

important that a “quiet zone” be established. To ensure that Claremont would be eligible for the quiet zone, all of the grade crossings in Claremont must have supplemental safety measures such as four quadrant gates, pedestrian gates, and other supplemental safety measures to prevent LRT collisions with vehicles, pedestrian, and bicycles. The four quadrant gates, pedestrian gates, and other supplemental safety measures for all four grade crossings should be specifically included as mitigation for potential transportation and noise impacts.

21-5

A. Only the Indian Hill Boulevard grade crossing was evaluated beyond the initial planning-level assessment that determined that the “At-Grade Should Be Feasible.” Additional analysis should be done of the other three grade crossings to determine appropriate improvements to address safety issues. This analysis should determine the need for four quadrant gates and pedestrian gates at each grade crossing in Claremont.

21-6

B. On page 2-90, it is stated that the analysis of the Indian Hill Boulevard grade crossing determined improvements are required to maintain safe operations with an on-grade configuration and that the improvements in Table 20-30 are potential recommendations. On page 2-101, in Table 2-30, it is concluded that there would be no impact with the incorporation of the proposed improvements listed in the table. The listed improvements, however, are not included as mitigation measures for the identified impacts. If the improvements are required to address the identified impacts, they should be included as mitigation measures.

21-7

C. On page 3.11-62, the College Avenue grade crossing is not listed as eligible for petition for a quiet zone. It is important to Claremont that the College Avenue grade crossing be eligible to petition for a quiet zone and that the necessary improvements for eligibility be included as part of the mitigation for the Gold Line project. If the quiet zone is not established a number of sensitive uses between Indian Hill and Claremont Boulevards would be negatively affected by the train horns. All four grade crossings must be equipped with all safety equipment (including four quadrant gates and pedestrian gates) in order to implement the quiet zone along the entire right-of-way through Claremont.

21-8

D. On page 3.12-16, it is stated that only three grade crossings would include quad gates, but does not identify which grade crossings would include quad gates, and which one would not. The EIR should provide more specific information on the improvements proposed/required of all four all four grade crossings in Claremont.

21-9

3. Sound Barrier: Sound barriers are proposed adjacent to residential areas along the project alignment. However, in Figure 3.11-27, no sound barriers are shown between Carnegie and Mountain Avenues adjacent to the two residential complexes located north of the alignment (Claremont Cluster Numbers WB1 and WB2), and the two residential complexes to the south (Claremont Cluster Number EB1.) As the predicted noise impacts were determined “severe” for these cluster areas per Table 3.11-18, the sound barriers on the north and south sides of the alignment should be extended west to the City boundary to mitigate the noise impacts to the residents of these areas.

21-10

4. Metrolink Vibration Impacts: Because the existing residential land uses were not correctly identified along the right-of-way, the vibration analysis fails to identify the vibration impacts to these residential uses, specifically within clusters number EB4, EB5 and EB 6. Table 3.11-20 incorrectly identifies only five dwelling units within EB 4 (Indian Hill Boulevard to College Avenue) where there are two large residential complexes, one east of Indian Hill Boulevard, and the other west of College Avenue. No dwelling units were identified in EB5 and EB6 (between College Avenue and Claremont Boulevard), an area where the development consists entirely of single-family dwelling units that back up to the right-of-way. From Indian Hill Boulevard to the City boundary, the Metrolink track will be relocated south to within 20-22 feet of these sensitive uses in EB4, EB5, and EB6, as well as those correctly identified in EB7 (Claremont Boulevard to City boundary). In all four cluster areas, vibration levels are shown to increase more than 3 VdB to 70-75 VdB. Currently in the EIR, vibration mitigation is proposed only for the residential development was correctly identified. Vibration mitigation should be added for the housing complex west of College Avenue (EB4 partial), and for the residential development along Elder Drive (EB5 and EB6). 21-11
5. Descriptions of Freeways and Arterials: On page 2-17, the descriptions for Indian Hill Boulevard and South Mills Avenue/Claremont Boulevard are incorrect. Indian Hill Boulevard is a four-lane secondary arterial between Base Line Road and Foothill Boulevard, a two-lane secondary arterial between Foothill Boulevard and First Street, a four-lane secondary highway between First Street and Arrow Highway, and a four-lane major arterial south of Arrow Highway. South Mills Avenue/Claremont Boulevard is a four-lane secondary arterial north of Arrow Highway and a two-lane collector roadway south of Arrow Highway. 21-12
6. Claremont General Plan goals and policies: Contrary to what is stated in the EIR, the City of Claremont General Plan does have police service, fire protection, and educational policies that would be applicable to the project. See public safety policies 6-1.2, 6-2.1, 6.2-7, 6.9-1, 6-9.4, 9-8.8, and community facilities policies 7-2.9, 7-5.5, 7-10.5. 21-13
7. Community Facilities and Services: Figure 3.5.9, the map of community facilities and services, does not identify Claremont's government center (City Hall, Claremont Library, Claremont Post Office), College Park, El Barrio Park, Rosa Torrez Park, Keck Graduate Institute, Oak Park Cemetery, Blaisdell Park and Memorial Park. All these facilities are within the area shown in the map, should be identified, and included in the analysis of impacts on community facilities and services. 21-14
  - A. Rosa Torrez Park and El Barrio Park should be included in the list of parks within 0.25 miles of the project (Table 3.5-6). Claremont City Hall, Claremont Library, and the post office should be included in the list of government centers in the study area (Table 3.5-7).
  - B. On page 3.5-24, it is stated incorrectly that there are three college/universities within 0.25 of the project alignment. With Keck Graduate Institute, there are four.

- C. On page 3.5-25, the analysis fails to acknowledge that Keck Graduate Institute and Pomona College are adjacent to the project. Pomona College dorms are adjacent to the proposed parking structure site and could be impacted by construction-related activities. 21-14
- D. On page 3.5-26, Rosa Torrez Park, which is adjacent to the project, should be included in the analysis of parkland.
- E. On page 3.5-26, Claremont City Hall, Claremont Library, and the post office should be included in the analysis of government centers.
- F. On page 3.5-28, there is not sufficient analysis on the potential impacts to students attending Oakmont School. It is stated that there is no direct access from the school to the right-of-way. This is incorrect as the school is located on College Avenue, which would provide direct access to the project alignment and the proposed parking structure. Traffic on College Avenue in the vicinity of the school is already congested and construction traffic could impact the safety of children walking to and from the school, and children being picked up by parents who park on College Avenue. 21-15
- 8. Cultural Resources: City of Claremont Preservation Goals and Policies: On page 3.6-7, the discussion of Claremont's ordinances and plans for the protection of Claremont's historical and cultural resources should include the goals and policies from Claremont's General Plan, specifically Goals 2-5, 2-11, and 2-14, and the specific policies that support these goals. The Citrus Heights Packing House, located between Cornell Avenue and Oberlin Avenue, is adjacent to the project alignment and is more than 50 years old. As such it should be included in the analysis of resources more than 50 years old. 21-16
- 9. Land Use and Planning: The discussion of land uses, land use designations, applicable plans and policies of Claremont on page 3.10-5 should include a discussion of the Claremont Village Design Plan and the Village Expansion Specific Plan as these plan areas are adjacent to the project alignment. 21-17

If you have any questions, please contact me at (909) 399-5470.

Sincerely,



Brian Desatnik  
Director of Community Development

c: Craig Bradshaw, City Engineer

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**21. Desatnik, Brian, Director of Community Development, City of Claremont, October 4, 2012.**

**Response 21-1**

The Draft EIR Land Use section generally describes the broad land uses adjacent to the project alignment that include predominant land uses and do not include parcel-by-parcel information. The Draft EIR identified surrounding land uses in the City of Claremont as residential, commercial, industrial, and institutional.

In response to the comment, a follow-up land use survey of the alignment was conducted on November 12, 2012. The results of the land use survey were then compared to the current County of Los Angeles land use data and generally, the land use survey was consistent with land uses identified in the County of Los Angeles data. This information, together with the updated land use maps based on the current County of Los Angeles data, rather than the previously used SCAG maps which showed existing land uses on regional scale, have been included in the Final EIR, including the updated information about the specific uses abutting the project route as identified in the comment. The updated information does not change the land use analysis' conclusions that the project would not divide an established community, and would be compatible with surrounding land uses and consistent with the local plans and policies.

**Response 21-2**

Please see Response 21-1 regarding land use analysis methodology, land use categories, and the updated information.

Based on the November 12, 2012 survey and the current County of Los Angeles data, the maps in Section 3.10 have been updated accordingly to include the information provided. The updated information does not change the land use analysis' conclusions that the project would not divide an established community, and would be compatible with surrounding land uses and consistent with the local plans and policies.

**Response 21-3**

This information has been updated in the Final EIR as indicated in Responses 21-1 and 21-2, also the word “entirely” has been deleted in the last paragraph in Section 3.10.2.5 to clarify the information. As noted previously, these updates do not change the conclusions of the land use analysis that the project would not divide an established community, and would be compatible with surrounding land uses and consistent with the local plans and policies.

**Response 21-4**

Please see the response to comment number 21-1 regarding land use analysis methodology and updates to the Final EIR. The zoning designations were correctly described in Section 3.10 of the Draft EIR. Section 3.10.3.4 of the Draft EIR describes the surrounding area as zoned CV and MU2. This information has been updated in the Final EIR to include the zoning for the water utility site as Public (P).

**Response 21-5**

The four quadrant gates at grade crossings are part of the project as described in Chapter 1 of the EIR and therefore they are not mitigation measures. All at-grade crossings in the City of Claremont, with the exception of Claremont Boulevard, will be equipped with four quadrant gates and therefore would not foreclose eligibility for a quiet zone designation. Implementing a quiet zone requires cooperation by all jurisdictions involved with the grade crossing and is contingent on approval by the Federal Railroad Administration (FRA). The Construction Authority cannot declare a quiet zone but will cooperate with the Cities in preparing petitions to the FRA for quiet zone designations. A four quadrant gate at Claremont Boulevard is unnecessary as the highway median is used would discourage northbound and southbound traffic crossing the tracks in the wrong direction. This configuration is described in Section 3.12.2 of the SCRRA Highway-Rail Grade Crossings Recommended Design Practices and Standards Manual. At this location a third and fourth gate could theoretically be installed to achieve full "quad gate" status but the extra long median on both sides of the tracks (which include SCRRA) make this unnecessary and impractical, and the proposed configuration still provides similar safety features to a quad gate.

**Response 21-6**

As stated in Section 2.6.7 of the Final EIR, Metro's *Policy for Grade Crossing for Light Rail Transit* provides a framework for assessing traffic safety and operations related to at-grade crossings and identifying the need for safety treatments or grade separations. The policy includes a systematic review process and identifies corresponding "milestones" before determining the feasibility of a grade crossing. The Milestone 1 – Initial Screening evaluation is performed first followed by Milestone 2 – Detailed Analysis and Milestone 3 – Verification. Milestones 2 and 3 go into a greater detailed analysis and are performed if the results of Milestone 1 show "Possible At Grade Operation" or worse. This detailed analysis of the grade crossing (Milestone 2), includes a queuing analysis and other detailed evaluations.

The Milestone 1 analysis considered all four grade crossing locations in the City of Claremont (Table 2-31 in the Draft EIR). The Milestone 1 analysis concluded that "at grade should be feasible" at all four grade crossings in Claremont and none required further analysis in the Milestone 2 report. Of the four crossings, Indian Hill Boulevard has the highest traffic volumes, but is still within the range of feasibility for an at-grade crossing. The Indian Hill Boulevard crossing was further analyzed in the Draft EIR at the request of the City. Table 2-30 in the Draft EIR listed a range of possible improvements to the Indian Hill grade crossing improve safety. As stated in Section 1.3.3.1 of the Draft EIR, each at grade crossing would have supplemental safety equipment, including quadrant (quad) gates, which serve as an all-way barrier between the LRT tracks and the roadway that prevents LRT collisions with vehicles, pedestrians or bicycles.

**Response 21-7**

The recommended improvements listed in Table 2-30 in the Draft EIR are subject for further refinement and discussion with the Cities. One of the proposed improvements for each of the grade crossings listed in the table will be implemented to improve the safety of grade crossings. The Construction Authority will work with the Cities to determine the most effective improvements to be implemented. These improvements have been listed in Section 2.6.3 of the Final EIR.

**Response 21-8**

The table referenced on page 3.11-62 of the Draft EIR lists at-grade crossings near sensitive receivers where noise impact was identified. Noise mitigation measures, such as implementing a quiet zone, are only specifically recommended for locations where noise impact is predicted. However, all four grade crossings will be equipped with all safety equipment (including four quadrant gates and a pedestrian gate) that should be sufficient to meet the Federal Railroad Administration's (FRA) requirement for designation of a quiet zone.

Implementing a quiet zone requires cooperation by all jurisdictions involved with the grade crossing and is contingent on approval by the FRA. The Construction Authority cannot declare a quiet zone but will cooperate with the Cities in preparing petitions to FRA for quiet zone designations. During that collaboration, the Cities can identify the grade crossings where quiet zones would be beneficial to the City, even if the intersection was not specifically recommended.

**Response 21-9**

Page 3.12-16 of the Draft EIR states that the at-grade crossings at Claremont Boulevard would not have full quadrant gates, but would have equivalent safety/prevention features as stated in the Response 21-5 above. The remaining three at-grade crossings in the City of Claremont (Cambridge Avenue, Indian Hill Boulevard and College Avenue) would be equipped with four-quadrant gates.

**Response 21-10**

Table 3.11-18 in the Draft EIR did not identify a significant noise impact at Claremont clusters WB1, WB2, or EB1. Therefore, no mitigation is required at these locations.

**Response 21-11**

The two large residential complexes located east of Indian Hill Boulevard and west of College Avenue were included in the noise and vibration impact assessment. The right-most column in Table 3.11-20 of the Draft EIR lists the number of dwelling units where impact is predicted in the cluster, not the number of dwelling units that exist in that cluster. The footnote in the table has been updated to clarify this information.

Vibration impact is identified if the future predicted vibration level exceeds the current level by 3 dB and where the future predicted level exceeds the 72 VdB threshold. The future predicted level for EB5 and EB6 is 70 VdB. Therefore, no vibration impact was identified in Claremont cluster EB5 and EB6 based on the FTA impact thresholds, and thus the number of dwelling units with predicted impact in those clusters is zero. No vibration mitigation for the Metrolink tracks is recommended for clusters where the predicted levels do not exceed the impact threshold.

A vibration impact was identified at the EB4 cluster at five of the dwelling units in the complex, and vibration mitigation for the Metrolink tracks was recommended for the EB4 cluster (Mitigation Measure N-4).

**Response 21-12**

The information provided has been incorporated in the Final EIR in Chapter 2, Transportation. The traffic study considered traffic volumes based on daily counts where for the segment of South Mills/Claremont the daily counts were taken is north of Arrow Highway in the 4-lane segment and the traffic analysis is based on this configuration and did not change. For Indian Hill Boulevard, the daily counts were taken near the tracks in the segment between First Street and Arrow Highway, which has a 4-lane roadway configuration which is the one used in the traffic analysis. Per the descriptions within the daily count area, Indian Hill Boulevard is “a four-lane secondary highway” and South Mills/Claremont is “a four-lane secondary arterial” which were assumed to have the same roadway capacity of 32,000 vehicles per day for both 4-lane roadways.

**Response 21-13**

Information about the General Plan’s policies, including policies calling for: the provision of alternative modes of transportation to schools and community facilities (policy 7-5.5); the facilitation of traffic flow in the City to provide effective and comprehensive policing services and enforce laws in an equitable way (policy 6-9.4); the facilitation of traffic safety for motorists and pedestrians through proper street design and traffic monitoring (policy 6-1.2); and the provision of timely responses to emergency and non-emergency police calls 24 hours a day (policy 6-9.3) have been included in Section 3.5 of the Final EIR.

Policies in the General Plan concerning the provision of the operation of a transportation system that provides access to social services (policy 7-2.9); and calling for access equality to educational and informational resources (policy 7-10.5) do not relate to the community facilities discussion. Nonetheless, the proposed project would be consistent with these policies because the project would provide an alternative mode of transportation and means to access social, educational, and other services throughout the region in a manner that does not distinguish or discriminate between users.

Policy 6.2-1 and policy 6.2-7 concern geological hazards, requiring proactive planning to identify and mitigate potential hazards and that major facilities located in hazardous zones submit design analysis, soils, geologic, and seismic report to the City to indicate that an undue hazard does not exist or would not result from construction of the project. Section 3.8, Geologic Hazards, of the Draft EIR discusses safety as it relates to geological hazards and concludes that mandatory compliance with current seismic safety and geotechnical safety requirements and regulations, including safety design standards would result in less than significant impacts related to geologic and seismic concerns.

Policy 6.9-1 calls for a state-of-the-art police station and up-to-date emergency communications systems for the Claremont Police Department and does not relate to the project. The project would not result in construction of or impede the provision of a new police station or associated communication technology.

Policy 9-8.8 does not appear to be part of the 2006 Claremont General Plan posted on the City’s website.

**Response 21-14**

As discussed in Section 3.5 of the Draft EIR, a significant impact related to Community Facilities would occur if the proposed project would result in substantial adverse physical impacts associated with the

provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts.

College Park and El Barrio Park were included in Section 3.5 of the Draft EIR analysis and were listed as parks R-16 and R-17, respectively in Table 3.5-6 on page 3.5-21. Oak Park Cemetery, Blaisdell Park, and Memorial Park are all located approximately 0.5-mile from the project and therefore were not included in the 0.25-mile study area identified in Section 3.5 of the Draft EIR. The project would not impact Oak Park Cemetery, Blaisdell Park and Memorial Park.

Rosa Torrez Park, Keck Graduate Institute, and the Claremont Civic Center are within 0.25-mile of the alignment and the EIR has been updated to include these resources.

Impacts to Rosa Torrez Park would be limited to noise impacts during construction; however, those impacts would be reduced to less than significant levels with implementation of mitigation measures N-1 and N-2.

Similarly, Keck Graduate Institute and the Pomona College dorms would be subject to construction noise and potential increased vibration during operation as Metrolink tracks would be relocated closer to the Graduate school. However, construction noise impacts will be mitigated to less than significant levels, and the increase in vibration during operation would not exceed a significant impact threshold as described on in Section 3.11 of the Draft EIR. There would be no impacts to the Claremont Civic Center as a result of the project.

#### **Response 21-15**

As discussed in Section 3.5.3.3 of the Draft EIR, Oakmont Elementary School is located approximately 0.15-mile south of the project alignment. While College Avenue does provide access from the school to the project alignment, access is not direct because the school is separated from the alignment by a city block. This information has been included in the Final EIR as a further clarification.

In addition, the description of construction traffic and student safety in Section 3.5 as it relates to Oakmont Elementary School has been updated to include reference to the Construction Management Plan that would be required of the project, which includes safety measures, such as signage and fencing for pedestrians and motorists, alternative routes, and other measures.

#### **Response 21-16**

Section 3.6 of the EIR has been updated to include Claremont's General Plan Goals 2-5, 2-11, and 2-14 and the specific implementation policies. Goal 2-5 of the Claremont General Plan seeks to maintain and enhance Claremont's unique character. Goal 2-11 seeks to promote local history by encouraging context-sensitive design and development. Goal 2-14 seeks to retain and celebrate Claremont's history and heritage. The project would be consistent with each of these goals because project station and parking facility elements would be designed in accordance with City design guidelines and final design will be submitted for plan check to the City for their approval. In addition, Mitigation Measure VIS-5 states (in part) 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 goal of the Criteria is to create site-adapted designs that reflect the specific urban context of each station and that enhance the neighborhood context in which the project is proposed. [...] Station design shall feature materials, landscaping, art, and other elements consistent with Metro Rail Design Criteria, and developed by the station design team that includes architects, landscape architects, and lighting experts. Surface treatments shall be provided at the face of safety walls and at roadway/pedestrian portals, and landscaping along safety walls outside of the LRT portal shall be provided where feasible to provide wall screening.” Accordingly, project design would comply and adhere to the City’s preservation goals.

The Citrus Heights Packing House, located along 1st Street between Cornell Avenue and Oberlin Avenue, is not within the Area of Potential Effects (APE) for historic and archaeological resources. Section 3.6.1.3 of the Draft EIR stated that the APE for historic structures is defined as “all parcels directly affected by or adjacent to proposed station areas, construction staging areas or acquisition areas containing building that are 50 years of age or older and are not part of the existing railroad right-of-way.” Because there are no proposed new structures, such as a station platform, parking structure, or power sub-station, that would be constructed adjacent to the Citrus Heights Packing House, it was not considered in the APE. The nearest station platform would be located east of Indian Hill Boulevard more than 950 feet from the Citrus Heights Packing House. Although the Packing House is adjacent to the right-of-way (ROW), the APE is not expanded outside the ROW where no changes or modifications are proposed. The existing ROW has been and is presently used as a rail corridor and the introduction of a new LRT transit system would not adversely change the existing use or conditions.

**Response 21-17**

The EIR has been updated to include discussion of the Village Expansion Specific Plan and the Claremont Village Design Plan in Section 3.10 of the Final EIR.

The Claremont Station is located just west of College Avenue, one block east of the Village Expansion Specific Plan and the Claremont Village Design Plan. The station would enhance the Specific Plan’s goals related to land use planning near transit facilities. The station in close proximity to the Design Plan area would encourage pedestrian activity and would help to facilitate the Design Plan’s goal to encourage pedestrian access to the area. The project would, therefore, not conflict with the goals of the Specific Plan or the Design Plan.

**City Council**  
CURTIS W. MORRIS, Mayor  
EMMETT BADAR, Mayor Pro Tem  
DENIS BERTONE  
JOHN EBINER  
JEFF TEMPLEMAN

**City Manager**  
BLAINE M. MICHAELIS

**Assistant City Manager  
Treasurer/City Clerk**  
KENNETH J. DURAN



**Assistant City Manager of  
Community Development**  
LAWRENCE STEVENS

**Director of Public Works**  
KRISHNA PATEL

**Director of Parks  
and Recreation**  
THERESA BRUNS

**City Attorney**  
J. KENNETH BROWN

October 4, 2012

Ms. Lisa Levy Buch, Director of Public Affairs  
Metro Gold Line Foothill Extension Construction Authority  
406 E Huntington Drive, Suite 202  
Monrovia, California 91016

**SUBJECT:** Metro Gold Line Foothill Extension Azusa to Montclair -  
Draft Environmental Impact Report – Phase 2b

Dear Ms. Levy Buch:

The City of San Dimas has had an opportunity to review the recently released Draft Environmental Impact Report (DEIR). Below we have identified six primary areas of concern with the DEIR in addition to a number of miscellaneous concerns that need to be additionally addressed and or evaluated further.

**Parking Structure Issues:**

1. **Site Circulation:** Ingress/egress access to structure from Walnut Avenue may restrict right-turn exit movements from parking garage driveway to Walnut Avenue due to possible safety medians at the grade crossing. The median may also restrict ingress/egress to the Sunnyside (located at 251 North Walnut Avenue) Senior complex. Evaluate impact of proposed safety medians to existing facilities and traffic turning movements. In addition, for better circulation and flow, an alternate egress should be evaluated that connects to Arrow Highway from the parking structure. 22-1
2. **Impact to Emergency Services:** With the Sheriff Sub Station and Fire Department located on Walnut Avenue north of grade crossing and parking structure. It should also be noted that emergency access services to the south will likely be adversely affected by a combination of the periodic at-grade crossing gate closures for operations and a confusing circulation pattern/increased traffic at AM/PM peaks. Evaluate impact to Sheriff, and Fire and Paramedics response time at proposed crossing/parking structure location. 22-2
3. **Other Potential Issues Created by Limited and Restricted Entrance of Walnut Avenue.** With limited street frontage and long driveways that lead to main parking structure limits the ability to provide any pickup/drop off zone. In addition, with pedestrian access to station being from San Dimas Avenue will likely result in extensive over use of both the private (CVS) and Municipal parking lot north of the tracks as well as the parking area at Grove Station for pickup/drop off zone. This intense use will also increase in commuters parking in these lots and place great deal of strain on the availability of parking for 22-3

existing business. To mitigate these issues consider option for additional parking including the feasibility of expanding the City municipal parking lot north of tracks for additional parking/drop off and pickups by expanding south into existing Metro Gold Line right of way-

22-3

4. **Impact on City Maintenance Operations.** The maintenance operations conducted at the site are critical to the daily ongoing operations of the City. The current location is ideally situated proximate to administrative operations at City Hall and relatively central to the City as a whole. It is difficult to identify a feasible site to replace the current one and maintain these same standards. The City is highly concerned that a suitable replacement site can be identified although we also understand that such determinations are made during site acquisition and not the DEIR stage of project development.

22-4

5. **Other Parking Structure Location:** Instead of City Yard explore the feasibility of an equivalent spaced structure that incorporates the required commuter parking, existing parking and the pickup/drop-off zone within City municipal parking lot located on the North West corner San Dimas Avenue and LRT crossing.

22-5

6. **Aesthetics.** In addition to the required high quality parking structure exterior design, the landscaping on Walnut Avenue entrance shall be designed to be inviting with some public art project.

22-6

**Bonita/Cataract Grade Crossing:**

The EIR chapter on transportation calls for this intersection to be signalized. However, due to the size and diagonal configuration of the Cataract Avenue/Bonita Avenue, additional studies need to be conducted that address the delay and impact to the traffic operation of an at-grade crossing. With Bonita/Cataract being an unusual intersection and non-standard it is likely that any analysis done for the DEIR assumes that rail alignment crosses through an intersection at a distance of 150 feet. In reality the intersection includes a wide median, which increases the size of the intersection and lengthens the distance that LRT alignment crossing Bonita. Based on existing alignment, the estimated length of this at grade crossing is about 270 feet measured from the northeast corner of the intersection to the southeast corner. This distance is significantly larger than the 150 feet assumed standard analysis. The additional length even with narrowing Bonita will likely have an impact on the traffic delay caused by the LRT crossing. Based on the projected headway of trains crossing the intersection, it's quite likely that intersection will be closed down creating potentially significant delays at the primary east/west entry to the Historic Downtown. This is an addition to normal intersection delays attributed due the proposed signal operations. More studies are needed to prove the feasibility of signalization that also takes into account intersection delays caused by crossing gate delay time and length of crossing. It should be noted that the Bonita/Cataract intersection is unique in both its geometrics and its importance as a Downtown entry. Delays and design options have not been adequately mitigated and no consideration has been given to potential economic impacts to the Downtown area.

22-7

**Traffic Circulation and Street Impact**

1. **Crossing Delays:** The DEIR should analyze and evaluate the expected queue length and expected delays for traffic at all crossings in the City.

22-8

2. **Street Geometrics:** Provide additional studies and reviews on impact of the proposed freight track separation being 30' to the westbound LRT from Monte Vista to Walnut. Evaluate the impact of this on all the north and south bound traffic on Monte Vista, San Dimas Avenue and Walnut Avenue. 22-9
3. **San Dimas Avenue and Second Street:** A signal warrant analysis should be conducted to determine if signalization at Second Street & San Dimas Avenue is warranted in front of Historic Walker House 22-10

**Noise & Vibration:**

The DEIR identifies several locations for sound walls and vibration controls. The following additional considerations are needed:

- Sound barrier study shall be extended to include the residential areas on the north west side of Gladstone and railroad crossing 22-11
- With Phase 2 and 3 Grove Station residential project underway south of the proposed station location on San Dimas Avenue, sound barrier shall be considered to mitigate the impact of train, warning horns and other miscellaneous sounds generated that will impact residents residing on south side of the station (Figure 3.11.18). 22-12

**TPSS Locations:**

The DEIR now indicates two power stations in San Dimas.

1. Why does San Dimas have two TPSS in its jurisdiction (i.e. TPSS #4 and #5) 22-13
2. TPSS #4 location negates the potential viability of developing entire property for a highly visible and viable commercial development. Consider other locations. 22-14
3. TPSS #5 location negatively impacts the existing historic Train Depot. Consider relocating it from its proposed location to north east corner or locations. 22-15
4. Assess any noise impacts from TPSS located adjacent to any residents 22-16

In general any proposed TPSS located in San Dimas shall be architecturally approved by the City and the subject lot or area is irrigated and landscaped to an acceptable standard. 22-17

**Other Miscellaneous Concerns:**

1. Remove the existing spur/siding line at southeast corner of Bonita Avenue and Cataract Avenue. 22-18
2. Prepare a drainage study to analyze the capacity of all existing storm drains, pipes and culvert systems crossing with the Metro right of way to be in compliance with LA County standards. 22-19
3. Discuss the noise impacts of warning horns. 22-20
4. Aesthetics and visual disturbances, especially poles and overhead wires to the Historic Downtown 22-21
5. Financial impact to the City on station construction and enhancements. 22-22
6. Adequacy of growth inducing impacts analysis. 22-23

Should you wish to discuss any of the above concerns further, please contact Mr. Krishna Patel, Director of Public Works at (909) 394-6245 or Mr. Larry Stevens, Assistant City Manager for Community Development at (909) 394-6281.

Sincerely,

A handwritten signature in cursive script that reads "Curtis Morris".

Curtis Morris  
Mayor

cc: Krishna Patel, Director of Public Works  
Larry Stevens, Assistant to City Manager for Community Development  
Blaine Michaelis, City Manager

10-12-05 kp

## **22. Morris, Curtis, Mayor, City of San Dimas, October 4, 2012.**

### **Response 22-1**

As requested by the City, the ingress/egress access to the parking structure from Walnut Avenue based on the location of the safety median and the potential for an alternate egress to Arrow Highway will be considered as part of preliminary engineering for the project.

### **Response 22-2**

Impacts to the Sheriff's substation and Fire Department located on Walnut Avenue were evaluated in Section 3.5 of the Draft EIR. The evaluation concluded the because the project would use the existing at-grade rail crossing at Walnut Street , response times south of the alignment may be increased slightly. However, it is not anticipated that such increase would be substantial because the amount of time it would take for a train to pass would be brief (less than one minute), and multiple alternate routes cross the alignment. In accordance with the Construction Management Plan required for the project, access disruptions would be minimized by developing and implementing alternate routes or amending service areas, as necessary, to maintain emergency service coverage and response times following project completion. As concluded in the Draft EIR, with implementation of the identified mitigation measure impact would be less than significant.

### **Response 22-3**

The design of the station area and parking structure is refined as the design of the project progresses. The Construction Authority will finalize the specifics of the pick-up/drop-off zone locations, considering input from the City. Overuse of the private lots north of the tracks for pick-up/drop-off can be minimized by refining the internal site circulation through design and by restricting pick up and drop off activities on private lots. The number of parking spaces at each station along the project is based on the boardings projections from the transportation model, which estimated that approximately 400 parking spaces would be needed at the San Dimas Station by 2035 (Section 2.6.4 of the Draft EIR). Therefore, the current design of the garage should be adequate to meet demand and additional spaces are not warranted.

### **Response 22-4**

The comment concerning challenges to locating a suitable replacement site for City maintenance operations is acknowledged. The Construction Authority would seek to acquire the city yard site from the City, and would provide the City with any applicable relocation benefits.

### **Response 22-5**

The municipal parking lot location was not considered since the proposed parking garage location avoids pedestrian crossing of a roadway intersection to reach the station, and is therefore more convenient.

**Response 22-6**

The Construction Authority is committed to neighborhood context-appropriate design. All design elements follow Metro Rail Design Criteria, which state that all structures, walls and fences are to be properly screened or shall incorporate design features that enhance appearance and respect the neighborhood design setting in which they are proposed. Public art is proposed at each railroad station facility, consistent with the Design Criteria.

**Response 22-7**

The traffic analysis in Chapter 2 of the Draft EIR did take into consideration the unique configuration of the Bonita/Cataract intersection. Due to this configuration, the proposed signalization would include an extended clearance interval times (yellow times) to reflect the longer distance that needs to be cleared by a traveling vehicle. This signalization was assumed in the traffic impact analysis. Table 2-27 and Table 2-28 of the Draft EIR conclude that the project would not result in significant traffic delays at the Bonita/Cataract intersection. In addition, the Milestone 1 grade-crossing analysis identified the Bonita/Cataract intersection as a location that would require detailed engineering-level operation and safety analyses, concluding that an improvement would be required to maintain safe operations with an at-grade configuration. The range of potential improvements is presented in Table 2-30, which includes a recommendation to reconfigure the intersection as a traffic island or re-align Bonita Avenue and reduce the median width to reduce the size of the intersection. The Construction Authority will continue to work with the City of San Dimas to further refine the design of the crossing to incorporate appropriate improvements as the project design progresses.

**Response 22-8**

As stated in Section 2.6.7 of the Draft EIR, Metro’s *Policy for Grade Crossing for Light Rail Transit* provides a framework for assessing traffic safety and operations related to at-grade crossings and identifying the need for safety treatments or grade separations. The policy includes a systematic review process and identifies corresponding “milestones” before determining the feasibility of a grade crossing. The Milestone 1 – Initial Screening evaluation is performed first followed by Milestone 2 – Detailed Analysis and Milestone 3 – Verification. Milestones 2 and 3 go into a greater detailed analysis and are performed if the results of Milestone 1 show "Possible At Grade Operation" or worse. This detailed analysis of the grade crossing (Milestone 2), includes a queuing analysis and other detailed evaluations.

The Milestone 1 analysis considered all seven crossing locations in the City of San Dimas (Table 2-31 in the Draft EIR). The initial screening results for the grade crossings within the City of San Dimas showed three of the seven crossing locations requiring a detailed analysis. These three crossing locations are Gladstone Street, Cataract Avenue/Bonita Avenue and San Dimas Avenue. The Draft EIR analyzed and evaluated expected queue length and delays at these three crossing locations and the adjacent signalized intersections. The Draft EIR also included recommendations for provision of roadway and safety measures to improve the operation of the these three crossing locations, such as provision of four quadrant gates and pedestrian gates, implementation of grade crossing safety education programs for local schools, and installation of potential anti-queuing controls for the adjacent signalized intersections. One of these recommendations will be implemented as agreed to by the City of San Dimas and the Construction Authority.

**Response 22-9**

As stated in Section 2.6.7 of the Draft EIR, *Metro Policy for Grade Crossing for Light Rail Transit* provides a framework for assessing traffic safety and operations related to at-grade crossings and identifying the need for safety treatments or grade separations. The policy includes a systematic review process and identifies corresponding “milestones” before determining the feasibility of a grade crossing. The Milestone 1 – Initial Screening evaluation is performed first followed by Milestone 2 – Detailed Analysis and Milestone 3 – Verification. Milestones 2 and 3 go into a greater detailed analysis and are performed if the results of Milestone 1 show "Possible At Grade Operation" or worse. Milestone 1 analysis accounts for the train frequency, lane capacity and crossing traffic. Milestone 2 includes an assessment of queuing length between and the rail crossing and the adjacent intersections.

The Monte Vista Avenue crossing and the Walnut Avenue crossing were analyzed in the Milestone 1 analysis, which concluded that at-grade operations should be feasible at both crossings (Table 2-31 in the Draft EIR). The San Dimas Avenue crossing was analyzed in both Milestone 1 and Milestone 2 analyses and at-grade operations were deemed possible at this location (Table 2-31 in the Draft EIR). The 30-foot separation between the freight and LRT tracks was part of queuing length calculations in the Milestone 2 analysis for the San Dimas Avenue crossing. The proposed 30-foot separation between the freight and LRT tracks is expected to affect the clearance time of the traffic through the wider crossing section and reduce the queuing storage between the rail crossing and the adjacent intersections. The Draft EIR has included recommendations for provision of roadway and safety measures to address the operation of the wider crossing locations, such as provision of four quadrant gates and pedestrian gates, implementation of grade crossing safety education programs for local schools, and installation of potential anti-queuing controls for the adjacent signalized intersection (Table 2-32 in the Draft EIR). One of these recommendations will be implemented as agreed upon by the City of San Dimas and the Construction Authority. Specific design treatments for the proposed wider crossing section at Monte Vista Avenue, Walnut Avenue and San Dimas Avenue would be developed and evaluated as the project’s design is refined as part of preliminary engineering for the project.

**Response 22-10**

Because the Draft EIR identified a significant traffic impact at the San Dimas Avenue and Second Street intersection, and therefore a mitigation measure to signalize this intersection (Mitigation Measure LTR-2) was recommended. As requested by the City, an additional signal warrant analysis will be conducted during the preliminary engineering phase of the project to determine whether the identified signalization is still warranted. To clarify, the statement “when warranted” was added to this measure in the Final EIR. The Construction Authority will work cooperatively with the City of San Dimas to best mitigate the identified traffic impact as the design of the project is being refined.

**Response 22-11**

The residences on the northwest side of Gladstone Street were included in the noise analysis in Section 3.11 of the Draft EIR. The boundary between the cities of Glendora and San Dimas was considered to be Gladstone Street. Those residences were labeled as Glendora cluster EB12 in Figure 3.11-15 of the Draft EIR. No noise impact was predicted at those residences as shown in Table 3.11-10 of the Draft EIR and therefore no mitigation is necessary.

**Response 22-12**

The noise and vibration impact analysis is based on existing land uses at the time that the environmental assessment for the project was initiated, and thus impacts are not assessed for any new development whose planning began after the initiation of the environmental assessment.

In addition, a “quiet zone,” in which train horns are not sounded except in emergencies, could be implemented even if it was not recommended as a noise mitigation measure. Implementing a quiet zone requires cooperation by all jurisdictions involved with the grade crossing and is contingent on approval by the Federal Railroad Administration (FRA). The Construction Authority does not have the authority to declare a quiet zone but will cooperate in preparing petitions to FRA for quiet zone designations. Standard grade crossing safety equipment for the Metro Gold Line Foothill Extension should be sufficient to meet FRA’s supplemental safety measures requirement for designation of a quiet zone. The Construction Authority will work with local jurisdictions to try to secure quiet zones where appropriate. During that collaboration, the Cities can identify the grade crossings where quiet zones would be beneficial to the City.

**Response 22-13**

Section 1.3.3.1 of the Draft EIR states that TPSS facilities would be located in approximately 1.0 to 1.5 mile intervals. In order to space the TPSS in appropriate intervals to properly power the catenary (overhead wires), two TPSSs must be located within the City of San Dimas. The TPSS locations in the City of San Dimas are located as unobtrusively as possible, requiring minimal property acquisition for one of TPSS facilities and resulting in minimal environmental impacts. TPSS 4 is adjacent to the SR-57 freeway and TPSS 5 is located within Metro-owned right of way.

**Response 22-14**

TPSS B-4 is proposed in the Draft EIR as being located directly south of the Metro-owned right of way on a small, undeveloped parcel just east of, and directly adjacent to, the Route 57 freeway. As identified in Appendix C of the Draft EIR, a partial acquisition of 3,200-3,800 square feet is proposed for TPSS B-4. This acquisition is approximately 14.5 - 17.2% of the 22,060 square foot parcel. The Construction Authority disagrees that the partial acquisition and installation of a TPSS facility substantially negates the viability of this parcel. As referenced in Response 22-13, the spacing of TPSS facilities is driven by power distribution requirements, and the Construction Authority believes the placement of B-4 at the current proposed location is the most unobtrusive placement possible.

**Response 22-15**

Section 3.6, Cultural Resources, of the Draft EIR included an evaluation of the project’s effects on the historic Train Depot. As stated in Section 3.6.3.4 of the Draft EIR, “given the small size of the TPSS and intervening distance from the depot and the fact that no freight or passenger openings would face the TPSS, its installation would not change, alter, or directly or indirectly affect the San Dimas Railroad Depot in any manner. Therefore, the proposed project does not have the potential to cause a substantial change in the significance of the historical resource.” Accordingly, the Draft EIR found that no significant impact would result at the Atchison, Topeka & Santa Fe Railway Depot—San Dimas Railroad Depot as a result of the TPSS B-5 facility, or any other elements of the proposed project.

Section 3.13, Visual Impacts, also addressed visual impacts of TPSS B-5 on the historic Train Depot and concluded that these impacts would not be significant. This information has been updated in the Final EIR to include an updated description of the location of the station, as follows:

Although visual resources are present in this setting, including far-off views to mountain and local foothill ridgelines, no siting or construction-related effects on visual resources are anticipated due to the small size of the TPSS, its construction and placement on the south side of the railroad alignment, and the intervening distances from the depot and the buildings in old San Dimas' downtown area. These factors place it outside of key sight lines along Bonita Avenue near Monte Vista Avenue to and from the depot and the buildings in old San Dimas' downtown. The key visual resources in this setting (e.g., views of local ridgelines, and the presence of historic buildings), would remain unaffected because the building would be only one-story in height. Hence, the visual impacts of the TPSS building would not be significant.

**Response 22-16**

Noise impacts from TPSS units were assessed and predictions are presented in Table 3.11-24 of the Draft EIR. No noise impact was identified for the TPSS units located in San Dimas.

**Response 22-17**

During final design, all TPSS sites will be submitted for plan check to the appropriate jurisdictional agency for their approval. Please see the Response 22-6 regarding landscaping.

**Response 22-18**

The removal of the spur at Bonita Avenue and Cataract Avenue is not part of the project definition. Since this spur is not needed to operate the project, it could be removed in the future.

**Response 22-19**

As discussed on page 3.14-15 of the Draft EIR, the replacement of the existing culvert with a new culvert at Walnut Creek and improvements to the existing culverts or storm drains is part of the project definition. The exact specifications for these improvements, including drainage capacities and other characteristics, will be refined as part of the preliminary engineering work. The Construction Authority will work with the City of San Dimas and will comply with Los Angeles County Standards.

**Response 22-20**

Audible warnings are required by the California Public Utilities Commission at all gate-protected at-grade LRT/roadway crossings. The required audible warnings are ringing bells that are located on the masts of the crossing gates and the sounding of horns located on the lead vehicle of the trains. The requirements and general Metro practices for sounding LRV horns are:

- Every light-rail vehicle must be equipped with a bell or horn that generates a sound level of 85 dBA at a distance of 100 feet from the vehicle (CPUC General Order 143B). Most automobile horns generate a sound level of 80 to 85 dBA at a distance of 100 feet, so the LRV horn is slightly higher than most automobile horns.

- The light-rail vehicles are also equipped with a low-volume horn with a sound level of 75 dBA at 100 feet from the vehicle.
- The light-rail vehicle operator must sound an audible warning when approaching at-grade crossings protected by automatic crossing signals. The standard operating procedure on Phase 1 of the Metro Gold Line is to sound the low-volume horn (75 dBA at 100 feet) before at-grade crossings.
- The louder horn is used in case of emergency and at the discretion of the train operator.

Metro’s operating procedure calls for train operators to sound the 75 dBA warning horn prior to all gate-protected crossings starting approximately 300 feet prior to the crossing. At speeds greater than 35 mph, the noise from the horn adds less than 1 dB to the noise exposure caused by the light-rail trains. In other words, the train noise combined with the horn noise is not significantly greater than the train noise alone. The regulations governing the LRT horns are much different than the regulations governing the freight horns. LRT horns are much quieter and are sounded for a shorter duration at each intersection.

In addition, it may be possible for the City to have this area designated as a “quiet zone” in which train horns are not sounded except in emergencies (please see Response 22-12),

**Response 22-21**

According to the San Dimas Town Core Design Guidelines, “recommended public improvements” include locating overhead power and telephone lines underground or along alleys. The Metro Rail Design Criteria require that the Construction Authority work with the City of San Dimas and the other local jurisdictions and stakeholder groups to achieve design approvals for project visual elements such as landscaping, retaining walls, pole locations, and overhead wire placement. By complying with Metro Rail Design Criteria, no visual impacts to historic downtown San Dimas are anticipated as a result of the project.

**Response 22-22**

The construction, operation, and maintenance of the project facilities, including the station, will be financed by the Construction Authority and Metro and will not require funding from the City of San Dimas. Any potential betterments/enhancements over and above the baseline design will be discussed and paid for by the City.

**Response 22-23**

As stated in Section 3.15 of the Draft EIR, p. 3.15-1, the CEQA Guidelines (Section 15126[d]) require a discussion of “...ways in which the project could foster economic or population growth, either directly or indirectly, in the surrounding environment...”, including the project’s potential to remove obstacles to population growth. The Draft EIR evaluation provides information that the project does not include and would not result in any substantial modifications to existing roadways, or other infrastructure facilities or service systems that could induce growth beyond that already envisioned for the region or by each corridor City. It further concludes that the proposed project is not anticipated to attract growth beyond that already envisioned in SCAG’s 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Therefore, no significant impact would result. The Draft EIR provides an analysis that conforms to the requirements of the CEQA guidelines.

**From:** [Lisa Levy Buch](#)  
**To:** [Laura Langford](#)  
**Subject:** FW: Metro Gold Line Extension - Claremont...  
**Date:** Thursday, October 04, 2012 12:47:03 PM

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**From:** Del Caldwell [mailto:del.caldwell@verizon.net]  
**Sent:** Thursday, October 04, 2012 12:28 PM  
**To:** Lisa Levy Buch  
**Subject:** Metro Gold Line Extension - Claremont...

Dear Ms Buch,

I would like to register my opposition to the Metro Gold Line extension through Claremont. The principal reasons for this position are:

23-1

1. The number of trains passing through Claremont now causes significant traffic back up on Indian Hill Boulevard and College Avenue making for unsafe driving conditions as is. I understand that the Metro Gold line would increase the number of trains by 10 per hour and therefore increase the number of stoppages accordingly. For the Village area this is unacceptable as the number of stoppages and waiting periods make this unsafe and not practicable for automobile traffic and busses on a single lane road near the crossing.

23-2

2. A Metro Gold line station and parking structure would result in significant increased traffic in the Village area especially on College Avenue, First Street, and Indian Hill Boulevard. There is considerable traffic already in the area for the commercial businesses, colleges, and elementary school and the latter two have significant pedestrian and bicycle traffic. There is also the existing transportation center with its attendant bus traffic. A parking structure and station in the area would make this an unsafe area and not practicable for bicycle, bus, and automobile use.

23-3

While I understand the interest in increased access east-west, the frequency of expected closures of north-south roads and the attendant traffic and safety problems make the Gold Line in Claremont a non-viable approach.

Respectfully,  
D. H. Caldwell

Claremont resident,  
906 Pomona Court  
Claremont, CA

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**23. Caldwell, D.H., October 4, 2012.**

**Response 23-1**

Your comment in opposition of the project through Claremont is acknowledged.

**Response 23-2**

The traffic study evaluated the intersections of Indian Hill Boulevard/First Street, Indian Hill Boulevard/Santa Fe Street, and College Avenue/First Street. These three intersections are in close proximity to the grade crossings on Indian Hill Boulevard and College Avenue, respectively, and the traffic analysis took into consideration train operations and the increase in the number of trains per hour due to the project. The results of the analysis showed that the intersection of College Avenue/First Street will be impacted during the PM peak hour. Signalization of the intersection was proposed as a mitigation measure to alleviate this impact, in Section 2.8.2 of the Draft EIR (Mitigation Measure LTR-5).

**Response 23-3**

Traffic counts were conducted along College Avenue, First Street and Indian Hill Boulevard. The collected data were used to perform an existing conditions traffic analysis and the results showed the study intersections and roadway segments operating at good levels of service. Future traffic conditions were analyzed for the horizon year of 2035, which took into consideration increased traffic circulation in the vicinity of the train station and access to and from the proposed parking structure. The results showed the study intersections and roadway segments operating at acceptable levels of service except for the intersection of College Avenue/First Street, which will be impacted during the PM peak hour. Signalization of the intersection was proposed as a mitigation measure, as referenced in Response 23-2.

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MONTCLAIR

October 4, 2012

Lisa Levy Buch, Public Affairs Director  
Metro Gold Line Foothill Extension Construction Authority  
406 E. Huntington Drive, Suite 202  
Monrovia, CA 91016

Dear Lisa:

**Re: Metro Gold Line Foothill Extension DEIR**

Thank you for the opportunity to review the above-referenced document. The City of Montclair's comments on the project follow. Recommended corrections and changes are shown in **bold italics**.

- Page 1-30 – Under "Route Description," the sentence should be clarified to say that the "...0.7-mile segment in the City of Montclair would be north of Metrolink's San Bernardino Line and would abut a **residential, commercial, and industrial** area and **the Montclair Transcenter, a park-and-ride facility owned by Caltrans.**" 24-1
- Page 2-103 – Under "2.6.4.6 Montclair Station," the last sentence should read, "**Future parking lots** could be located **north and** south of the Build Alternative and Metrolink tracks; however, **they** would be constructed only if the surface lots were displaced by future development." 24-2
- Page 3.5-16 – In Table 3.5-1, "Police Stations Serving the Study Area," the correct address of the Montclair Police Department is **4870 Arrow Highway**, which is **0.2 mile** from the proposed Montclair Station. 24-3
- Page 3.5-17 – Under "City of Montclair," the last sentence should read, "The police station is located at **4870 Arrow Highway** in Montclair, approximately **0.2 mile southwest** of the project." 24-4
- Page 3.5-26 – The description for parks proximate to the project within the City of Montclair should read, "**Sycamore Park, a 0.7-acre passive public park, is under construction within The Paseos community approximately 0.2 mile south of the project. The park will be separated from the alignment by several multi-story residential buildings within The Paseos project and other multi-story residential buildings on the north side of Arrow Highway**" 24-5

CITY OF MONTCLAIR

5111 Benito Street, P.O. Box 2308, Montclair, CA 91763 (909) 626-8571 FAX (909) 621-1584

*that will comprise the approved Arrow Station residential project. Accordingly, potential noise impacts from project construction would be unlikely to affect park patrons."*

24-5

- Page 3.6-52 – In Table 3.6-1, the correct address for the property listed under "Montclair Station" should be "5040-5050 Arrow Highway, **Montclair.**"

24-6

- Pages 3.10-5 and 3.10-6 – Under "City of Montclair General Plan," the paragraph should read, "The *City of Montclair General Plan* underwent a comprehensive update in 1999, **and the General Plan Housing Element was updated and certified by the State of California Department of Housing and Community Development (HCD) in 2011.** The General Plan provides direction for future development in the City and its sphere of influence. It represents a formal expression of community goals and desires, and provides guidelines for decision-making regarding City development. The General Plan encompasses the 5.4 square-mile area located within Montclair's corporate boundary, as well as the 1.1 square-mile area of unincorporated San Bernardino County within Montclair's sphere of influence, **which consists of three distinct areas. The West Island is an irregularly shaped area generally north of Phillips Boulevard, east of the Los Angeles County line, south of Mission Boulevard, and west of Ramona Avenue. The South Island is located north of Phillips Boulevard, east of Carriage Avenue, south of Howard Street, and west of Monte Vista Avenue. The East Island is north of Phillips Boulevard, east of Central Avenue and Ada Avenue, south of State Street, and west of Benson Avenue.**"

24-7

Under "Specific Plan," the first sentence should read, "The *North Montclair Downtown Specific Plan (2006)* is a land use policy guidance document that includes transit-related uses within and adjacent to the Montclair Transcenter and a pedestrian connection along Fremont **Avenue** between the Transcenter and Montclair Plaza."

24-8

- Page 3.12-9 – Under "City of Montclair," the second sentence of the first paragraph should read, "Throughout Montclair, the Metro right-of-way abuts **residential, commercial, and industrial** uses." The second paragraph should read, "Police protection services in the City of Montclair are provided by the Montclair Police Department. The police station **abuts** the project alignment **at 4870 Arrow Highway.** Fire protection services are provided by the Montclair Fire Department. The closest station is located 0.2 miles **south of the** alignment **at 8901 Monte Vista Avenue.**"

24-9

- Page 3.13-7 – Under "City of Montclair," in the third sentence of the second paragraph, the reference to "**unincorporated Los Angeles County**" should be deleted. (A portion of Foothill Boulevard (Route 66) east of the Los Angeles County line remained in unincorporated *San Bernardino County* until a few years ago when it was annexed by the City of Upland.)

24-10

- ❑ Page 3.13-36 – Under "City of Montclair" (starting on Page 3.13-35), the first sentence of the second paragraph should read, "Other construction activities would include rebuilding the bus transfer facility at the Transcenter site, and building a traction power supply substation (TPSS) in the railroad right-of-way, approximately 700 feet east of Claremont **Boulevard** in the City of **Montclair**." 24-11
  
- ❑ Page 5-1 – Under "5.1.4 City of Montclair," it should read:  
Edward C. Starr, City Manager  
Michael C. Hudson, **P.E.**, City Engineer  
Steve Lustro, **AICP**, Community Development Director  
**Michael Diaz, City Planner** 24-12

If you have any questions regarding the recommended corrections and changes, please feel free to contact me at 909/625-9431 or [slustro@cityofmontclair.org](mailto:slustro@cityofmontclair.org).

Sincerely,



Steve Lustro, AICP  
Community Development Director

- c: Edward C. Starr, City Manager  
Marilyn J. Staats, Deputy City Manager/Director, Office of Economic Development  
Michael C. Hudson, P.E. City Engineer  
Michael Diaz, City Planner

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**24. Lustro, Steve, Community Development Director, City of Montclair, October 4, 2012.**

**Response 24-1**

A more detailed description of the area of Montclair adjacent to the project has been added to the EIR, as suggested.

**Response 24-2**

The description of the potential future parking lots in the City Montclair on has been added, as suggested, to Section 2.6.4.6 of the EIR.

**Response 24-3**

The address for the station has been corrected in the Final EIR. The change in address does not change the findings presented in the EIR that no impact to the Montclair Police Department service ratios or response times would result from the proposed project.

**Response 24-4**

Please see response to comment 24-3 above.

**Response 24-5**

The information provided has been included in Section 3.5.5.3 of the Final EIR. As stated in the comment, potential impacts from project construction would be unlikely to affect park patrons.

**Response 24-6**

Table 3.6-1 has been corrected in the Final EIR to indicate “5040-5050 Arrow Highway, Montclair.”

**Response 24-7**

The description of the City of Montclair General Plan has been revised as suggested.

**Response 24-8**

The description of the Specific Plan has been revised as suggested.

**Response 24-9**

The information has been updated accordingly in the Final EIR.

**Response 24-10**

The information has been updated accordingly in the Final EIR.

**Response 24-11**

The information has been updated accordingly in the Final EIR.

**Response 24-12**

This information has been updated accordingly in the Final EIR.



COUNTY SANITATION DISTRICTS  
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
www.lacsd.org

GRACE ROBINSON CHAN  
Chief Engineer and General Manager

October 4, 2012

Ref. File No: 2338552

RECEIVED

OCT 9 2012

MGL FOOTHILL EXT.  
CONST. AUTHORITY

Ms. Lisa Levy Buch  
Director of Public Affairs  
Metro Gold Line Foothill Extension  
Construction Authority  
406 E. Huntington Drive, Suite 202  
Monrovia, CA 91016-3633

Dear Ms. Levy Buch:

**The Metro Gold Line Foothill Extension**

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on August 23, 2012. The proposed development is located within the jurisdictional boundaries of Districts Nos. 21 and 22. We offer the following comments and updates:

1. Previous comments submitted by the Districts in correspondence dated January 27, 2011 (copy enclosed) still apply to the subject project with the following updated information.
2. The San Jose Creek Water Reclamation Plant currently processes an average flow of 77.0 million gallons per day. ] 25-1
3. All other information concerning Districts' facilities and sewerage service contained in the document is current.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Chan

Adriana Raza  
Customer Service Specialist  
Facilities Planning Department

AR: ar

Enclosure

c: J. Ganz



# COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
www.lacsd.org

GRACE ROBINSON CHAN  
*Chief Engineer and General Manager*

January 27, 2011

File No: 21-00.04-00  
22-00.04-00

Ms. Lisa Levy Buch  
Director of Public Affairs  
Metro Gold Line Foothill Extension  
Construction Authority  
406 E. Huntington Drive, Suite 202  
Monrovia, CA 91016-3633

Dear Ms Buch:

### **The Metro Gold Line Foothill Extension**

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on January 10, 2011. The proposed development is located within the jurisdictional boundaries of Districts Nos. 21 and 22. We offer the following comments regarding sewerage service:

1. The proposed project may impact existing and/or proposed Districts' trunk sewers over which it will be constructed. Existing and proposed Districts' trunk sewers are located directly under and/or cross directly beneath the proposed project alignment. The Districts cannot issue a detailed response to or permit construction of the proposed project until project plans and specifications that incorporate Districts' sewer lines are submitted. In order to prepare these plans, you will need to submit a map of the proposed project alignment, when available, to the attention of Ms. Martha Tremblay of the Districts' Sewer Design Section at the address shown above. The Districts will then provide you with the plans for all Districts' facilities that will be impacted by the proposed project. Then, when revised plans that incorporate our sewers have been prepared, please submit copies of the same for our review and comment. 25-2
2. The wastewater generated by the proposed project will be treated at the San Jose Creek Water Reclamation Plant (WRP) located adjacent to the City of Industry, which has a design capacity of 100 million gallons per day (mgd) and currently processes an average flow of 76.3 mgd, or the Pomona WRP, which has a design capacity of 15 mgd and currently processes an average flow of 8.6 mgd. 25-3
3. In order to estimate the volume of wastewater the project will generate, a copy of the Districts' average wastewater generation factors is available on line. Go to [www.lacsd.org](http://www.lacsd.org), Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2. 25-4

4. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to [www.lacsd.org](http://www.lacsd.org), Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

25-5

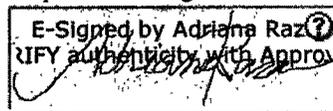
5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

25-6

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin



Adriana Raza  
 Customer Service Specialist  
 Facilities Planning Department

AR:ar

c: M. Tremblay

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**25. Raza, Adriana, Customer Service Specialist, Facilities Planning Department, County Sanitation Districts of Los Angeles County, October 4, 2012.**

**Response 25-1**

The comment regarding the most current information about an average flow processed at the San Jose Creek Water Reclamation Plant is acknowledged.

**Response 25-2**

The information about the District's requirements is acknowledged. The project plans will continue to be refined during the preliminary engineering and these plans will be submitted to the District.

**Response 25-3**

The comment regarding the most current information about an average flow processed at the San Jose Creek Water Reclamation Plant is acknowledged.

**Response 25-4**

The information that the copy of the District's average wastewater generation factors is available on line is acknowledged.

**Response 25-5**

In compliance with the existing requirements, the Construction Authority will pay all required fees to connect to the District's facilities or increase the strength or quantity of wastewater as applicable to project.

**Response 25-6**

The comment that the District's letter does not constitute a guarantee of wastewater service is acknowledged.

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October 5, 2012

Lisa Levy Buch, Director of Public Affairs  
*Metro Gold Line Foothill Extension Construction Authority*  
405 East Huntington Drive  
Suite 202  
Monrovia, CA 91016

**RECEIVED**

OCT 5 2012

MGL FOOTHILL EXT.  
CONST. AUTHORITY

**Subject: Gold Line Draft EIR Comments**

Dear Ms. Buch,

As you may know, the City of Glendora has and remains a strong supporter of completion of the Gold Line. This is a very important project for not only our city but the region in our hopes of assisting with the movement of our residents throughout the County and beyond. We look forward to the near future when this vital project is linked between Los Angeles and the Ontario Airport.

26-1

As requested, the City of Glendora has reviewed the Draft EIR in its fiduciary role of representing the community. The following are our comments along with attached exhibits related to our comments on the Draft EIR to date.

**PARKING STRUCTURE**

The Draft EIR does not provide substantial detail for many parts of the proposed project, including but not limited to the Station in Glendora. The project description is incomplete. For example, without the details for items like the parking structure - such as its physical layout, spacing of tracks and pedestrian pathways, etc., the City had to engage the services of an outside consultant to pull together the best likely answers to those questions. To assist in understanding the parking structure proposed in the Draft EIR, in 2011 the City had the traffic engineering firm of Rick Engineering, Inc. prepare a functionality evaluation of the parking structure. Attached hereto and incorporated by reference is that report as well as a letter of update based on the 2012 draft EIR. Based on the limited information and data provided in the Draft EIR, and the expertise of our outside consultants, it appears that the parking structure as proposed in the Draft EIR is not feasible and cannot be built.

26-2

The City of Glendora and the Authority entered into a MOU dated November 29, 2007, wherein it was expressly agreed that "The location and design of the parking including any proposed parking structures shall be reviewed and approved by the City, which approval shall not be unreasonably withheld or delayed."

**PARKING STRUCTURE (cont'd)**

**THE CITY OF GLENDORA EXPRESSLY RESERVES ITS RIGHTS UNDER THE MOU TO REVIEW AND APPROVE, OR DISAPPROVE, THE PROPOSED PARKING STRUCTURE(S) AT A FUTURE DATE. THE CITY'S ACTIONS OR INACTIONS REGARDING THIS EIR SHALL NOT CONSTITUTE A WAIVER OF THE CITY'S RIGHTS AND OBLIGATIONS UNDER THE MOU. THE CITY IS NOT MAKING A FORMAL DECISION ON THE PROPOSED PARKING STRUCTURE AT THIS TIME PARKING STRUCTURE SINCE THE DESIGN AS PROPOSED IS INCOMPLETE. CITY STAFF URGES THE AUTHORITY TO CONSIDER THE COMMENTS SUBMITTED HEREIN TO GUIDE THE AUTHORITY'S FUTURE DESIGN OF THE PARKING STRUCTURE BEFORE THE FINAL DESIGN IS SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL.**

26-2

In light of the above, City staff prepared more detailed exhibits (see attachments A, B & C) following the adopted Metrolink standards. Comparing these exhibits to the Draft EIR we found that the Gold Line provided substandard minimum clearances at the Glendora Station. We are concerned that the Gold Line did not follow Metrolink's standards. Metrolink standard 2101 requires a minimum 8.5 feet separation between structures and freight tracks. Also, Metrolink standard 3202 requires a minimum 30 foot wide passenger loading platform. We could find no justification describing the deviation from the adopted standards. The details of this justification must be made a part of the Draft EIR in order for the City to evaluate the consequences and impacts to the Glendora Station. The following comments are provided to further support our statements at this time.

**Page S-12** SS-3 states "Lighting at all stations shall be to standards.....", this is unacceptably vague. State what standards will be followed. Glendora follows the Illuminating Engineering Society of North America's standards. Specifically RP-8-00 "Roadway Lighting" and IESNA G-1-03 "Guideline for Security Lighting for People, Property and Public Spaces."

26-3

**Page S-20** S.10 "Areas of Controversy and Issues to be Resolved" The City of Glendora's concerns with the layout of the parking structure linearly along the south side of the proposed Glendora Station site are not mentioned. This was and is a significant issue which Glendora made known to the Gold Line far in advance of the release of the Draft EIR. Add a comment indicating so to this section.

26-4

**Page I-10 and S-5** The project estimates 1,850 daily boarding out of Glendora Station by the year 2035. A 400 space parking structure is proposed to meet this demand. In La Verne, the project estimates the same number of daily boardings by 2035, but a 600 space structure is provided. If La Verne accurately represents the parking demand for 1,850 boardings, it appears that the Glendora structure is deficient by 200 spaces. How will this deficiency be addressed?

26-5

**Page 1-18** The parking structure as depicted at the top of page 1-19 cannot be constructed within the existing Gold Line right of way nor will it be able to accommodate 400 parking stalls as a 2 story structure. See Exhibits A, B, C and the functionality exhibit prepared by Rick

26-6

**PARKING STRUCTURE (cont'd)**

Engineering, Inc. The Draft EIR must be revised to state that parking structure alternatives 2 and 2B will be considered/used. | 26-6

**Page 1-18** There is a potential sight distance issue for traffic entering/exiting the parking structure on Glendora Avenue. Draft EIR must state that a sight distance study will be required to demonstrate the Glendora Avenue entrance/exit meets Caltrans sight distance standards or the elevation of the existing railroad tracks will be lowered. | 26-7

**Page 1-18** The City is working with a developer on a 260 unit apartment complex which will be required to constructed a raised median south of the railroad tracks to prevent left turns from southbound Glendora Avenue into the new development. This raised median will prevent northbound traffic on Glendora Avenue from making a left into the Gold Line parking structure. | 26-8

**Page 2-18** Glendora agrees that technically there is "...on street parking is available near the proposed station...". However, the reality is it is very limited due to the fact that Vermont Avenue is commercially zoned and existing on street parking is heavily utilized. Similarly, Vermont Avenue is heavily parked due to the Hospital and preferential parking district. Parking on Ada Avenue is limited to 20 minutes only due to the Post Office. This statement should be removed. | 26-9

**Page 2-101** Table 2-30 lists no impact to the proposed parking structure off of Glendora Avenue. Glendora disagrees with this statement due to potential queuing issues on Glendora Avenue and sight distance issues for vehicles exiting the proposed parking structure due to the elevated railroad tracks. Revise the Draft EIR to show the methodology Gold Line followed to review impacts. | 26-10

**Page 2-102** The proposed parking structure as laid out in the Draft EIR will not fit within the existing Gold Line right of way nor will it accommodate 400 parking spaces without going to a third level (see attached study by Rick Engineering). Revise parking structure layout or provide more specific design information demonstrating how the parking structure will fit within existing Gold Line right of way. | 26-11

**Page 3.10-35** Table 10.3-1 as stated earlier and indicated in the attached exhibits, the parking structure as proposed will not fit within the Gold Line existing right of way. | 26-12

**Page 3.13-32** The Gold Line's right of way is not 200 to 300 feet wide as indicated in the fourth paragraph on this page. The parking structure as depicted will not fit within the existing Gold Line right of way, see attached Exhibits A, B & C. | 26-13

**Page 3.5-1** This page has a paragraph indicating that the California Building Code and Uniform Fire Code must be complied with during this project. As previous stated as well as shown in Exhibits A B & C, when following these codes, there is not enough space available to construct the parking structure in Glendora as depicted in Figure 1-11. | 26-14

**PARKING STRUCTURE (cont'd)**

**Page 4-8** Table 4-2 Glendora Workshop: No mention of consideration of a Kiss-n-Ride on the north side of the tracks in the right of way between the private development and the railroad tracks. The concept was brought up at the scoping meetings and the Gold Line Authority stated it would be considered. Please add to Table 4-2 as well as the results of the analysis to determine the viability of a kiss-n-ride on the north side of the station within Gold Line right of way.

26-15

There is no discussion or illustration of working with the public pedestrian paseo through the residential development currently under construction just north of the project. The City specifically required the Developer to dedicate the paseo to encourage pedestrian access to the station. City staff have been in numerous meeting over the years with the Gold Line staff making them aware of the paseo but it is not represented on the conceptual parking plan or discussed in the draft EIR. Modify the layout of the station to account for pedestrian access via the paseo and describe it in the document.

26-16

The Draft EIR is inadequate in that it does not adequately identify or analyze feasible alternatives for the parking structure, as required by Public Resources Code Sections 21002, 21002.1(a),

21100(b)(4), 21150. The parking structure proposed in the Draft EIR is not adequately designed to allow a determination that the parking structure is feasible. The evidence submitted herein demonstrates that the proposed parking structure is not feasible and cannot be built. The City of Glendora has submitted herewith alternatives to the proposed parking structure, together with evidence that the City's proposed alternatives are environmentally superior. The failure of the Draft EIR to analyze alternative sites for the parking structure renders the Draft EIR inadequate. An evaluation of alternative sites on public agency projects such as this project is a necessary component of an adequate environmental analysis. *Laurel Heights Improvement Ass'n v Regents of Univ. of Cal* (1985) 47 Cal 3d 376.

26-17

The City's proposed alternatives can substantially reduce environmental impacts, can attain the basic project objectives, are feasible, and are reasonable and realistic. Compared to the parking structure proposed in the Draft EIR, the City's proposed alternatives are environmentally superior, are more feasible, better attain the basic project objectives, are more reasonable and realistic, and are probably cheaper to build. (Economic viability is a factor that may be considered when assessing the feasibility of alternatives). 14 Cal Code Regs Section 15126(f)(1).

The Draft EIR is inadequate in that the parking structure proposed in the Draft EIR does not include concrete information sufficient to allow a fact based comparison of alternatives for the project. 14 Cal Code Regs Section 15126(d).

Based on the evidence submitted herein it is clear that the parking structure proposed in the Draft EIR is NOT the environmentally superior alternative. Moreover, it is clear that the Draft EIR does not consider a reasonable range of alternatives, as mandated by 14 Cal Code Regs Section 15126(a).

**Traffic**

**Page S-10** LTR1 states Gold Line shall cooperatively work with Glendora to contribute to the funding of the signalized intersection at Glenwood/Route 66. This intersection was signalized 3 years ago, remove this statement.

26-18

**Page S-12** SS-8 states that traffic warning measures,...shall be provided..... but does not state the standard. Insert statement that traffic/pedestrian warning measures will be per the California Manual of Uniform Traffic Control Devices (MUTCD) specifically Part 10 ‘Traffic Controls for Highway-Light Rail Transit Grade Crossing.’

26-19

**Page 1-5** Table 1-1 does not quantify how the percentage growth in daily trips was prepared. Provide a more detailed table which indicates how this percentage growth and specific estimated number of trips was calculated.

26-20

**Page 1-10** Glendora projected daily boardings were listed with no explanation how this number was calculated. Add detail regarding the methodology used arrived at this number.

26-21

**Page 2-2** The text references the 1980 TRB Level of Service circular, isn’t the methodology followed in the MTA’s Congestion Mitigation Policy?

26-22

**Page 2-4** Eleven of the intersections in Figure 2-2 are diagrammed incorrectly. Each must be updated per below as well as all of the data tables/figures following which used the incorrectly drawn diagrams.

26-23

**Page 2-4** Figure 2-2 Intersection 5 – Vermont Ave./Route 66  
The intersection is shown as having one northbound shared left turn/through lane and a dedicated northbound right turn lane. This is incorrect. Edit the intersection to show one northbound shared left, through and right turn lane. The intersection is also shown as having one dedicated southbound right turn lane and a separate southbound through/left turn lane. This is incorrect. Edit the intersection to show one southbound shared left, through and right turn lane. Recalculate the LOS and update the tables where appropriate.

26-24

**Page 2-4** Figure 2-2 Intersection 6 – Vermont Ave./Foothill Blvd.  
The intersection is shown as having a dedicated northbound left turn lane and a separate through/right turn lane. This is incorrect. Edit the intersection to show one shared northbound left turn, right turn and through lane. Recalculate the LOS and update the tables where appropriate.

**Page 2-4** Figure 2-2 Intersection 7 - Vermont Ave. W/Ada Ave.  
The intersection is shown as a dedicated southbound right turn lane and a separate southbound through lane. This is incorrect. Edit the intersection to show one southbound right turn, through and left turn lane. Recalculate the LOS and update the tables where appropriate.

## Traffic (cont'd)

**Page 2-4** Figure 2-2 Intersection 9 - Glendora Ave./Ada Ave.

The intersection is shown as having a dedicated southbound right turn lane and one southbound through/right turn lane. This is incorrect. Edit the intersection to show the one southbound right turn, through and left turn lane. Recalculate the LOS and update the tables where appropriate.

**Page 2-4** Figure 2-2 Intersection 10 - Glendora Ave./Route 66

The intersection is shown as having dedicated west and east bound right turn lanes. This is incorrect. Edit the intersection to show these lanes as shared right turn/through lanes. Recalculate the LOS and update the tables where appropriate.

**Page 2-4** Figure 2-2 Intersection 12 Pasadena Ave./Route 66

The intersection is shown as having dedicated west and eastbound right turn lanes. This is incorrect. Edit the intersection to show these lanes as shared right turn/through lanes. Recalculate the LOS and update the tables where appropriate.

**Page 2-4** Figure 2-2 Intersection 14 Glenwood Ave./Route 66

The intersection is shown as two way stop. This is incorrect. Edit the intersection to show as signalized. The intersection is also shown as having dedicated west and east bound right turn lanes. This is incorrect. Edit the intersection to show these lanes as shared right turn/through lanes. Recalculate the LOS and update the tables where appropriate.

26-24

**Page 2-4** Figure 2-2 Intersection 16 Elwood Ave./Route 66

The intersection is shown as having a dedicated right turn lane both north and south bound. This is incorrect. Edit the intersection to show a shared right turn, through and left turn lane. The intersection is also shown as having a dedicated westbound right turn lane and a dedicated eastbound right turn lane. This is incorrect. Edit the intersection to show these lanes as shared right turn/through lanes. Recalculate the LOS and update the tables where appropriate.

**Page 2-4** Figure 2-2 Intersection 18 Loraine Ave./Route 66

The intersection is shown as having a dedicated right turn lane westbound. This is incorrect. Edit the intersection to show one westbound shared right turn and through lane. Recalculate the LOS and update the tables where appropriate.

**Page 2-4** Figure 2-2 Intersection 20 Sierra Barranca Ave./Madre Ave.

The intersection is shown as having a dedicated westbound left turn lane and a westbound through lane. This is incorrect. Edit the intersection to show one westbound shared left turn and through lane. Recalculate the LOS and update the tables where appropriate.

**Page 2-4** Figure 2-2 Intersection 21 Glendora Ave./Sierra Madre Ave.

The intersection is shown as having a southbound dedicated right turn lane. This is incorrect. Edit the intersection to show one southbound shared right turn and through lane. Recalculate the LOS and update the tables where appropriate.

**Traffic (cont'd)**

- Page 2-19** The intersections of Grand/Route 66, Grand/Baseline and Baseline/Glendora were not included in the traffic impact analysis yet each are as much are more interconnected. We request counts be included in the consideration of the traffic impacts. 26-25
- Page 2-19** Figure 2-8, see first comment 2-4. 26-26
- Page 2-28** Table 2-10 Existing Intersection LOS Analysis: Row 14 incorrectly defines the intersection of Glenwood Avenue/Route 66 has a 2 way stop functioning at a LOS F. This intersection has been signalized since October, 2009. Please correct the information in this table. 26-27
- Page 2-42** As stated earlier, the level of service for intersection #14, Glenwood Avenue/Route 66, is inaccurate since the intersection is now signalized. Edit Table 2-13 accordingly. 26-28
- Page 2-46** Table 2-14 lists a few street segments and V/C, LOS analysis but there is no discussion/explanation leading up to why only these segments were analyzed. 26-29
- Page 2-58** As stated earlier, the level of service for intersection #14, Glenwood Avenue/Route 66, is inaccurate since the intersection is now signalized. Edit Table 2-17 accordingly. 26-30
- Page 2-62** As stated earlier, the level of service for intersection #14, Glenwood Avenue/Route 66, is inaccurate since the intersection is now signalized. Edit Table 2-18 accordingly. 26-30
- Page 2-66** As stated earlier, the level of service for intersection #14, Glenwood Avenue/Route 66, is inaccurate since the intersection is now signalized. Edit Table 2-19 accordingly. 26-30
- Page 2-76** Table 2-23 as stated earlier, explain how the Glendora daily ridership of 1,860 was computed. 26-31
- Page 2-79** Figure 2-26, see first comment 2-4. 26-32
- Page 2-91** As stated earlier, the level of service for intersection #14, Glenwood Avenue/Route 66, is inaccurate since the intersection is now signalized. Edit Table 2-27 accordingly. 26-33
- Page 2-95** As stated earlier, the level of service for intersection #14, Glenwood Avenue/Route 66, is inaccurate since the intersection is now signalized. Edit Table 2-28 accordingly. 26-33
- Page 2-107** The recommendation to ban right-turn-on-red is at Grand/Foothill is not acceptable. It would create a negative impact to flow of existing traffic. If there is an issue with 26-34

**Traffic (cont'd)**

right turns then the Gold Line shall study the intersection to determine the mitigation and install what is necessary i.e. right turn overlap or some other method. | 26-34

**Page 2-107** Narrowing the median in Foothill is not acceptable. Remove this statement. | 26-35

**Page 2-109** Remove LTR-1 mitigation measure to signalize Glenwood/Route 66. As previously mentioned since this intersection was signalized in October 2009. | 26-36

**Page 2-110** Remove Glenwood/Route 66 from this table. As previously mentioned since this intersection was signalized in October 2009. |

**GENERAL COMMENTS**

The City is concerned over impact to aesthetics, and based on the limited information regarding design of new structures and facilities, it is not possible to fully evaluate these impacts. To ensure that impacts to aesthetics remain less than significant, the City requests to review design and provide input on new facilities including signage, parking facilities, the station platform, the Rte. 66 bridge, and the Lone Hill fly-over. | 26-37

**Page 3.8-21** Reference is made to Geologic Hazards as described in Glendora's 1990 general plan. Our general plan was updated between 2006 and 2008. We don't understand why the 1990 general plan was used. | 26-38

**Page 3.8-22** The discussion of inundation due to dam failure only mentions Big Dalton Dam. Our copy of the San Dimas Dam inundation map indicates a portion of the tracks in Glendora would be inundated within 15 minutes of San Dimas Dam failure. | 26-39

**Page 3.9-5** The EIR states there was a release of aviation fuel at 505 Foothill Boulevard in Glendora. We have no record of a 505 W. or 505 E. Foothill Boulevard address in Glendora and beyond that no facility that would store aviation fuel. Either remove this statement as in error or show the City where this facility is. | 26-40

**Page 3.11-68** According to the report, one single family residence in cluster WB6 will have affected by vibrations and the impact is listed as significant and unavoidable. Insert statement that Gold Line will contact this property owner and inform them of their findings. | 26-41

**Page S-6** There is one un-mitigated vibration impact in WB6 cluster. The address of the affected homes is not identified. Insert language stating Gold Line will contact those residents who will experience unmitigated issues from this project and inform them of their findings. |