason stated above. Therefore, the historical feeling of Walnut Avenue as a scenic resource would not be damaged.

A few landscaped trees associated with the commercial properties within the expanded parking structure footprint would be removed. Because most of these trees are not readily visible and do not meaningfully contribute to the overall setting, impacts to these scenic resources are expected to be less than significant. However, in accordance with mitigation measure B-2 from the 2013 FEIR, a pre-construction survey will be conducted to identify if any of these trees constitute a "mature significant tree" per Ordinance 913 (see Table 12). If such trees are identified, the construction contractor will work with the City of San Dimas to determine how to proceed

Leaving the Historic House On Site

Leaving the William T. Michael Residence on site would preserve this scenic resource in its approximate original location. Therefore, this scenic resource would not be substantially damaged. The visual character and quality of the site would be changed, described below.

The 2013 FEIR notes that the parking structure as originally proposed would be set back approximately 200 feet from Arrow Highway and visually screened by adjacent buildings. Although that would no longer be the case, the expanded parking structure would be consistent with the visual character and quality of the setting as described above, which includes parking lots and nondescript office, commercial, and light industrial buildings. Residents of the apartment complex north of the railroad tracks would experience no change compared to the 2013 FEIR analysis, as the expansion would be to the south of the parking structure originally analyzed and, therefore, not visible from their vantage points.

The historic William T. Michael Residence and the historic house across Arrow Highway provide visual interest and relief in an otherwise more modern setting and represent the vestige of a past farming era that has been replaced by modern buildings designed purely for function. Leaving the house on site would retain an outstanding feature of the landscape. Therefore, there are no new or more severe significant impacts to the existing visual character or quality.

The proposed parking structure may be covered with a roof, which would eliminate daytime glare from vehicles parked within the garage. Lighting for the structure would add a new source of light affecting nighttime views. However, because no residents would have nighttime views of the expanded structure, impacts would be limited primarily to passing motorists, as the adjacent office/light industrial buildings would be vacated at night. For these reasons, the new source of artificial light and glare would not be substantial nor would adversely affect day or nighttime views.

The expanded parking structure would create a new shadow effect on the adjacent properties, which constitute a storage facility, a large office/light industrial building and a City maintenance facility. Therefore, no new shadow effects would impact sensitive viewers.

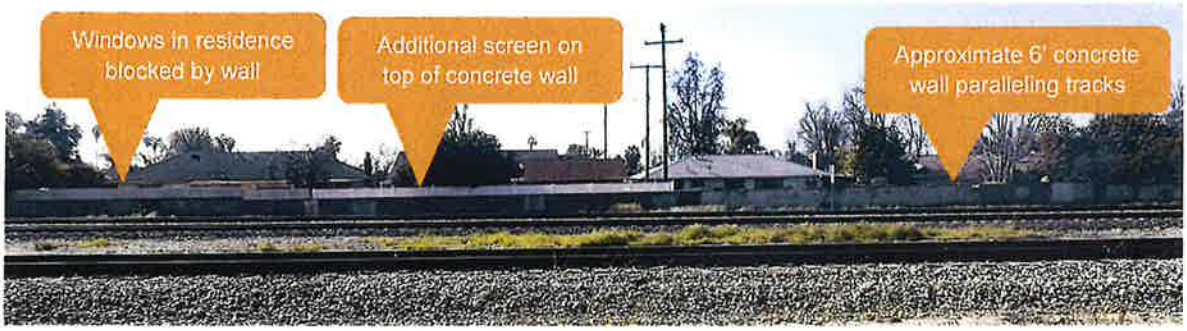
Overall, Modification 6 would not result in any new or more severe significant impacts for the reasons stated above.

3.13.8 Modification 7 (City of Pomona)

Existing Conditions

The 2013 FEIR describes the existing conditions at the location of the flyover at Towne Avenue in Pomona in detail. Due to the nature of the proposed changes, more information was gathered regarding the residences south of the tracks along Roderick Avenue, which have views to the north of the San Gabriel Mountains. These one-story houses are separated from the railroad track by an approximately 6-foot-tall concrete wall, partially blocking mountain views. In some areas, the concrete wall is topped with a screened extension, further raising the wall approximately 1.5 feet higher and obscuring views from windows (see Figure 16). Dense vegetation also screens views to the north for some of these residences, particularly those to the east. Recent development of the Arbours, a residential area on the north side of the tracks, further blocks views of the mountains for residences located south of the tracks.

Figure 18: Residences along Roderick Avenue Facing North



Since the 2013 FEIR was certified, a new residential area has been developed approximately 500 feet east of Towne Avenue, north of the railroad tracks, west of the Quail Creek condominium complex. The buildings appear to be three-story townhouses that abut the tracks, separated by an approximately 10-foot to 12-foot masonry wall (see Figure 19). South-facing second- and third-story windows overlook the tracks. This new development, although more modern and taller than adjacent residential areas, is consistent with the general incoherent character of the setting described in the 2013 FEIR.

Figure 19: New Townhouses Northeast of Towne Avenue and Railroad Tracks, Looking Northeast

Overall visual quality in the area of Modification 7 is low, based on FHWA guidelines, due to the mixture of commercial, light industrial, transportation, and residential uses, including complexes of varying ages, styles, form, color, and mass. Visual quality is somewhat higher within each discreet residential area due to the general consistency of house designs and scale and the presence of mature vegetation in the older communities.

Environmental Consequences

According to the *City of Pomona General Plan Update* (2013), Pomona's visual environment includes scenic vistas and distinctive topographic features such as hillsides and mountains (particularly the San Gabriel Mountains), which play an important role in the scenic and visual quality of the city. Views for motorists traveling north on Towne Avenue would not substantially change compared to the simulation included in the 2013 FEIR, as the height of the bridge at Towne Avenue would remain the same.

A new 100-foot-long flyover structure will be located approximately 300 feet west of the Towne Avenue grade separation and a separate 125-foot-long structure over Towne Avenue of approximately the same width as the 565-foot-long single-span structure cleared in the 2013 FEIR. Continuing west, the structure's elevation would decrease to approximately 8 feet above grade adjacent to the tennis courts associated with Palomares Park on the south side of the tracks. The structure would then rise again farther west, reaching roughly 30 feet above Garey Avenue as a grade separation of the light rail tracks over Garey Avenue. Therefore, although the structure would not return to grade between Towne Avenue and Garey Avenue, its height would be continually decreasing north of the residential area along Roderick Avenue to come to a minimum height of 8 feet above grade.

As described in the 2013 FEIR, the structure would have continued roughly at grade east of Garey Avenue; it would begin rising near the west end of Roderick Avenue, approximately

175 feet east of the lowest point currently proposed (near the tennis courts). The resulting difference means that the structure would now be higher for a longer segment than analyzed in the 2013 FEIR.

The 2013 FEIR states that the flyover as originally proposed would partially block views of the San Gabriel Mountains for residents living along Roderick Avenue on the southwest side of Towne Avenue and the railroad tracks, resulting in a significant and unavoidable impact. The revised design, described above, would continue to block views of the San Gabriel Mountains where they are currently intact and not obscured. The mitigation measures identified in the 2013 FEIR would be applied under this proposed modification; as such, while the substantial adverse effect on a scenic vista identified in the 2013 FEIR would continue to be a significant and unavoidable impact, there would be no new or more severe significant impacts from this modification.

Figure 20: View Looking Northwest from Towne Avenue

Figure 21: Simulation of View Looking Northwest from Towne Avenue with Flyover

The retaining wall proposed on the northwest side of the flyover adjacent to the Arbours residential complex would also be consistent with the goal of the *General Plan Update* disallowing sound walls along major corridors except along railroad tracks. The noise wall would be close to or incorporated into the retaining wall for the approach to the flyover. The noise wall's height would be 4 feet high and therefore less than that of the flyover in this location. Therefore, the noise wall would not be visible beyond the flyover and would not block mountain views.

No scenic resources, such as trees, historic buildings, or scenic roads, exist in the railroad right-of-way that would be affected by the relocated flyover.

The presence of the existing railroad tracks establishes a transportation element into the residential and commercial/light industrial setting. A bridge is a common component of railroad infrastructure and thereby consistent with the visual character of the railroad corridor. However, the scale and solid mass of the flyover would be inconsistent with the visual character and quality of its surroundings. However, the existing visual quality of the area is low due to the

varied land uses (i.e., mixture of light industrial, commercial, residential, and transportation) and their associated structures. Additionally, the characteristics that comprise the residential areas would remain intact. Therefore, any impact would not be substantial.

For reasons described above, the relocated flyover would not be wholly consistent with the City of Pomona's *General Plan Update* to (1) protect residential neighborhoods within the City from the intrusion of disorganizing elements; (2) not detract from the nature of the character of appropriate nearby established development because of architectural style, scale, and location; and (3) ensure continuity in development scale and character. However, the plan also identifies "urban form" as an element of the City's aesthetic character. In addition, the 2013 FEIR states that the flyover would be designed in accordance with the City of Pomona design policies, thereby providing consistency with relevant elements of the *General Plan Update* focused on physical design. The noise wall is anticipated to utilize precast concrete panels and would be consistent in character with existing walls paralleling the tracks.

Any new source of artificial light from train car interiors as they pass through the area on the elevated flyover would be intermittent, contained within the train cars, and occurring only when trains are passing. Therefore, nighttime views for those residents would not be substantially altered. Similarly, glare reflecting off train windows would occur intermittently and only during daytime. The City of Pomona's *General Plan Update* identifies light and glare as an element of the city's aesthetic character and notes that a "substantial amount of ambient light from urban uses already exists," which is true of this location due to the commercial and light industrial land uses adjacent to Towne Avenue. Therefore, the new source of light and glare would not be substantial.

The relocated flyover and the intermittent passing of trains would cast shadows on the residential buildings on the north side of the tracks, particularly the new townhouses east of Towne Avenue, given their height and proximity to the tracks (see Figure 19). The shadows would extend between 17 feet and 23 feet above the ground, which would rise above the existing wall onto those residences. The shadow effect would occur primarily in winter months when the sun is low (November through March) during sunrise and sunset. Large buildings and vegetation to the south of the railroad tracks would block some of the effects of the winter sunrise, with similar effects to winter sunsets due to higher topography and vegetation to the west. As a result, winter shadows would last an average of 30 minutes during both sunrise and sunset. Because the shadows would occur only during sunrise and sunset for a portion of the year, the effects would not be considered substantial.

In summary, no new significant impacts would result from the relocated flyover at Towne Avenue. The structure would continue to have a substantial adverse effect on scenic vistas, resulting in an ongoing significant impact, which was previously identified in the 2013 FEIR. No scenic resources would be affected. The new source of light and glare from the elevated trains would be intermittent, and the shadow effects on the new townhouses northwest of Towne Avenue would occur only during winter months at sunrise and sunset, therefore no significant impact would occur.

With incorporation of the following mitigation measure identified in the 2013 FEIR, Modification 7 would not result in an increase in the severity of impacts disclosed in the 2013 FEIR.

VIS-6: The final design of the Towne Avenue flyover structure shall include considerations of materials and design refinements to reduce the height of the flyover structure above the surrounding grade to the lowest height feasible.

3.13.9 Modification 8 (City of Claremont)

Existing Conditions

Due to the dissimilar nature of the land uses surrounding the proposed parking structure, the area was divided into two distinct "landscape units" for the purpose of this analysis. Landscape units are visually homogenous, spatially defined areas with a particular visual identity. 1st Street acts as a dividing line, with transportation-oriented structures south of 1st Street on both sides of College Avenue. The proposed parking structure would replace an existing surface-level parking lot between 1st Street and the railroad tracks, and South College Avenue and Columbia Avenue. The existing parking lot is substantially landscaped, with a variety of deciduous trees and shrubs (see Figure 22); and the bus shelters lining the south side of 1st Street have been designed to fit the general era of the college north of 1st Street, with stone-faced columns and gently sloped green roofs. A two-level parking garage is directly west of the proposed parking structure, across College Avenue, and a three-story modern office complex is west of the existing garage. Large water storage tanks, surrounded by dense vegetation, and a public park with three baseball fields are south of the railroad tracks. A chain link fence between the park and railroad tracks is lined with mature deciduous trees and thick shrubs.

Pomona College (founded in 1887) is north of 1st Street and reflects a variety of visually attractive historic architectural styles. Sumner House, a historic residence built in 1887 in Queen Anne Victorian style, is listed on the NRHP and is across the parking lot on the northwest corner of College Avenue and 1st Street. Many Victorian houses of similar design front the west side of College Avenue to the north; these properties are likely eligible for listing on the NRHP. Facilities associated with the college on the north side of 1st Street include a baseball field, tennis complex, parking lot, and some small buildings, all of which are heavily screened from view of the proposed parking structure by dense, mature vegetation along the 1st Street sidewalk and in the median.

The high visual quality imparted by the historic setting of the college and extensive landscaping within the landscape unit north of 1st Street is diminished by the parking lot and parking garage on the south side of 1st Street in the more transportation-oriented landscape unit, resulting in overall moderate visual quality.

No designated scenic vistas are visible from this area, and none have been identified in local plans. The *County of Los Angeles Bicycle Master Plan* (2012) identifies College Avenue in Claremont as a bicycle route.

Figure 22: View of Existing Parking Lot, Looking Southeast from Sumner House

Environmental Consequences

The 2013 FEIR proposed a 25-foot-high parking structure. Increasing the height of the proposed parking structure from 25 feet to 39 feet would not affect scenic vistas, as none are visible from the proposed changes. Therefore, sensitive viewers such as residents, pedestrians, and cyclists riding the College Avenue bike route would not be affected.

Scenic resources that would be affected include the landscaped trees associated with the existing parking lot. The 2013 FEIR notes that existing landscaping to be removed would be replaced with new landscaping of commensurate quality, which would minimize impacts to scenic resources and be consistent with the City of Claremont's policies to shade constructed paved and concrete surfaces and enhance the community forest.

The 2013 FEIR states that the proposed 25-foot-tall, three-level parking structure would be compatible in scale with adjacent development west of College Avenue (i.e., the existing parking structure to the west). Increasing the height of the proposed structure by 14 feet would not alter that determination. The structure would be compatible with the visual character and quality of the transportation-oriented landscape unit south of 1st Street. Land uses in this landscape unit already reflect changes based on modern needs for transportation-related facilities, even though the heightened structure would be placed adjacent to an area displaying unique historical residential character. The parking structure would replace an existing parking lot, which is immediately east of an existing two-story parking structure. Incorporating landscaping into the design, as mentioned above, would also support the existing visual character and quality of the landscaped surroundings. The *City of Claremont General Plan* (2009) notes that "the surface Metrolink parking lot will likely be replaced with a parking structure to meet the increased parking demands of dual Metrolink and Gold Line service," and "the City will continue to work for the integration of the Gold Line within The Village with transit and mobility options." Therefore, the parking structure would be consistent with the City's policies and goals to preserve

residential character while supporting use of transit in the area. Views from the historic Sumner House would be affected by the parking structure but not measurably more than disclosed in the 2013 FEIR, which notes the "significant changes to the visual and historic setting that have already occurred over decades." For these reasons, the increased height of the proposed parking structure would not substantially degrade the existing visual character or quality of the site and its surroundings. For information about visual impacts to the college's historic properties as determined per National Historic Preservation Act and CEQA requirements, see Section 3.6 Cultural Resources.

Raising the parking structure by 14 feet would not create a new source of light or glare that would affect day- or nighttime views compared to the height originally proposed in the 2013 FEIR. In addition, the top level of parked cars would not likely be visible to sensitive viewers at that height.

Although increasing the structure's height would lengthen the size of shadows it would cast compared to the 2013 FEIR analysis, the 2013 FEIR notes that "no residences or other shadow-sensitive land uses are located in close proximity to the proposed parking structure." The 2013 FEIR also states, "Uses to the north ... are too distant from the proposed facility to be affected by the casting of shadows." Land uses south of the structure consist of water tanks and three baseball fields; no sensitive viewers would be affected.

Overall, no new significant or more severe impacts would occur for the reasons described above.

3.13.10 Modification 9 (City of Montclair)

Existing Conditions

The 2013 FEIR description of the existing conditions at the Montclair parking facility remains generally accurate; it is "not considered aesthetically significant." The existing landscape north of the railroad tracks consists primarily of parking lots along an approximately 0.25-mile east-west area of land. A very large, prominent sculpture built in 1995 — the "Flying M" —is located in the transit center and would be removed by the proposed changes. The sculpture is approximately 50 to 60 feet tall and forms a circle made of red and blue painted steel in the shape of multiple repeating letter "Ms." The sculpture is a dominant element in the landscape and readily visible by users of the transit station, as well as the new residential developments that have been constructed south of the railroad tracks since the 2013 FEIR was completed. See Figure 3.13-32 of the 2013 FEIR and Figure 23 and Figure 24, below.

Figure 23: Flying M Sculpture Viewed from Transit Center, Looking North (Left Image) and Northeast (Right Image) from Railroad Tracks

Figure 24: Flying M Sculpture Looking North from Adjacent Residential Area to the South

Since the 2013 FEIR was written, a new condominium residential area (Arrow Station) has been developed south of the railroad tracks on a large parcel of previously vacant land. The residences comprise two- and three-story, modern, flat-roofed buildings, with amenities such as a pool and landscaped outdoor space. Residents on the north side of the development and users of the outdoor areas have views of the San Bernardino Mountains, noted in the 2013 FEIR as "visually striking, north-facing views of the ridgelines...." (see Figure 25 and Figure 26).

Figure 25: View of San Bernardino Mountains from New Residential Area South of Railroad Tracks

Source: Meritage Homes (https://www.meritagehomes.com/search/southern-ca/the-walk-at-arrow-station/#.WMapv014fcs)

Figure 26: View of San Bernardino Mountains from Arrow Highway

Three large surface parking lots, landscaped with young to moderately aged trees and shrubs, have replaced what the 2013 FEIR described as "the river rock-strewn landscape" north of the proposed parking. A paved recreational path, the Pacific Electric Trail, parallels the northern boundary of these parking lots.

The area proposed for expansion includes the Flying M sculpture, bus bays, a former child daycare business and associated playground, and a greenspace which is not a formally designated park. This greenspace and a few landscaped trees constitute the only unpaved surface within approximately 24 acres, representing an "island" surrounded to the north, west, and east by parking lots. Other natural features are limited to occasional landscaping (young trees and shrubs) associated with the parking lots.

Figure 27: Open Greenspace and Transit Access/Shelters

Environmental Consequences

Because the expanded parking area would remain a surface lot, views of the San Bernardino Mountains for residents of the new development south of the railroad tracks would remain intact. Views of recreationists using the Pacific Electric Trail would not be affected, as the parking lot would be south of the trail. Removing the Flying M sculpture would provide clearer views of the mountains for some residents of the new condominium development south of the tracks (see Figure 25), with a potential beneficial impact depending on personal aesthetic preferences. No adverse effects on scenic vistas would result.

Both the Flying M sculpture and the greenspace in the center of the existing parking areas would be considered scenic resources. The 2006 *North Montclair Downtown Specific Plan* suggests that "the City should consider relocating the 'flying M' sculpture...incorporating it into an amphitheater, playground, or other space regularly inhabited by people." As part of this modification, the sculpture would be relocated on site. As such, its function as a scenic resource would not be altered.

Replacing the greenspace area with a parking lot would remove the only park-like open space in 24 acres of paved surface. The landscaped trees that would be removed are not expected to represent trees of "outstanding scenic value" or "older mature trees," consistent with the *City of Montclair General Plan* (1999). In addition, the parking lot would include landscaping, which would likely offset the greenspace and small number of trees that would be removed. Landscaping would be consistent with the *City of Montclair General Plan* (1999), which states that "landscape architectural design should result in an attractive appearance and a harmonious relationship among the various elements of the development to blend with the image of the community." Although removing the greenspace area would be an impact to scenic resources, it would be less than significant due to the included landscaping.

Overall, the proposed changes would not result in new or more severe impacts to scenic resources (the Flying M sculpture, the park-like open space, and existing landscaping). Impacts to scenic resources would be less than significant for the reasons described above.

The 2013 FEIR notes that the area is "not considered aesthetically significant"; this statement remains accurate. Adding another parking lot within an expanse of existing parking lots would

be consistent with, and would not alter, the existing visual character or quality of the site and its surroundings.

Replacing the greenspace area with a parking lot would introduce a new source of glare from parked vehicles to the surroundings, affecting daytime views in the area. However, given the extent of the surrounding parking lots, this additional source of glare would be negligible. Although the proposed parking lot would introduce a new source of artificial nighttime light, lighting already exists at the bus shelters and along the transit access drive and Richton Street. Therefore, additional lighting would not be considered substantial.

Because the parking lot would be at surface level, no new or more severe significant shadow effects would occur.

Overall, no new significant or more severe impacts would occur for the reasons described above.

3.13.11 Modification 10 (City of San Dimas)

The original EIR prepared for this project proposed safety improvements at the intersection of Cataract and Bonita Avenues. Anticipated visual impacts noted in the EIR included stockpiling of construction materials, most likely in the railroad right-of-way (ROW). The EIR also analyzed impacts to the substation proposed approximately 100 feet south of the train depot in this area, described below; that analysis remains valid for this addendum. However, the EIR did not analyze impacts resulting from the proposed flyover structure at this location.

The proposed grade separation structure includes a retaining wall located approximately 40 feet behind the historic Santa Fe Depot. The wall would be 13 feet to 21 feet from the station to its bridge span over Cataract Avenue. The station would be separated from the retaining wall by the BNSF track, which will remain at grade.

Existing Conditions

Land uses surrounding the intersection of Bonita and Cataract Avenues include a mixture of industrial to the northwest, commercial and residential to the northeast, residential to the southeast, and predominantly vacant to the southwest. The existing railroad tracks diagonally cross the intersection from the northwest to the southeast. Bonita Avenue's east- and west-bound travel lanes split at the intersection with Cataract Avenue. Small landscaped islands occupy the space between the split lanes, and include a variety of tall deciduous trees. Railroad crossing gates, streetlight poles, and telephone/power poles provide additional vertical elements at the Bonita/Cataract intersection.

A large machinery and equipment company occupies the northwestern quadrant of the Bonita/Cataract intersection. Aerial imagery shows one large industrial building, three progressively smaller wooden buildings, and an expansive yard filled with various machine parts. Various types of trees and shrubs, as well as opaque fencing covered with vegetation, generally shield views of this complex from the street. Modest, well-kept one- and two-story residences on small lots face this complex to the north. This general land use pattern continues west along the north side of the railroad tracks toward Eucla Avenue, with industrial land uses fronting the tracks and residential areas north of them.

A row of one- and two-story commercial buildings line the north side of Bonita Avenue east of Cataract Avenue. Most of these buildings have a faux Western façade, with porches, wood siding, and staggered roof lines that mimic an old West look. Western-style streetlamps complement the theme. Parking for these facilities is behind (north of) the buildings and some parallel parking spaces line Bonita Avenue. Tall trees are interspersed between some of the structures. Farther north, the northeastern side of the Bonita/Cataract intersection is residential, similar to the northwestern side described above, but with more bungalow-style houses reflecting an Arts and Crafts style.

Figure 28: Western-style Facades on North Side of Bonita Avenue East of Cataract Avenue

Two large, trees flank the south side of Bonita Avenue directly east of Cataract Avenue. These trees are approximately 60 feet tall and have substantial mass, with thick branches that extend both horizontally and vertically, providing noticeable visual interest in this area (see Figure 29). As noted in Table 9, the City of San Dimas Ordinance 913 preserves and protects any "mature significant tree" growing in the city. Per the ordinance, a "significant" tree is any oak measuring 8 inches or more in diameter, and/or any other tree species measuring 10 inches or more in diameter, and any multi-trunk tree having a total circumference of 38 inches or more, with at least one trunk having a minimum diameter of 4 inches (the diameter measured at a point 36 inches above ground at the base of the tree). The two trees (shown in Figure 28) are expected to meet these criteria. In addition, Ordinance 1163 protects "Community Trees," including any city-owned tree within the city's ROW.

The City of San Dimas Santa Fe Depot is a historic building located north of a residential area on the south side of Bonita Avenue, immediately adjacent to the railroad ROW (see Figure 30). The depot currently functions as a railroad museum, and is approximately 14 feet to 16 feet tall. The building's façade is yellow stucco with green trim and a red tile roof. The train depot is of

the time period and style of Spanish Colonial Revival architecture, demonstrating many of the forms, features, and materials representative of that style. The style is typical of southern California and was the successor of the Mission Revival style from the same era sharing many of the same forms and materials. A small greenspace — Rhoads Park — is adjacent to the west side of the depot. The park includes a covered picnic table, and small deciduous trees roughly paralleling a concrete path. A small parking lot and additional landscaping are located north of the depot at the southwest corner of Bonita Avenue and Monte Vista Avenue.

Figure 29: Large Deciduous Trees Southeast of Cataract/Bonita Intersection

Source: Google Maps

Figure 30: San Dimas Santa Fe Depot and Rhoads Park

Source: Google Maps

Figure 31 shows the location of the scenic resources (the City of San Dimas Santa Fe Train Depot and two "significant" trees) in the study area described above.

Figure 31: Location of Scenic Resources

The residential area to the southeast consists of modest, predominantly small bungalow-style houses that face Railway Street (away from the existing railroad right-of-way and proposed changes), approximately 340 feet south of the Bonita/Cataract intersection. This residential area extends from Cataract Avenue east to Monte Vista Avenue. A small insurance company occupies the easternmost structure, which is a one-story, Mediterranean-style building surrounded by dense vegetation. The houses are generally well-kept and landscaped. Vertical elements include mature deciduous trees and telephone/power poles. A vacant lot is located north of this residential area, immediate southeast of the Bonita/Cataract intersection, which provides a buffer between the three westernmost houses and Bonita Avenue. The remaining residential properties along Railway Street back up to the railroad ROW. An approximately five-foot tall brick wall separates these houses from the railroad ROW. A similar wooden wall exists farther west. Tall, dense deciduous trees limit views to the north (toward the mountains) at both ends of this residential block, and are particularly dense in the ROW encroachment closest to the Cataract/Bonita intersection (see Figure 32).