

Addendum No. 3

to

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

**Evaluating Minor Design Changes of the Project
Azusa to Montclair**

Metro Gold Line Foothill Extension Construction Authority
March 2016

Chapter 1 – Introduction

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 Metro Gold Line Foothill Extension - Azusa to Montclair Project (Approved Project) in March 2013 in accordance with the requirements of the California Environmental Quality Act (CEQA). Addendum No. 1 to the 2013 FEIR addressed 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.

The Authority is an independent transportation planning, design and construction agency created in 1998 by the California State Legislature, 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 operate the Gold Line. In March 2013 Authority Board of Directors also approved a preferred alternative for the Project. The 2013 FEIR is available for review on the Authority's website at <http://foothillgoldline.org>.

The Authority proposes to approve minor technical changes to the engineering design of the Project. Pursuant to CEQA (Public Resources Section 21166) and CEQA Guidelines Section 15164, this Addendum documents the proposed changes to the Project.

This Addendum No. 3 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 EIR under CEQA. CEQA provides, in Public Resources Code Section 21166, 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; or
- 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 that there will be either a new significant adverse environmental impact or a substantially more severe adverse environmental impact than previously identified.

The CEQA Guidelines Section 15164 also indicate that the addendum need not to 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.

3 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. 3 prior to making a decision whether or not to approve the proposed modifications to the Approved Document.

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.

Appendices

- Appendix A: Plan and Profiles Set (February 2016)
- Appendix B: Updates to the Foothill Gold Line Extension Azusa to Montclair Noise and Vibration Assessment (March 2016)

Chapter 2 - Project Modifications

2.1 APPROVED PROJECT

The Approved Project is a 12.3-mile extension of the Metro Gold Line Light-Rail Transit (LRT) alignment to the east, with service from the Azusa-Citrus Station to the Montclair Transcenter. 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 1. 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) and, in part, Metrolink trains. East of the City of Pomona, the LRT tracks would be placed adjacent to tracks currently used by BNSF Railway freight trains and Metrolink commuter trains.

There are 28 existing at-grade road crossings in the corridor. New grade separations are proposed at five locations including two new flyover structures, one at Lone Hill Avenue in Glendora and one at Towne Avenue in Pomona, and three 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), and one LRT bridge over Garey Avenue in Pomona.

In addition, the Authority proposes to pursue funding for two potential grade separations that were included as at-grade crossings in the Approved Project (Foothill Boulevard and Grand Avenue in Glendora and South Indian Hill Boulevard in Claremont). These modifications would be implemented only 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 crossing 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
- 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 1: Approved Build Alternative



2.2 PROPOSED PROJECT MODIFICATIONS

The Authority has identified design modifications that are necessary for specific elements of the Approved Project (Project Modifications), including LRT track geometry and features such as track crossover locations. The minor changes from the Approved Project include the following:

- Modifying access along Ada Avenue in Glendora. The west leg of Ada Avenue will be closed and access will be revised on the east. An illustration of the closure and revised access is provided in Figure 2.
- Modifying the La Verne parking structure from a six-level structure approximately 55 feet above grade to a three-level structure approximately 40 feet above grade. The total number of available parking spaces would remain the same as in the FEIR at 600. Pedestrian access from the parking structure to the La Verne LRT station would be via a pedestrian underpass instead of at grade over the LRT tracks as described in the FEIR. Vehicular access to the parking structure would continue to be provided from Arrow Highway at the same access location as indicated in the 2013 FEIR. The revised site plan for the La Verne parking structure and station access is provided in Figures 3a and 3b.
- Modifying access for Los Angeles Department of Water and Power (LADWP) to existing electrical transmission lines that run east-west on the south side of I-210 north of the San Dimas Wash. An alternate access point will be provided for LADWP via the access road around the Louie Pompei Memorial Sports Complex and a new bridge approximately 75 feet in length over the San Dimas Wash. The bridge would clear the flood control right-of-way associated with the wash and stay within City of Glendora property. Project refinement in the area will also include relocating a TPSS from the east side of the right-of-way to the west side of the right-of-way as illustrated in Figure 4.
- Modifying the alignment in various locations (including relocation of associated TPSS locations), as summarized in Table 1 below. All of the alignment shifts (to maximize the desired 30 foot track separation between LRT and freight and to improve ride-ability of the roadway grade crossings) are illustrated on the advanced conceptual engineering plans provided as Appendix A. As a result of alignment modifications, the Glendora Station will be rotated slightly to accommodate these shifts. Alignment modifications that move project features closer to noise and/or vibration-sensitive receptors will include one or more additional design features such as special trackwork (low impact frogs), sound insulation, sound walls or enclosures, ballast mats, and/or floating slabs as necessary to reduce noise and vibration effects so that no new or increased significant impacts will occur.
- Relocating eight crossover locations, described below, and the addition of a maintenance-of-way (MOW) siding between White Avenue and Fulton Road in La Verne. The MOW siding will be added south of the LRT tracks within the Approved Project right-of-way. The MOW siding will be used only on an as-needed basis when required for operational necessity. All of the relocated crossover locations are illustrated on the advanced conceptual engineering plans provided as Appendix A. Where crossovers are located close to noise and/or vibration-sensitive receptors, designs will include special trackwork (low impact frogs), sound insulation, sound walls, ballast mats, and/or floating slabs, as necessary to reduce noise and vibration effects so that no new or increased significant impacts will occur. Crossover locations would be as follows:
 - Crossover Location #1: between station 1490 and 1496
 - Crossover Location #2: between station 1579 and 1585
 - Crossover Location #3: between station 1708 and 1714
 - Crossover Location #4: between station 1796 and 1802
 - Crossover Location #5: between station 1871 and 1885
 - Crossover Location #6: between station 1988 and 1990
 - Crossover Location #7 (double crossover): between station 2066 and 2072
 - Crossover Location #8 (double crossover): between station 2078 and 2082

- Modifying the Claremont LRT station by shifting it approximately 300 feet to the east and converting it to a center platform station. Modifying the previously proposed Metrolink station platform from side platforms to a center platform. Constructing a pedestrian underpass to provide direct station access from the Claremont parking structure to the Metrolink platform.

In addition to the minor changes described above, the Authority plans to pursue funding for two potential grade separations that were included as at-grade crossings in the Approved Project. These changes would only be constructed if funding can be secured and if they are requested by the municipalities in which they are located. These additional changes would include:

- Modifying the previous at-grade crossing at Foothill Boulevard and Grand Avenue in Glendora to a grade separated crossing with the LRT being on a bridge structure over the intersection and the freight tracks relocated to the south and remaining at grade. The grade-separated structure would be approximately 30 feet tall from the ground to the top of the bridge, providing at least 16.5 feet of clearance under the bridge. Walls on either side of the intersection would be built to support the structure and transition the tracks from the original ground to the bridge structure. The new bridge structure would span a distance of approximately 250 feet across the intersection. Graphic illustration of the new bridge is provided in Figure 5. Detailed information on the alignment and profile is included on the advanced conceptual engineering plans included as Appendix A.
- Modifying the previous at-grade crossing at South Indian Hill Boulevard in Claremont to a grade separated crossing. The grade-separated bridge structure would be approximately 30 feet tall from the ground to the top of the bridge, providing at least 16.5 feet of clearance under the bridge. Walls on either side of Indian Hill Boulevard would be built to support the structure. The new bridge structure would span a distance of approximately 150 feet across South Indian Hill Boulevard. Graphic illustration of the new bridge is provided in Figure 6. Detailed information on the alignment and profile is included on the advanced conceptual engineering plans included as Appendix A.

All other features of the Approved Project would remain the same as described in the 2013 FEIR and subsequent Addenda. Addendum No. 3 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. Accordingly, the Authority finds that the preparation of an Addendum pursuant to CEQA Guidelines Section 15164 is appropriate, and that the proposed changes do not trigger a requirement to prepare a supplemental or subsequent EIR.

Figure 2: Ada Avenue Intersection

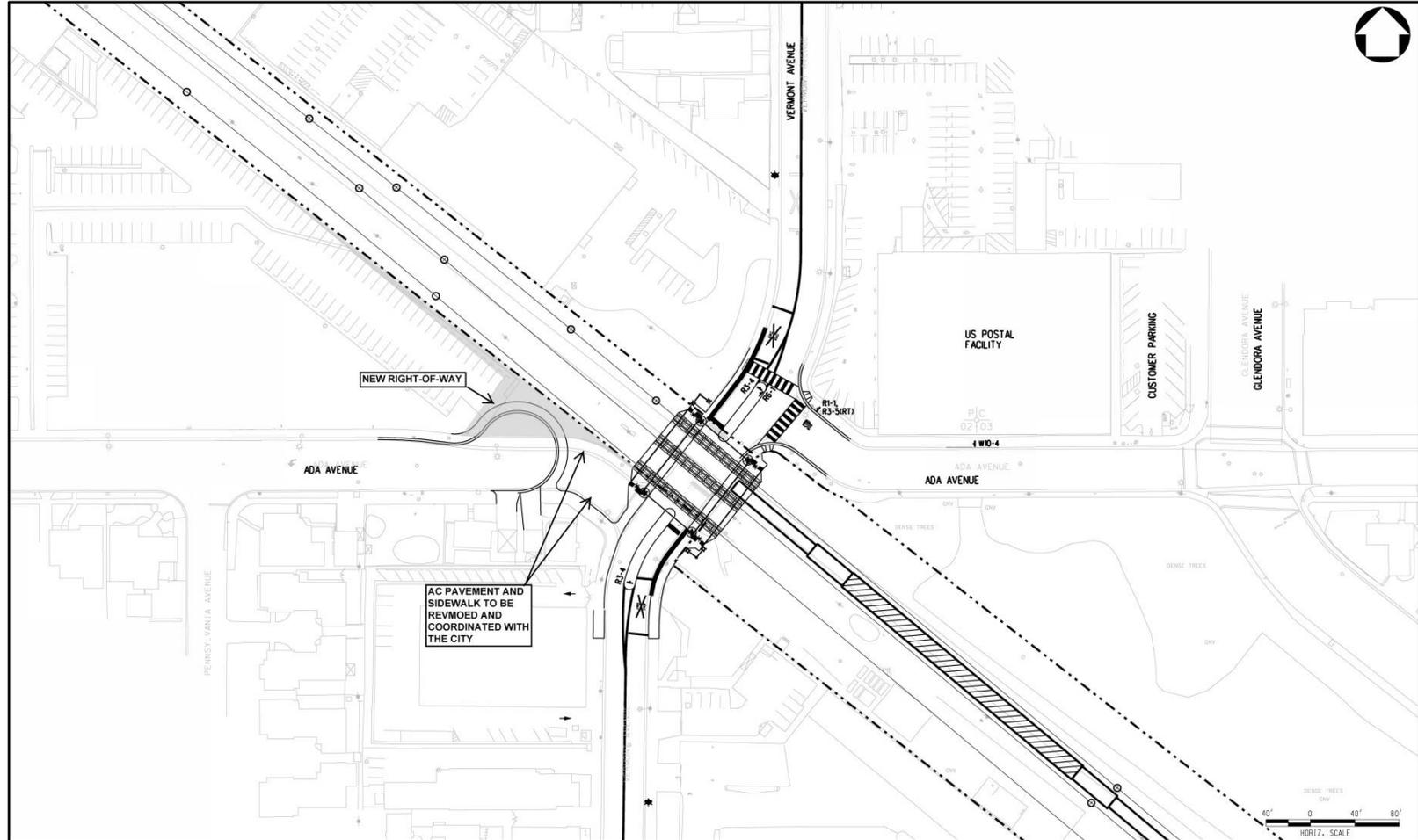


Figure 3a: La Verne Parking Structure (overview)

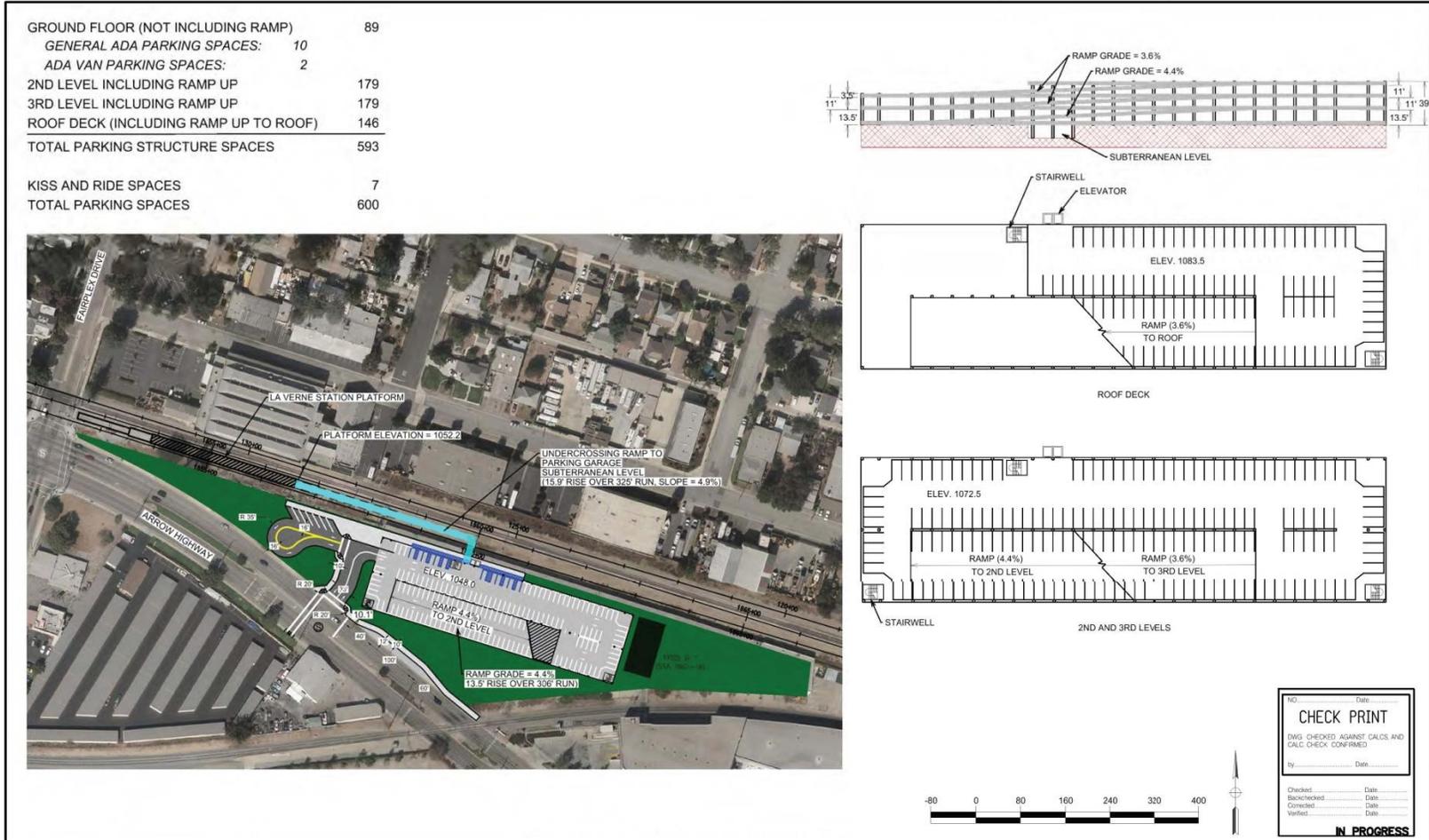


Figure 3b: La Verne Parking Structure (pedestrian undercrossing)

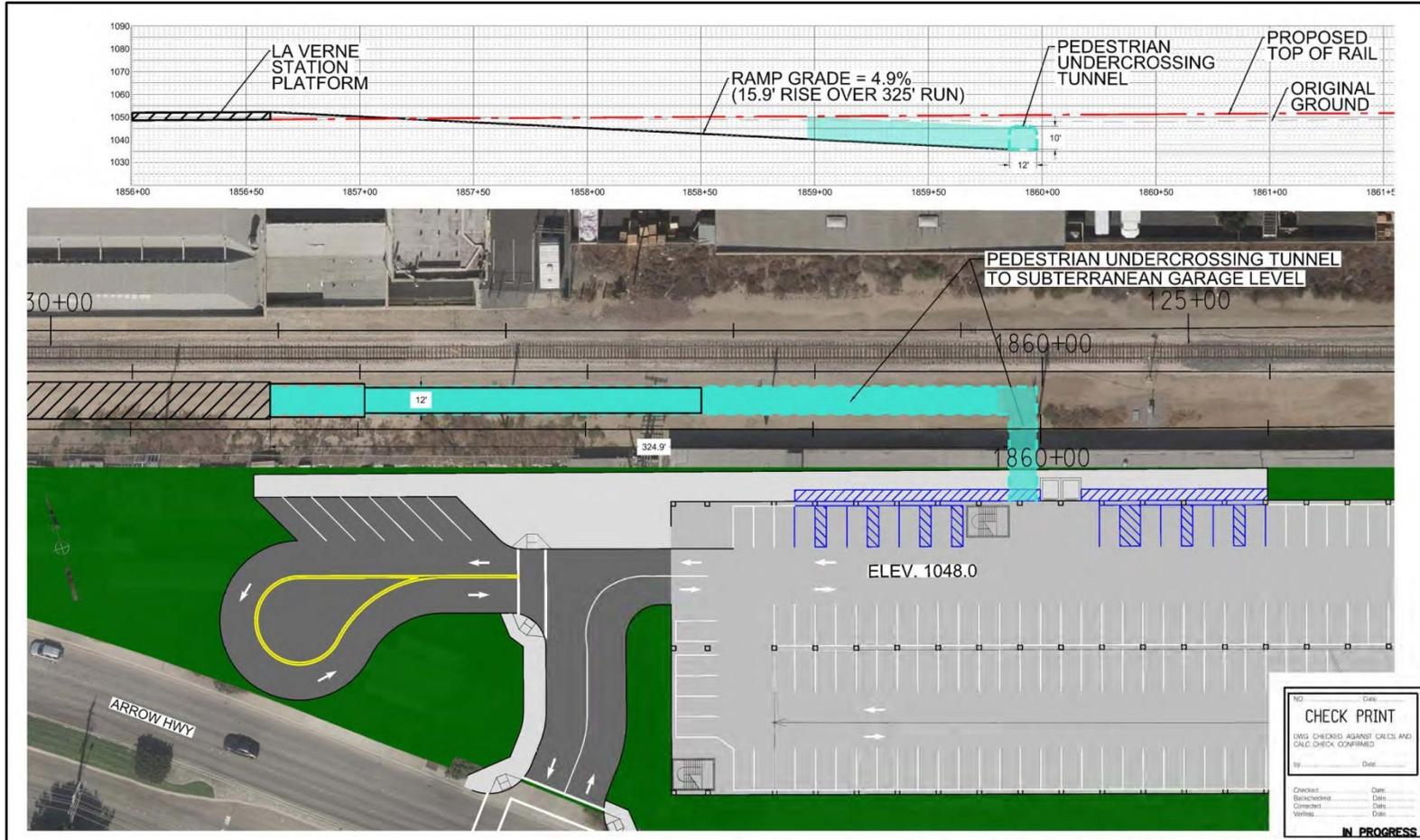


Figure 4: TPSS Location near San Dimas Wash



Table 1: Summary of Alignment Shifts

City	Stationing (Approximate)	Cross Streets	Description of Shift
Glendora	1440 to 1501	West of Barranca Avenue to Vermont Avenue	Freight and LRT shifted north
Glendora	1505 to 1567	Vermont Avenue to Lorraine Avenue	Freight and LRT shifted south
Glendora	1568 to 1610	Lorraine Avenue to Route 66	Freight and LRT shifted north
San Dimas	1667 to 1680	Gladstone Street to 57 Freeway	Freight and LRT shifted south
San Dimas	1700 to 1750	Eucla Avenue to Walnut Avenue	Freight and LRT shifted south
San Dimas	1770 to 1775	San Dimas Canyon Road	Freight and LRT shifted north
La Verne	1780 to 1835	East of San Dimas Canyon	Freight and LRT shifted north
La Verne	1815 to 1835	Wheeler Avenue to B Street	LRT shifted north
La Verne	1870 to 1883	White Avenue to west of Fulton Avenue	LRT shifted north. New LRT siding track added
La Verne	1885 to 1894	Fulton Avenue	LRT shifted south
Pomona	1905 to 1936	West of Garey Avenue to west of Towne Avenue	Realignment of freight and siding track
Pomona	1925 to 1955	East of Garey Avenue to Towne Avenue	LRT shifted south
Claremont	2045 to 2047	Claremont Boulevard	LRT shifted south

SOURCE: ATS Consulting Noise and Vibration Technical Memo (2016).

Figure 5: Foothill Boulevard and Grand Avenue Grade Separated Crossing



Vantage Point: south of existing ROW, looking north on North Grand Avenue.

Figure 6: South Indian Hill Boulevard Grade Crossing



Vantage Point: south of existing ROW, looking north on South Indian Hill Boulevard.

Chapter 3 – Environmental Evaluation

To evaluate the impacts of the Project Modifications, further transportation, noise and vibration, and visual quality studies were conducted. Summaries of the environmental evaluations are discussed in the following sections. Detailed analysis of noise and vibration effects are provided in Appendix B. Additional environmental areas identified in the FEIR were also reviewed and discussed under Section 3.4 Other Environmental Impacts.

3.1 TRANSPORTATION

3.1.1 Parking

The Project Modifications would change the La Verne parking structure from a six-level structure, approximately 55 feet above grade, to a three-level structure approximately 40 feet above grade. The total number of available parking spaces would remain the same as in the FEIR at 600. The transportation impacts include modified pedestrian access from the parking structure to the La Verne LRT station, which would be via a pedestrian underpass instead of at-grade over the LRT tracks as described in the FEIR. The primary access/egress point for vehicular traffic off of Arrow Highway will remain the same. The revised site plan for the La Verne parking structure and station access is provided in Figures 3a and 3b above.

Since 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, they would not result in new significant transportation impacts, or contribute to previously identified significant impacts that would be substantially more severe than shown in the 2013 FEIR. Furthermore, the modification for pedestrian access from the parking structure to the La Verne Station is anticipated to result in a safety benefit since it will eliminate the need for pedestrians to cross LRT tracks.

3.1.2 Traffic

Ada Avenue

As part of the Project Modifications, the connection of West Ada Avenue to Vermont Avenue will be closed in order to accommodate the grade crossing at Vermont Avenue. Analysis of traffic operations was completed to assess four alternatives to determine the preferred traffic circulation to mitigate impacts from the closure. The recommended Project Modifications on East Ada Avenue would restrict westbound movements to right-turn only and prohibit southbound left-turn movements from Vermont Avenue onto East Ada Avenue. Due to the lower traffic volumes on West Ada Avenue, a level of service (LOS) analysis demonstrates that the closure and other proposed modifications are not anticipated to produce any new significant impacts at the associated intersections. Table 2 and 3 below provide the LOS and delay analysis conducted for the intersection at Vermont Avenue and Ada Avenue, for the AM and PM peak hour periods, respectively.

Table 2: LOS Analysis for Ada Avenue (AM Peak Hour)

AM PEAK HOUR	Existing (2015)		Project Modification		Change in Delay	Significant Impact
	Delay (sec)	LOS	Delay (sec)	LOS		
Intersections						
Vermont Ave & East Ada Ave	11.2	B	9.0	A	-2.2	No
Vermont Ave & West Ada Ave	10.9	B	N/A			

Table 3: LOS Analysis for Ada Avenue (PM Peak Hour)

PM PEAK HOUR	Existing (2015)		Project Modification		Change in Delay	Significant Impact
	Delay (sec)	LOS	Delay (sec)	LOS		
Intersections						
Vermont Ave & East Ada Ave	11.7	B	9.1	A	-2.6	No
Vermont Ave & West Ada Ave	11.1	B	N/A			

As indicated within this analysis, the LOS and anticipated delay at the intersection of Vermont Avenue and Ada Avenue is reduced, as the traffic configurations improve circulation at the intersection despite the closure of the West leg of Ada Avenue. As part of the recommended treatments at the intersection, a raised median on Vermont Avenue would be installed through the intersection, which would enhance safety by discouraging motorists from attempting to drive around the crossing gates.

Project Modifications would not result in any new or increased significant traffic impacts on roadway or intersection LOS.

Foothill Boulevard/Grand Avenue and South Indian Hill Boulevard Grade Separations

As mentioned above, the Authority plans to pursue funding for two additional potential grade separations that were included as at-grade crossings in the Approved Project. These modifications would only be constructed if funding is secured and if they are requested by the municipalities in which they are located. If these changes are approved, traffic would move with fewer interruptions, thereby improving traffic compared to the Approved Project. If the grade separations are not approved, the intersections will be designed per the Approved Project as described in the 2013 FEIR.

3.1.3 Special Issues

Claremont Station Access

As a result of the grade separation of the alignment at South Indian Hill Boulevard, the Claremont Station will be moved 300 feet east. With the station platform now closer to College Avenue, this modification allows for direct access to the station from both Harvard Avenue and College Avenue. In addition, the station will be reconfigured with a center platform. To facilitate access to the Metrolink platform, a pedestrian underpass will be constructed to provide a direct connection from the Claremont parking structure. Overall, these Project Modifications are anticipated to result in improved pedestrian safety and multi-modal access to the Gold Line and Metrolink stations, as the reconfigurations place the Gold Line station closer to the parking area and in closer proximity to adjacent arterial streets and direct connection to the Metrolink station does not require that pedestrians cross tracks at grade.

LADWP Access

In order to facilitate access to the LADWP electrical transmission lines, an alternate access point will be provided via the access road around the Louie Pompei Memorial Sports Complex and a new bridge approximately 75 feet in length over the San Dimas Wash. This new access point is proposed in lieu of tunneling under the alignment, which would have been required in order to maintain the original entry point. This access will also serve a relocated TPSS, which has moved from the east side of the right-of-way to the west side of the right-of-way (see Figure 4 above). As this new access point makes use of an existing road, and will be used primarily for the purposes of ongoing inspections and maintenance by LADWP and Metro staff, the Project Modifications 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.

3.1.4 Mitigation Measures and Recommendations

All short-term construction mitigation measures would remain unchanged from the 2013 FEIR. Long-term mitigation measures would also be maintained from the 2013 FEIR, along with all updates included in Addendum No. 2.

As a result of the Level of Service (LOS) and queuing analysis completed in the 2013 FEIR for the intersections at Foothill/Grand and South Indian Hill Boulevard, the determination to grade-separate the alignment at these locations serve as mitigation measures themselves. The closure of the west leg of Ada Avenue is anticipated to result in no impact to queuing and LOS; therefore, no mitigation measures will be required.

3.1.5 Level of Impact After Mitigation

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. Several of Project Modifications, including pedestrian access to the La Verne Station and the parking structure, the grade separations at Foothill/Grand and South Indian Hill, and Claremont Station access are anticipated to reduce impacts from the Approved Project.

3.2 NOISE AND VIBRATION

Project Modifications will result in changes to the locations where noise and vibration effects will occur. Project Modifications are not anticipated to result in changes to project construction techniques or the associated noise and vibration effects that are expected during construction activities. Mitigation measures N-1 and N-2 from the 2013 FEIR are adequate to address construction noise and vibration effects that would be associated with construction activities.

Alignment shifts and relocated track crossover locations will result in reduced noise and vibration levels at some receptors and higher noise and vibration levels at other receptors. Mitigation measures to reduce the noise and vibration effects of the project are the same as those identified in the 2013 FEIR, however, in some cases, the locations proposed for specific mitigation measures have changed based on the Project Modifications. As identified in Section 2.2 of this Addendum, the design of the Project Modifications will include measures to mitigate new and/or increased noise and vibration effects at sensitive receptor locations.

Appendix B provides the complete technical memorandum prepared to evaluate noise and vibration effects based on the proposed Project Modifications.

3.2.1 Noise

Alignment shifts and revised crossover locations were evaluated to determine the potential for noise impacts at adjacent receivers. Crossovers can increase noise levels by up to six decibels compared with

standard track. Changes in track alignment not associated with crossovers generally resulted in changes in predicted noise levels of only one to two decibels. Table 4 presents a comparison of predicted noise levels at residential units from the 2013 FEIR to the predicted impacts from the proposed Project Modifications before mitigation measures are applied. The results are listed in the number of residential units that may experience moderate or severe impacts before mitigation measures are incorporated.

Table 4: Predicted Noise Impacts to Residential Units as a Result of Project Modifications (Before Mitigation)

City	2013 FEIR (# of dwelling units)	Project Modifications (+/- # of dwelling units from FEIR)
Glendora		
Moderate	76	+12
Severe	235	-3
Total	311	+9
San Dimas		
Moderate	29	+9
Severe	23	0
Total	52	+9
La Verne		
Moderate	38 ^a	-23
Severe	0	+18
Total	38	-5
Pomona		
Moderate	6	+8
Severe	0	0
Total	6	+8
Claremont		
Moderate	0	+8
Severe	56	+43
Total	56	+51
^a : The 2013 FEIR included a minor typo regarding the number of moderate impacts in the City of La Verne. It reported a total of 33 moderate impacts, when there were 38 moderate impacts. SOURCE: 2013 FEIR and ATS Consulting Noise and Vibration Technical Memo (2016).		

A new crossover near the Foothill Presbyterian Hospital, increases the predicted noise level by 1.6 decibels for this institutional land use. Because of this increase, this location would experience a “moderate” noise impact. There are no other changes to the predicted institutional land use impact locations compared to the 2013 Final EIR.

The only ancillary equipment expected to have the potential of causing noise impacts are the TPSS units. The primary noise source from the TPSS units is from the transformer hum and the cooling system. On most modern TPSS units, the transformer hum is minimal so most noise is generated by the ventilation and cooling system.

Some of the proposed TPSS sites have been relocated since the completion of the 2013 FEIR. Updated predicted TPSS noise levels are provided for the new TPSS locations in Appendix B. In addition, the revised predictions include updated reference noise levels for TPSS units based on measurements completed in March 2015 at two units on the Exposition Phase 1 line. The measured noise level at the Exposition TPSS units was 58 dBA at 50 feet, higher than what was assumed in the 2013 FEIR analysis.

Before mitigation, moderate noise impacts from TPSS sites are identified at six noise receiver locations in Glendora, San Dimas, La Verne, and Claremont. One severe noise impact from a TPSS site is anticipated at a receiver location in Glendora.

3.2.2. Vibration

Alignment shifts and revised crossover locations were evaluated to determine the potential for vibration impacts at adjacent receivers. Crossovers can increase vibration levels by up to ten decibels compared with standard track. Changes in track alignment not associated with crossovers generally resulted in changes in predicted vibration levels of only one to two decibels. Table 5 presents a comparison of predicted vibration levels at residential units from the 2013 FEIR to the predicted impacts from the proposed Project Modifications before mitigation measures are applied. The results are listed in the number of residential units that may experience impacts before mitigation measures are incorporated.

Table 5: Predicted Vibration Impacts to Residential Units as a Result of Project Modifications (Before Mitigation)

City	2013 FEIR (# of dwelling units)	Project Modifications (+/- # of dwelling units from FEIR)
Glendora	249	+28
San Dimas	23	0
La Verne	0	0
Pomona	6	0
Claremont	20	+40
Claremont – Metrolink Vibration	9	0

SOURCE: 2013 FEIR and ATS Consulting Noise and Vibration Technical Memo (2016).

A new crossover near the Foothill Presbyterian Hospital increases the predicted vibration level by 10 decibels for this institutional land use. Because of this increase, this location would be expected to experience vibration impact. There are no other changes to the predicted institutional land use impact locations compared to the 2013 Final EIR.

3.2.3 Mitigation Measures and Recommendations

Noise

The updated noise analysis identified noise sensitive receivers where there is potential for future noise levels to exceed the applicable FTA noise impact threshold. The design of Project Modifications will include incorporation of mitigation measure features to reduce noise to levels that are less than significant. Table 6 provides specific details and locations for all noise barrier locations to be included in the project design.

Sound insulation will be incorporated into the Project Modifications for second story receiver locations associated with clusters EB B in Glendora and WB 1 in Pomona. Low-impact frogs will also be included to reduce future noise levels at specific locations as identified in Appendix B.

TPSS Units will be constructed and placed in accordance with the following guidelines in order to ensure that noise levels are reduced below the level of significant impact.

- Include a noise limit in the purchase specifications for TPSS units. The recommended limit is a maximum level of 50 dBA at a distance of 50 feet from any part of the TPSS unit. Locate the unit within the parcel as far from the sensitive receivers as feasible. If possible, orient the cooling fans away from sensitive receivers avoiding direct line-of-sight from the cooling fans to the sensitive receivers.
- If the fans cannot be oriented away from the receivers, build an enclosure around the TPSS unit.

Table 6: Locations for Noise Barriers

City	Wall No.	Direction ¹	Eng. Station		Length (ft)	Height ² (ft)	Clusters Mitigated	Design Refinement
			Start	End				
Glendora	1	WB	1452+00	1454+50	250	6	WB 1	--
Glendora	2	WB	1455+50	1483+00	2,750	6	WB 1a, 1b, 1c, 1d	Wall height decreased (LRT moved away)
Glendora	2a	WB	1492+00	1497+00	500	8	WB 2	New wall at crossover
Glendora	3	WB	1506+50	1517+00	1,050	6	WB 3a	Wall height decreased (LRT moved away)
Glendora	4	WB	1518+00	1528+50	1,050	8	WB 4,5	--
Glendora	5	WB	1529+00	1550+50	2,150	8	WB 6, 7, 8	--
Glendora	6	WB	1550+50	1556+50	600	8	WB 9, 10	--
Glendora	7	WB	1557+75	1570+00	1,225	8	WB 11, 12, 13	Decrease in wall height (LRT moved away)
Glendora	8	WB	1570+00	1579+00	900	6	WB 14, 15	--
Glendora	9	WB	1583+00	1601+50	1,850	6	WB 16, 17, 18	--
Glendora	10	WB	1611+00	1622+50	1,150	6	WB 19	Wall height adjusted
			1622+50	1632+50	1,000	8	WB 20	
Glendora	11	EB	1430+00	1448+00	1,800	6	EB 1, 2	--
Glendora	12	EB	1449+50	1454+00	450	12	EB 3	--
Glendora	13	EB	1455+50	1463+25	775	12	EB 4,5	--
Glendora	14	EB	1468+75	1479+75	1,100	12	EB 5a	--
Glendora	15	EB	1502+50	1504+25	175	12	EB 6	--
Glendora	16	EB	1537+00	1539+00	200	6	EB 7	--
Glendora	17	EB	1541+00	1543+50	250	6	EB 8	--
Glendora	18	EB	1586+50	1589+00	250	6	EB 9	--
Glendora	19	EB	1604+50	1612+50	800	6	EB 10	--
Glendora	20	EB	1623+50	1628+50	500	8	EB 11	--
Total Length, Glendora (ft)					20,775			
San Dimas	1	WB	1668+00	1671+00	300	12	WB 1	--
San Dimas	2	WB	1679+00	1685+00	600	6	WB 2, 3	--
San Dimas	3	WB	1764+50	1772+00	750	10	WB 7, 8	Increase wall height (tracks moved closer)
San Dimas	4	EB	1684+00	1689+00	500	6	EB 1	--
San Dimas	5	EB	1704+00	1706+50	250	6	EB 3	--
San Dimas	6	EB	1722+00	1726+00	400	6	EB 3a	--
Total Length, San Dimas (ft)					2,800			

La Verne	1	WB	1816+00	1827+75	1,175	12	WB 2, 3, 4	Increase wall height (tracks moved closer)
La Verne	2	WB	1828+50	1834+50	600	6	WB 5, 6	--
La Verne	3	WB	1447+25	1452+25	500	14	WB 7, F (Cat. 3)	--
Total Length, La Verne (ft)					2,275			
Pomona	1	WB	1961+50	1970+50	900	8	WB 1, 2	--
Total Length, Pomona (ft)					900			
Claremont	1	WB	1976+00	1978+50	250	8	WB 3	--
Claremont	2	WB	1980+25	1997+50	1,725	8	WB 4, 5	Crossover closer to WB5
Claremont	3	WB	2047+50	2050+50	300	8	WB 6	
Claremont	4	EB	1972+00	1979+50	850	12	EB 2, 3	--
Claremont	5	EB	2006+50	2010+00	350	6	EB 4	Wall height adjusted
Claremont	6	EB	2034+00	2045+00	1,100	12	EB 5, 6	--
Claremont	7	EB	2046+50	2050+00	350	12	EB 7	--
Total Length, Claremont (ft)					5,125			
Total Length, All Cities (ft)					32,100			

Source: ATS Consulting, 2016

Notes:

Heights and lengths of the sound walls are subject to further design refinements. Heights may be significantly altered if quiet zones waivers are granted for at-grade crossings.

¹ EB = towards Montclair (south side of tracks); WB = towards Azusa (north side of tracks)

² Height above the top-of-rail

Vibration

The updated vibration analysis identified vibration sensitive receivers where there is potential for future vibration levels to exceed the applicable FTA vibration impact threshold. The design of Project Modifications will include incorporation of mitigation measure features to reduce vibration to levels that are less than significant. Table 7 provides specific details and locations for all vibration areas where mitigation features will be included in the project design.

Table 7: Locations for Vibration Reduction

City	Eng. Station		Length (ft)	Mitigation Type	Clusters Mitigated	Design Refinement Resulting in Change
	Start	End				
Glendora	1430+00	1465+00	3,500	Ballast Mat/TDA	EB 1, 2, 3, 4, 5	--
Glendora	1468+00	1480+00	1,200	Ballast Mat/TDA	EB 5a	Shorter length to reflect extents of new development
Glendora	1490+00	1496+00	600	Floating Slab	WB 2 B (Category 3)	Crossover relocated to this area
Glendora	1518+00	1524+50	700	Ballast Mat/TDA	WB 4; EB 6a	LRT shifted away from receivers
Glendora	1524+50	1535+00	1,050	Floating Slab	WB 5, 6	--

Glendora	1535+00	1543+75	875	Ballast Mat/TDA	WB 7; EB 7, 8	LRT shifted away from receivers
Glendora	1543+75	1550+50	650	Floating Slab	WB 8	--
Glendora	1550+50	1556+50	600	Ballast Mat/TDA	WB 9, 10	LRT shifted away from receivers
Glendora	1556+50	1561+00	450	Floating Slab	WB 11	--
Glendora	1561+00	1578+50	1,750	Ballast Mat/TDA	WB 12, 13, 14, 15	LRT shifted away from receivers
Glendora	1578+50	1584+00	550	Floating Slab	Crossover by WB 15, 16	--
Glendora	1584+00	1601+50	1,750	Ballast Mat/TDA	WB 16, 17, 18; EB 9	--
Glendora	1612+00	1632+500	2,050	Ballast Mat/TDA	WB 19-20, EB 11	--
Total Length Glendora (ft)			15,725			
San Dimas	1683+00	1689+00	600	Floating Slab	EB 1	--
Total Length San Dimas (ft)			600			
La Verne	1846+50	1848+00	150	Ballast Mat/TDA	F (Category 3)	--
Total Length La Verne (ft)			150			
Claremont	1975+00	1980+00	500	Ballast Mat/TDA	WB 3	--
Claremont	1987+00	1997+00	1,000	Ballast Mat/TDA	WB 5	--
Claremont	2047+00	2050+00	300	Ballast Mat/TDA	WB 6	--
Total Length Claremont (ft)			1,800			
Total Ballast Mat/TDA (all cities):			14,325			
Total Floating Slab (all cities):			3,900			
Source: ATS Consulting, 2016						
Notes: It is assumed that mitigation will be placed under both near and far tracks.						
The "design refinement resulting in change" column identifies mitigation recommendations that represent a change from the 2013 Final EIR recommendations.						

The Final EIR also included vibration mitigation recommendations from the relocation of the Metrolink tracks in Claremont. There is no change to the vibration mitigation recommendations in the 2013 Final EIR for the Metrolink tracks as a result of the design refinements assessed in this Addendum.

Low-impact frogs will also be included to reduce future vibration levels at specific locations as identified in Appendix B.

3.2.4 Level of Impact After Mitigation

Noise

Based on the mitigation measures identified above, Table 8 presents the recommended measures to be incorporated into the design to reduce the predicted noise levels to below the impact threshold, as well as the predicted noise level with the mitigation measure incorporated into the design. All predicted increases after mitigation are within the FTA impact thresholds. Therefore, no new or increased significant impacts would occur.

Table 8: Recommendations to Reduce Predicted Noise Levels

Receiver	Recommended Mitigation Measure	Predicted Noise Level After Mitigation	Predicted Increase over Existing After Mitigation ¹	FTA Moderate Impact Threshold Allowable Increase
Glendora EB B	Low impact frog	63.4 dBA Leq(1 hour)	2.4 dB	4.3 dB
La Verne WB 2	Increase height of sound wall to 12 ft	57 dBA Ldn	- 5 dB	1.7 dB
La Verne WB 3	Increase height of sound wall to 12 ft	56 dBA Ldn	- 4 dB	1.7 dB
La Verne WB 4	Increase height of sound wall to 12 ft	59 dBA Ldn	- 3 dB	1.7 dB
Pomona WB 1	Low impact frog and sound wall	52 dBA	-10 dB	1.7 dB

Source: ATS Consulting, 2016

¹Where the predicted increase is negative, the future predicted noise levels are less than the predicted existing noise level. This will happen where the mitigation measure will reduce the existing BNSF and/or Metrolink noise, in addition to the LRT noise.

Table 9 shows the predicted noise level at the TPSS sites assuming the units are specified to have a sound level of 50 dBA at 50 feet. If the units meet the specification, the predicted noise level is reduced to below the noise impact threshold at all but one TPSS site where the unit would be located within 20 feet of the nearest sensitive receiver. At that site, the TPSS noise can be reduced to below the impact threshold by building an enclosure or wall blocking the line-of-sight from the fans to the sensitive receiver. Therefore, with these mitigation measures, no new or increased significant impacts would occur.

Table 9: Predicted TPSS Noise Levels with Mitigation

TPSS	Distance ¹ , ft	Nearest Sensitive Receiver	Estimated TPSS Noise with Spec ² , Ldn , dBA	Estimated TPSS Noise with Spec and Enclosure ³ , Ldn, dBA	FTA Mod. Criteria ⁴ , Ldn dBA
B-1 -Alt	No noise sensitive receivers near this TPSS location				
B-1	88	WB 2	52	--	57
B-2 -Alt	19	WB11	65	55	56
B-2	82	WB 11	52	--	56
B-3	No noise sensitive receivers near this TPSS location				
B-4	65	EB 1	54	--	58
B-5 -Alt	No noise sensitive receivers near this TPSS location				
B-5	90	EB 3a	51	--	58
B-6	78	WB 1	53	--	58
B-7	No noise sensitive receivers near this TPSS location				
B-8	116	EB 1	49	--	59
B-9	50	EB 3	56	--	59
B-10	No noise sensitive receivers near this TPSS location				

TPSS	Distance ¹ , ft	Nearest Sensitive Receiver	Estimated TPSS Noise with Spec ² , Ldn , dBA	Estimated TPSS Noise with Spec and Enclosure ³ , Ldn, dBA	FTA Mod. Criteria ⁴ , Ldn dBA
B-11	No noise sensitive receivers near this TPSS location				
Source: ATS Consulting, 2016					
Notes:					
¹ The distance in feet from the closest sensitive receiver in the cluster to the proposed TPSS location.					
² The estimated TPSS noise level assuming the units are specified to have a noise level of 50 dBA at 50 ft					
³ The estimated TPSS noise level assuming the units are specified to have a noise level of 50 dBA at 50 ft and have an enclosure or wall that provides 10 dB of attenuation.					
⁴ The FTA moderate noise impact criteria, based on the existing noise level at the receiver.					

Vibration

Based on the mitigation measures identified above, Table 10 presents the recommended measures to be incorporated into the design to reduce the predicted vibration levels to below the impact threshold where vibration impacts were predicted as a result of design refinements. All predicted increases after mitigation are within the FTA impact thresholds. Therefore, no new or increased significant impacts would occur.

Table 10: Recommendations to Reduce Predicted Vibration Levels

Receiver	Recommended Mitigation Measure	Predicted Level after Mitigation	FTA Impact Threshold
Glendora WB 3a	Ballast mat/TDA ¹	67 VdB at 31.5 Hz	72 VdB
Glendora EB 8	Ballast mat/TDA	67 VdB at 31.5 Hz	72 VdB
Glendora EB B	Low impact frog and floating slab (note floating slab is primarily recommended for receiver WB 2 located closer to the tracks)	66 VdB at 31.5 Hz	75 VdB
Claremont EB4	Low impact frog	70 VdB at 50 Hz	72 VdB
¹ The predicted level without mitigation at Glendora WB 3a is equal to the impact thresholds. Further study (i.e. site specific measurements) may show that vibration mitigation is not warranted.			

The 2013 FEIR recommends that vibration recommendations at affected locations be revisited during final design to ensure that the appropriate level of vibration mitigation is applied. Additional study of all vibration impacts and mitigation measures, including those identified in association with the Project Modifications, will be conducted during final design to ensure appropriate mitigation.

Appendix B **Error! Reference source not found.** lists the sensitive receiver clusters that are recommended for further study, and the current predicted vibration level. Further study could include site specific vibration propagation tests to refine assumptions and/or assessment of alternative mitigation measures, such as thicker ballast mat or sound walls with a large foundation that may provide the necessary vibration reduction without resorting to a floating slab.

3.3 VISUAL QUALITY

La Verne Station Parking Structure Design Modifications

As noted in the FEIR on page 3.13-18, the residential and commercial buildings north of the Approved Project La Verne station location, between E Street and White Avenue, are largely buffered from the right-of-way by industrial buildings along 1st Street. Existing trees in the City of La Verne were identified in the FEIR (p.p. 3.13-6 and 3.13-18) as attractive and distinctive trees which are a unique visual feature within the Approved Project alignment. The Approved Project would remove some trees from the railroad right-of-way during construction, causing a significant and unavoidable impact. However, no unique or distinctive trees are identified within the footprint of the La Verne Station. The location where the La Verne Station parking structure would be constructed is currently developed as an industrial site. The majority of the land around the station location is also developed with industrial uses. One residence is located adjacent to the right-of-way, south of 1st Street and just west of White Avenue.

The proposed La Verne Station parking structure modifications would lower the overall height of the structure while extending its horizontal footprint eastward. The parking structure would, therefore, be relatively closer to the residences along 1st Street near White Avenue than the Approved Project, but would be lower in scale than the current Approved Project. In addition, the location where the parking structure would be located is currently developed as a large industrial building, and the parking structure would be further away from the residences than existing development. These residences do not have any scenic views looking southward which would be blocked by the garage, and the parking structure would not change the existing railroad and industrial character of the area. The parking structure would be lower than the Approved Project, would be lower than the maximum allowable height permitted by the City of La Verne, and would blend in with future development envisioned for the area.

Residences located west of Fairplex Drive/E Street and having north-facing views towards the mountains would be the same distance from the proposed Project Modifications to the parking structure as under the Approved Project. In addition, the proposed Project Modifications would lower the parking structure, thereby reducing the visibility of the parking structure from residences, including those at Fairplex Drive and Walnut Street. Residences east of White Avenue would also have reduced views of the parking structure compared to the Approved Project. Thus, the parking structure would not block mountain views from the residential areas to the west or east of the parking structure location. These residences would be buffered from any lighting, glare, and shadow by existing industrial uses.

The industrial buildings along 1st Street would buffer residences from shadows from the parking structure, and lighting would be shielded in accordance with FEIR Mitigation Measure VIS-5, which reduces lighting spillover and directs lighting away from residences at parking facilities. Construction of the modified parking structure would not create any new impacts to unique or distinctive trees. The proposed Project Modifications would not remove additional trees compared to the Approved Project, and the impact to deodar cedar trees would not increase.

LADWP Flood Control Access Road

Access for LADWP flood control and transmission lines would be modified through construction of a proposed access bridge across the San Dimas Wash, from the northern edge of Louie Pompei Memorial Sports Park across to the transmission line corridor located between San Dimas Wash and the I-210 freeway (see Figure 4 above). The transmission corridor contains existing dirt roads and is defined by public utility use. The proposed access bridge across San Dimas Wash would provide LADWP access to existing transmission lines. In addition, new roads would be constructed at-grade, with some minor cut and fill required.

Since the area is already a utility corridor, with an elevated freeway to the north, the proposed access bridge would not change the visual character of the site. While the proposed bridge would be higher than the existing topography, introducing a new vertical element, it would be lower than the elevated I-210 freeway approximately 215 feet north of the bridge. At this location, the I-210 freeway is roughly 50 feet high. Therefore, the proposed access bridge would not interfere with any northward views from the park

to the mountains, and would not cause any new shadow, lighting, or glare effects. The closest residences are 0.25 miles from the proposed access bridge location and the Project Modifications would not cause new view, visual character, light, glare, or shadow effects on these residences.

The TPSS currently planned for the east side of the right-of-way would be moved to the west side of the right-of-way. The TPSS would remain the same in size and scale, and would not affect views from the Louie Pompei Memorial Sports Park. The TPSS would be located outside of the Approved Project right-of-way but would be consistent with the public utility character created by the transmission corridor.

Therefore, no new or increased significant impacts on visual resources would occur with the Proposed Project refinements at the LADWP Flood Control Access Road and Bridge and TPSS Relocation site.

Foothill Boulevard and Grand Avenue Grade Separation

The proposed bridge over the intersection of the east-west running Foothill Boulevard and the north-south running Grand Avenue would be a new visual element in the City of Glendora. The Approved Project right-of-way travels diagonally through the Foothill/Grand intersection from northwest to southeast. As noted in the FEIR on page 3.13-5, no scenic trails or highways have been identified near the Approved Project in the City of Glendora; the closest scenic trails are approximately three miles away from the Approved Project corridor, in the Angeles National Forest foothills. Preservation of neighborhood character through achievement of better design compatibility between existing and new development, as well as preservation of street trees, are important themes in local policies.

The area surrounding the Foothill/Grand intersection is an urban environment and the visual character surrounding it is diverse and not unified due to the mix of uses, including park, residential, commercial, office, and automotive uses, in the area surrounding the proposed bridge location. Southwest of the Foothill/Grand intersection, between Little Dalton Wash and Grand Avenue, is a single-story residential neighborhood, with homes located on and south of Calder Avenue. These residences are approximately 225 feet from the right-of-way and have partial north-facing views of the mountains, as shown in Figure 7. While views of the foothills are available from residences, these vistas are not prominent and are substantially disrupted and obstructed by existing development, such as, solid masonry walls around the residences and existing buildings, trees, traffic signals, power transmission lines, and other urban elements constrain views of the mountains. The neighborhood has a residential character, but this character changes to commercial upon reaching the boundaries of Little Dalton Wash and Grand Avenue.

Figure 7: View from Calder Avenue Residential Property



Vantage Point: Grand Avenue, south of Foothill looking north/northeast

Northwest of the Foothill/Grand intersection and south of the right-of-way, a new neighborhood known as The Foothill Collection, comprised of two- and three-story townhomes, is under construction. These homes would be buffered from the right-of-way by proposed internal roads, parking, and recreational uses (City Ventures, 2016). Once constructed, these multi-story units would have some views of the mountains to the north; however, views would be constrained by other units on the property, residences to the north of the right-of-way, and trees adjacent the right-of-way near the intersection. In addition, it is anticipated that a solid wall would be constructed between The Foothill Collection and the right-of-way, further blocking views from lower levels of residences. Proposed units onsite would have views constrained by

the masonry wall, development within the site, existing trees, and development to the north. The Foothill Collection, once built, will have unified residential visual character.

North of the right-of-way is the existing Arboreta neighborhood, a gated residential development. This neighborhood is buffered from the right-of-way by the Arboreta linear park. The closest residence in this neighborhood is approximately 100 feet away from the right-of-way. The Arboreta neighborhood also has unified residential visual character. However, the right-of-way separates this neighborhood from The Foothill Collection, and the strong visual character of the railroad creates an existing visual separation between uses on either side of the right-of-way.

The Arboreta linear park runs northwest-southeast between the northern side of the right-of-way and the southern side of the Arboreta neighborhood. A masonry wall separates the park from the right-of-way. Directly northwest of the Foothill/Grand intersection, the park has a 500 foot-long row of tall trees, as shown in Figure 8. The Arboreta linear park was approved by the City of Glendora in the Arboreta Specific Plan for the purposes of avoidance of significant noise and vibration impacts from the Gold Line on adjacent development and creation of walking and biking connections to the Gold Line station (City of Glendora, 2007).

As with all Approved Project components, construction of the proposed bridge would involve the temporary presence of construction equipment and activities along the right-of-way. Construction of the proposed bridge would primarily occur within the previously approved right-of-way. As with the LRT Bridge over Route 66, described in the FEIR on page 3.13-32, construction of this proposed bridge would require trenching, scaffolding, and falsework, as well as related stockpiling of construction materials. Construction would potentially temporarily constrain mountain views from residences to the south of the right-of-way. However, existing urban infrastructure such as walls, buildings, landscaping, and utility poles currently partially obstructs views, and any constraints caused by construction would be temporary.

As described in the FEIR, implementation of Mitigation Measure VIS-2 would result in screening of temporary construction areas, where appropriate, from roadways, residences, and businesses. Construction hours are not expected to extend into the night; therefore, use of lights would be minimal. As identified in the FEIR, if the use of lights is necessary, an adequate buffer and screening will be provided to avoid light spill (Mitigation Measure VIS-3). Therefore, this temporary impact would be less than significant and would not cause a significant increase in visual impacts identified in the FEIR.

Figure 8: View of Trees along right-of-way



Vantage Point: Southeast corner of Foothill/Grand intersection, looking northwest towards right-of-way.

The design and aesthetic features of the proposed bridge over the Foothill/Grand intersection would be coordinated with the City of Glendora. The proposed bridge would rise approximately 30 feet from ground level to top of the bridge, providing at least 16.5 feet of clearance under the bridge. Some LRT track components, such as catenary poles, would extend above the top of rail, with the highest elements reaching 20 feet above the top of rail. However, the LRT catenary system would not be of sufficient mass

to create substantial shade or shadow impacts or to substantially constrain views. Figures 9 and 10, respectively, present views looking northward on Grand Avenue of the existing crossing and of the proposed bridge.

Figure 9: Existing View of Rail Crossing without Proposed Bridge



Vantage Point: south of existing right-of-way, looking north on Grand Boulevard.

As noted in the FEIR on page 3.13-37, the Approved Project would be constructed primarily along and within an existing railroad right-of-way with a surrounding setting that has historically included rail, industrial, and commercial uses. While the proposed bridge would change the existing visual character through creation of a new structure, it would not be substantially degraded as visual character would be consistent with the current mix of uses, including railroad uses, which are present around the Foothill/Grand intersection. In addition, as described in the FEIR on page 3.13-42, Mitigation Measure VIS-5 would require the abutment walls of the proposed bridge to be screened or designed to improve appearance and reduce visual intrusion. Elements such as landscaping and surface treatments would be applied, consistent with Metro Rail Design Criteria and Metro would work closely with the City of Glendora on the architectural and aesthetic design for the bridge and abutment walls. Existing walls and trees would also provide screening of the proposed bridge from residences.

Figure 10: Simulation of Proposed Bridge



Vantage Point: south of existing right-of-way, looking north on Grand Boulevard.

The views of the mountains from residences located south of the right-of-way would potentially be affected by the proposed bridge. The townhomes under construction at The Foothill Collection site will be two- and three-story residences and are generally set back from the right-of-way. In addition, existing views of the mountains are constrained by development, trees, and walls to the north. Residences on Calder Avenue have partial mountain views, already substantially constrained by walls, single-story commercial development, and trees, with background views of the mountains not being prominent. The proposed bridge may further constrain these views by introducing a new visual element; however, these residences are 225 feet away from the proposed bridge at their closest point, and would retain some mountain views both under and over the bridge structure, which would span the Foothill/Grand intersection without piers. In addition, existing views are substantially disrupted and obstructed by existing development. Therefore, no new or increased significant impacts would occur due to the proposed Project Modifications.

Residences and the Arboreta linear park north of the right-of-way would potentially be affected by shadows cast by the proposed bridge. Residences within the Arboreta development are as close as 100 feet away from the proposed bridge location. Shadows generally would not reach the closest residence, but during the winter, shadows may reach this residence for less than two hours at that time of year. The shadows cast by the proposed bridge on Arboreta linear park would be present to varying degrees throughout the day during the winter. Figure 11 simulates the potential shadows which the proposed bridge would cast.

Figure 11: Simulation of Shadows Cast by Proposed Bridge



Left: 10:00am, December 21.

Right: 3:00pm, December 21

Vantage Point: isometric view looking southwest

Note: This is a simulated image intended to show the approximate massing of and shadows cast by the proposed bridge, and does not show actual design, which would be refined in final engineering and design. Shadows from existing elements such as trees and development are not depicted.

While the proposed bridge would cast shadows on the Arboreta linear park, the existing trees in Arboreta linear park are taller than the proposed bridge, and therefore cast longer shadows than the proposed bridge. While the proposed bridge would be longer than the row of trees, a substantial portion of Arboreta linear park, where the tallest portion of the proposed bridge would be located, is already shaded under existing conditions because of these trees. The Authority would make every effort to keep existing trees intact, trimming where necessary. Should removal of trees be necessary for construction, they would be replaced at a ratio of 2 to 1, per the Authority's policy. In addition, the Arboreta linear park was developed in part to buffer adjacent development, including the Arboreta neighborhood, from impacts related to the Gold Line.

Grand Avenue, north of the Foothill/Grand intersection, and Foothill Boulevard, west of the Foothill/Grand intersection are identified as bike routes. While cyclists on Foothill Boulevard approaching the intersection from the west would see the proposed bridge, the existing partial background views of the mountains would be minimally affected and cyclists would continually change position, resulting in only a minor change in visual character. The recreational function of the bikeways would not be impacted by the bridge.

Therefore, no new or increased significant impacts would occur due to the Project Modifications.

South Indian Hill Boulevard Grade Separation

The proposed bridge over South Indian Hill Boulevard would be a new visual element in the City of Claremont. Claremont Village borders the right-of-way to the north. As noted on page 3.13-25 of the FEIR, Claremont Village is an area of vivid design character and high aesthetic quality; however, there are no designated or proposed scenic highways, view corridors, or scenic vistas, with views of the San Gabriel Mountains occurring only intermittently. The proposed bridge location is at the intersection of three different City of Claremont neighborhoods: Village to the north, Vista to the southwest, and Oakmont to the southeast (City of Claremont, 2005). The area around the intersection of the right-of-way at South Indian Hill Boulevard is included in the City of Claremont's Bicycle Priority Zone (Cycle Claremont, 2012).

Industrial uses are present south of the Approved Project alignment, along the western side of South Indian Hill Boulevard. On the eastern side of South Indian Hill Boulevard, south of Santa Fe Street, is the Claremont Villas Senior Apartments housing development, a two- to three-story residential development with internal circulation and landscaping. These residences are approximately 75 feet south of the right-of-way, and have a direct line of sight northward towards the Approved Project alignment. While village,

industrial, and residential character are the predominant visual characters in Claremont Village, the existing right-of-way is also a visual element with its own distinct character, and separates these neighborhoods.

Within the Claremont Villas, only the residences on Santa Fe Street have views looking towards the right-of-way. Most residences along Santa Fe Street have north-facing views blocked immediately north of the right-of-way by an existing three-story office building. However, the westernmost two buildings fronting Santa Fe Street, the leasing office and one two-story residential building, are not blocked by this building and have northward views into Claremont Village. This northward view is dominated by tall trees, several of which are taller than nearby structures, and the Village. Due to these elements and existing trees on the Claremont Villas property, there are only limited views of the San Gabriel Mountains, as shown in Figures 12 and 13. In addition, the Approved Project recommends 12 foot high sound walls along the right-of-way at this location.

There are also three-story residences located to the west of South Indian Hill Boulevard and directly north of the right-of-way. These residences are bounded on the north by First Street, on the west by Berkeley Avenue, and on the east by Cornell Avenue. These residences have a visual character consistent with the Claremont Village. However, the right-of-way separates this visual character from the open and institutional areas south of the right-of-way. A masonry wall, the same height as the first story of these residences, separates the structures from the right-of-way, as well as some existing vegetation. As described above, there are no scenic views looking southward. While the residences have windows which face southward, they are oriented in north-south lines, and therefore the majority of windows face east-west rather than south or north. East of these residences, and west of Indian Hill Boulevard, is the historic College Heights Lemon Packinghouse. As noted in the FEIR on page 3.13-25, the Packinghouse has been converted to a combination of a gallery and retail/restaurant uses. The Packinghouse is oriented toward 1st Street and has no windows or views southward towards the right-of-way.

As with all Approved Project components, construction of the proposed bridge would involve the temporary presence of construction equipment and activities along the right-of-way. Construction of the proposed bridge would primarily occur within the Approved Project right-of-way. However, the right-of-way would be expanded slightly to the south. The expanded right-of-way would remove slightly more landscaping than the Approved Project (refer to Appendix A p. 36); however, as noted in the FEIR on page 3.13-35, development in this area is of recent date, and no significant visual resources such as mature trees and landscaping or architectural/historical resources are present within, or adjacent to, the proposed Project Modifications right-of-way. Construction of this proposed bridge would likely require trenching, scaffolding, and falsework, as well as related stockpiling of construction materials.

Figure 12: View from Claremont Villas residence



Vantage Point: looking north towards ROW from Santa Fe Street.

Figure 13: View of Vegetation at Claremont Villas



Vantage Point: looking south from the north side of Santa Fe Street.

Construction would occur within 75 feet of residences, but as north-facing views of the mountains from Claremont Villas are very limited, construction would not substantially affect these views. As described in the FEIR, implementation of Mitigation Measure VIS-2 would result in screening of temporary construction areas, where appropriate, from roadways, residences, and businesses. Construction hours are not expected to extend into the night; therefore, use of lights would be minimal. As identified in the Final EIR, if the use of lights is necessary, an adequate buffer and screening will be provided to avoid light spill (Mitigation Measures VIS-3). Therefore, this temporary impact would be less than significant and would not cause a significant increase in visual impacts identified in the FEIR.

The proposed bridge over South Indian Hill Boulevard would be similar in design and aesthetic features to the Metro Gold Line bridge at Santa Anita Avenue in the City of Arcadia, with a height of approximately 30 feet, providing at least 16.5 feet of clearance under the bridge. The Approved Project included a 12 foot sound wall at this location that will be reduced to 6 feet in height based on the revised noise and vibration assessment. Some LRT track components, such as catenary poles, would extend above the top of rail with the highest elements reaching 20 feet above the top of rail. However, the LRT catenary system would not be of sufficient mass to create substantial shade or shadow impacts or substantially constrain views. Figures 14 and 15 present views looking northward on South Indian Hill Boulevard of the Approved Project right-of-way crossing and proposed bridge.

The Claremont Villas would have a direct view of the proposed bridge east of South Indian Hill Boulevard. The presence of this new bridge would have the potential to change the visual character. As described above, the right-of-way has its own distinct visual character at this location. The proposed bridge would change the visual character by adding a new structure; however, it would remain consistent with the railroad's existing visual character. In addition, the design and aesthetic features of the proposed bridge would be developed in coordination with the City of Claremont and, as described in the FEIR on page 3.13-42, Mitigation Measure VIS-5 would require screening or incorporation of design features to improve appearance and reduce visual intrusion pursuant to the standards established by in the Metro Rail Design Criteria.

Figure 14: Existing View of Rail Crossing without Proposed Bridge



Vantage Point: south of existing ROW, looking north on South Indian Hill Boulevard.

Figure 15: Simulation of Proposed Bridge



Vantage Point: south of existing ROW, looking north on South Indian Hill Boulevard.

The presence of the proposed bridge would also have the potential to affect north-facing views from the Claremont Villas. However, the majority of residences have existing views only of the right-of-way and the three-story office building directly to the north of the right-of-way. The leasing office and one two-story residential building would have views north of the right-of-way blocked. A 6 foot sound wall would be constructed north of the Claremont Villas. The existing views of the San Gabriel Mountains are already limited due to trees located directly in front of and to the north of the Claremont Villas. While the proposed bridge would be taller than the approved 6 foot sound wall, the change in views from those which would occur under the Proposed Project would not be substantial and would not have a substantial adverse effect to scenic views.

In addition, as described in the FEIR on page 3.13-42, Mitigation Measure VIS-5 would require the abutment walls of the proposed bridge to be screened or designed to improve appearance and reduce visual intrusion. Elements such as landscaping and surface treatments would be applied, consistent with Metro Rail Design Criteria and Metro would work closely with the City of Claremont on the architectural and aesthetic design for the bridge and abutment walls. As the existing visual character of the right-of-way is dominated by the railroad, and the right-of-way serves as an existing boundary between neighborhoods of different visual character, the proposed bridge would not substantially change the visual character of Claremont Village, the Claremont Villas, or industrial uses on the west side.

The proposed bridge would begin to ascend above-grade near the western end of the residences located on First Street as the LRT alignment travels towards South Indian Hill Boulevard. The proposed bridge would constrain some southward views as it rises, particularly near the western end of the residences, but would not block any scenic vistas as there are no scenic views to the south. While the proposed bridge would also change vertical character of the area by introducing this new vertical element, it would not change the existing railroad character, and therefore would not substantially degrade visual character.

The proposed bridge would not cast shadows on the residences during the summer; however, shadows would be cast in the wintertime (Figure 16). Shadows would reach residences in the early morning and late afternoon, but would not reach residences during the majority of the day. The proposed bridge would be a similar height to and cast shadows on the Packinghouse; however, as described above, the Packinghouse is oriented toward 1st Street to the north, has no windows which would be affected by shadow to the south. Thus, shadows would be cast on residences by the proposed bridge, but the effect would not be substantial, and therefore, no new or increased significant impacts would occur.

Figure 16: Simulation of Shadows Cast by Proposed Bridge



Left: 8:30am, December 21.

Right: 3:30pm, December 21.

Vantage Point: isometric view looking southwest

Note: This is a simulated image intended to show the approximate massing of and shadows cast by the proposed bridge, and does not show actual design, which would be refined in final engineering and design. Shadows from existing elements such as trees and development are not depicted.

Cyclists traveling northbound on South Indian Hill Boulevard have limited mountain views, as shown in Figure 14. While cyclists on South Indian Hill Boulevard approaching from the south would see the

proposed bridge, the existing partial background views of the mountains would be minimally affected and cyclists would continually change position, resulting in only a minor change in visual character. Shadows from the proposed bridge would be cast northward towards commercial uses, and would not impact the Claremont Villas.

Therefore, no new or increased significant impacts would occur due to the Project Modifications.

Other Proposed Project Modifications

The additional proposed Project Modifications described in Chapter 2.2 include: modification of access along Ada Avenue in Glendora; shifting the location of the Claremont LRT station and modification of the Claremont Metrolink station; and the addition of eight crossovers and an MOW track. These proposed Project Modifications would not change the vertical profile of the Approved Project alignment, stations, or parking structures or create new substantial vertical elements which would affect views, visual character, lighting, shade, or glare. Minor changes outside the right-of-way would occur in relation to the proposed Project Modifications at Ada Avenue, the LADWP access bridge location, the San Dimas Wash TPSS location, and the Claremont LRT station (as described above in the analysis of the proposed bridge over South Indian Hill Boulevard). However, these changes would be minor as Ada Ave would be modified with a low cul-de-sac, restriping, and typical street signage. Right-of-way modifications near the Claremont LRT Station would involve minor expansion of the right-of-way to the south and would not affect any visual resources, as described above.

Therefore, no new or increased significant impacts on visual resources would occur with the Project Modifications described above.

3.3.1 Mitigation Measures and Recommendations

As discussed above, Mitigation Measures VIS 2, 3, and 5 would be incorporated from the 2013 FEIR. Adherence to these mitigation measures would ensure that the Project Modifications would not result in a new or increased impact on visual resources, and no additional mitigation is required.

3.3.2 Level of Impact After Mitigation

The above listed mitigation measures will reduce impacts on visual resources from the Project Modifications to less than significant.

3.4 OTHER ENVIRONMENTAL IMPACTS

In addition to the detailed analysis conducted for transportation, noise and vibration, visual quality, and air quality impacts, other environmental areas identified in the 2013 FEIR were also qualitatively assessed. The following presents a summary of other potential impacts.

3.4.1 Air Quality and Greenhouse Gases (GHG)

Phased construction of the Project Modifications will not change types of construction or regional air quality conditions related to GHG emissions. All air quality mitigation measures in the 2013 FEIR are still applicable to the Project Modifications.

Two potential areas that are expected to produce air quality improvements are the grade separations at Foothill/Grand and South Indian Hill. As a result of reducing prolonged queuing at these intersections that resulted from a previously proposed at-grade crossing, grade separating the alignment at these intersections will serve to alleviate congestion and, therefore, reduce air quality impacts in those locations.

Additionally, since intersection level of service will not change as a result of the Project Modifications, no HOT SPOT analysis is necessary.

3.4.2 Biological Resources

As described in both Addendum Number 2 and the 2013 FEIR, several short-term construction impacts to biological resources were identified, along with mitigation measures to reduce those impacts to a less than significant level. Similar short-term construction impacts are anticipated in association with the proposed modified access to the LADWP utility easement between the San Dimas Wash and I-210 in Glendora. The proposed changes would include construction of a new bridge over the Wash and connecting access roads on land not included in the evaluation area for the 2013 FEIR. The new bridge across the San Dimas Wash would completely span the floodway areas associated with the San Dimas Wash. The bridge structures would be placed within property under the ownership and jurisdiction of the City of Glendora. The bridge and connecting access road would provide a new access location to existing disturbed utility easements and a revised TPSS location. It would not remove any trees or interfere with any sensitive biological resources. Even though the span bridge would avoid any direct structures located within Federal or State jurisdictional areas, there may be the need for authorization through the California Fish and Game Code. However, implementation of mitigation measure B-1 from the 2013 FEIR will ensure compliance.

All areas in the vicinity of project changes are disturbed and contain only low-quality biological resources. 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.

3.4.3 Climate Change

As identified in the 2013 FEIR, to address short-term GHG emissions during construction, a Climate Action and Adaptation Plan would be prepared which includes construction mitigation measures for the use of newer, more energy-efficient equipment that would minimize the idle times of construction equipment to reduce emissions (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.

3.4.4 Communities, Population, and Housing

Modified access along Ada Avenue in Glendora, including closure of West Ada Avenue, will require partial acquisition (approximately 5,000 square feet) of the property located north of Ada Avenue, south of the railroad right-of-way, and west of Vermont Avenue (see Figure 2). The property is identified as Assessor Parcel Number (APN) 8639-001-026. It is zoned as commercial and is used as a parking lot. The portion to be acquired contains only limited landscaping. The area will be redesigned with a cul-de-sac while maintaining access to existing driveways and all adjacent properties.

While the modification to the La Verne parking structure would not require acquisition of new land, the footprint of the structure would be larger than identified in Figure 1-16 in the Project Description of the 2013 FEIR. More of the land previously identified as available for commercial development would be used by the parking structure. This land is zoned for mixed-use and is within the Old Town La Verne Specific Plan. Figure 6.3 in the Specific Plan identifies this area as a parking structure serving the Gold Line and/or adjacent mixed-use development.

The LADWP access to the electrical transmission lines via a new bridge across the San Dimas Wash would require a permanent easement with the City of Glendora, as the city owns the property just north of the San Dimas Wash (APN 8642-018-002). No property acquisition would occur and no new or increased significant impacts are anticipated.

Additional minor adjustments to the right-of-way may also require minimal property acquisition throughout the corridor as identified in Section 2.2 and reflected in the design plans included in Appendix A. Most alignment modifications occur within existing right-of-way and would not affect surrounding properties. Alignment modifications that require changes to property acquisition would be partial acquisitions that would be less than significant impacts.

The full and partial 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 conservation 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, Project Modifications would not result in a new or increased significant impact on the community, housing, and population.

3.4.5 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).

Parkland

The Louie Pompei Memorial Sports Complex is located just south of the San Dimas Wash in the City of Glendora. This is a 51-acre public park that includes baseball and multipurpose fields, a picnic area, and playground. The park's current parking is located directly west of the proposed new bridge across the San Dimas Wash. The Project Modifications would involve the use of the access road around the Louie Pompei Memorial Sports Complex for vehicles that will access the LADWP utility easement and the revised TPSS location north of the Wash. The use of the access road after construction for the LADWP's purpose of accessing the electrical transmission lines, or LA Metro's purpose of accessing the TPSS site, will be infrequent (approximately once per month) and would not result in a new or increased significant impacts on this adjacent parkland.

As discussed in Chapter 3 of the 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. 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 shown in the 2013 FEIR.

3.4.6 Cultural Resources

As with the Approved Project, the construction and long-term operation of the Project Modifications would include implementation of mitigation measures (CR-1 and CR-2) and would continue to result in a less than significant impact on cultural resources as identified in the 2013 FEIR.

An area of notable improvement due to the Project Modifications would result from the grade separation of the alignment at South Indian Hill Boulevard. A grade-separated crossing would require the Claremont Station to be moved closer to College Avenue, allowing for direct access to the station from both Harvard Avenue and College Avenue. As a result of the slight relocation of the Claremont Station, the visual impacts on the Santa Fe Depot (an identified cultural resource) would be reduced, as the station and its access points will not directly impede views from the plaza of the Santa Fe Depot.

3.4.7 Energy

With the implementation of mitigation measures outlined in the 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 impacts would continue to be less than significant.

3.4.8 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 Project Modifications would continue to result in less than significant impacts related to geologic and seismic issues.

3.4.9 Hazardous Materials

Since the Project Modifications will not substantially change the physical characteristics of the stations, the capacity of the planned parking structures, or the planned operation of the Approved Project as described in the 2013 FEIR, no new or increased impacts are anticipated. With the implementation of mitigation measures (HW-1 through HW-6) during construction, the Project Modifications' potential impacts would continue to be reduced to a less than significant level.

3.4.10 Land Use and Planning

The Claremont LRT station will be modified by shifting it approximately 300 feet to the east and will also require the modification of the existing Metrolink station platform from its current location west of College Avenue on the north side of the right-of-way to a center station platform located on the south side of the right-of-way approximately 600 feet east of College Avenue. These modifications will take place within the existing right-of-way.

Additionally, as discussed in Section 3.4.4 above, there are a couple of elements of the Project Modifications that will require minor land acquisition. The closure of the west leg of Ada Avenue will require additional land acquisition. The LADWP access point will require a permanent easement with the City of Glendora. The minor alignment modifications may also require some additional right-of-way.

These Project Modifications would not result in new significant impacts to land use and planning or contribute to previously identified impacts that would be significantly more severe than shown in the 2013 FEIR.

3.4.11 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.

The Project Modifications include two anticipated safety improvements, which would result from the grade separations at Foothill Boulevard/Grand Avenue and South Indian Hill Boulevard. By grade-separating the alignment across these two locations, it is anticipated that the Project Modifications will enhance safety by eliminating potential traffic and collision impacts that would have resulted from at-grade crossings.

Project Modifications at the La Verne parking structure will incorporate a pedestrian underpass connection between the parking structure and the station. The underpass will eliminate the need for

pedestrians to cross the LRT tracks at-grade, therefore creating safer and more secure access for patrons. The underpass will be designed based on LA Metro standards and in coordination with the City of La Verne.

Project Modifications at the Claremont Station will also incorporate a pedestrian underpass connection between the parking structure and the Metrolink platform to facilitate a safe and secure access point for patrons.

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.

3.4.12 Water Quality

Consistent with the Approved Project, the Project Modifications would be constructed in strict compliance with local, state, and federal regulations and requirements. This would eliminate or reduce impacts on water resources by establishing project controls through formalized processes, agreements, and permits.

As such, the Project Modifications would minimize surface and groundwater quality impacts to less than significant levels. No new or increased impacts would occur.

3.4.13 Growth-Inducing Impacts

The Project Modifications would pose no potential to induce growth beyond that already identified for the Approved Project in the 2013 FEIR. Consistent with the Approved Project, the Project Modifications could potentially attract new transit-oriented development (TOD) around the LRT stations.

The Project Modifications are not anticipated to directly or indirectly attract growth beyond that already envisioned in SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The corridor Cities' land use plans recognize and account for the project, and any future new development would be consistent with each City's land use plans and regulations. As such, no new or increased significant impacts would occur.

3.4.14 Cumulative Impacts

The Project Modifications have potential to result in only minor modifications to the project's right-of-way, and will not result in significant changes to station footprints, construction, or operation. As identified in the 2013 FEIR, the Approved Project may result in significant cumulative impacts during construction by (1) contributing to regional cumulative air quality impacts when added to other transportation projects and improvements within the entire SCAG region that may be under construction simultaneously, and (2) if unknown buried cultural resources are discovered during construction of the project, then the project would contribute to the significant cumulative impacts related to discovery of unknown materials at a regional scale as identified in the 2012-2035 RTP/SCS EIR. Following mitigation, no new or increased significant cumulative impacts would occur as a result of the Project Modifications.

3.5 FINDINGS OF NO NEW OR INCREASED SIGNIFICANT IMPACT

Based on the evaluation of environmental impacts of the Project Modifications, none of the proposed modifications constitute substantial changes to the Approved Project, nor would result in new significant impacts following mitigation or contribute to previously identified significant impacts that would be substantially more severe than shown in the 2013 FEIR following mitigation. Accordingly, the Authority finds that the preparation of an Addendum pursuant to CEQA Guidelines 15164 is appropriate, and that the Project Modifications to the Approved Project do not instigate a requirement to prepare a supplemental of subsequent EIR.

Chapter 4 – List of Preparers

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Appendix A

Plan and Profiles Set (February 2016)

Appendix B

Updates to the Foothill Gold Line Extension Azusa to Montclair Noise and Vibration Assessment
(March 2016)