

GLENDORA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

1 when you think about it, if we just had two more semi
2 trucks going through crossways at these intersection every
3 seven minutes, not a one of us would think a thing about
4 it, and that's what these trains are. They are quick,
5 they go through rapidly, I think in most of our
6 intersections in towns that are currently controlled by
7 lights, you wouldn't notice any difference if you had to
8 stop at a red light at Foothill and Grand with these
9 trains coming through as you do now.

PH 2-24

10 MR. YANEZ: My name is Rudy Yanez, 342 North
11 Pennsylvania Avenue.

12 And the only thing I have to say about this is
13 just that it hasn't been done any sooner, because now with
14 the recent passage of the new homes now that were built by
15 Monrovia Nursery, now there is going to be more and more
16 traffic, especially now it's going to slow up our route on
17 Sierra Madre which means that the development of this
18 train passage is more imperative than before. And granted
19 I know that we take into account about our children and
20 the safety, but also too, you know, it's just that many of
21 us still need to work and many of us still need to go and
22 provide alternate transportation, especially now that the
23 way gasoline is going up, by the time this train opens up,
24 who knows, gas will probably be at \$10 a gallon. So
25 that's all I need to say.

PH 2-25

Comment PH 2-24

LRT vehicles typically pass through an intersection in about 40 seconds.

Comment PH 2-25

Please see revised Chapter 5 for information on the implementation schedule.

GLENDORA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 2-26

Information on future travel times in discussed in Chapter 1, Purpose and Need.

1 MR. TESSITOR: About a month ago the city council and
2 the planning commission all attended a meeting at the
3 Southern California Council of Governments down in the
4 AQMD building in Walnut, and this was a seminar on growth,
5 and in the next 20 years, the projections are that there
6 is going to an additional six million people in the
7 Southern California area, the equivalent of two Chicagos.
8 They were talking about the impacts on the freeways. If
9 nothing is done at the present time to mitigate some of
10 this, it's going to take on average about three hours to
11 take the freeway to Pasadena.

PH 2-26

12 So the interesting thing to me was that this
13 growth is not if, it's when, whether it's going to be two
14 Chicagos or one Chicago or one and a half, it's still a
15 lot more people. And I don't know about the rest of you
16 that get on the freeway every day, but you cannot at any
17 time of the day get on a freeway and go across Los Angeles
18 and not end up in a traffic jam. So one way or another,
19 this is a project whose time has come, we are going to
20 have to do it. If we don't do it now, then it will be ten
21 years from now or 20 years from now at ten to 20 times the
22 cost.

23 And so it seems to me that our role is to try and
24 plan ahead, do it as positively as we can, solve all of
25 the problems that we can, but then recognize that we are

16

CLAREMONT PUBLIC HEARING COMMENT

1 130 Marywood Avenue here in Claremont.
 2 One concern is our complex at Marywood is an
 3 association. We live right next to the railroad track.
 4 Now we do have some noise impact from the Metrolink, but PH 3-1
 5 the Metrolink does not run late at night, it does not run
 6 early in the morning, and its schedule is infrequent on
 7 the weekend. So the noise impact is at a minimum.
 8 We are concerned about the noise because as this
 9 approaches Mountain, you're going to have clanging bells,
 10 whistles because the gates will be going down. As it
 11 approaches Towne going the other way, you're going to
 12 have -- so you will have some noise impact here. And
 13 this is going to be at ten-minute intervals, much more so PH 3-2
 14 than we have with the Metrolink right now.
 15 And we are concerned about the depreciation of
 16 our property values and as that contrasted with the PH 3-3
 17 effect it's going to have on current owners, residents of
 18 Claremont as to the economic benefit.
 19 I myself personally commute into Los Angeles and
 20 would much prefer a dedicated HOV lane/bus corridor all
 21 the way in. I would use that. I'm not sure how many
 22 commuters into L.A. are going to use the Gold Line. And
 23 the 10 is full every day with commuters to L.A.
 24 COMMISSIONER WORLEY: Thank you.
 25 Who would be next?

11

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RESPONSE TO COMMENT

Comment PH 3-1

Please see revised Chapter 3-11 for information on noise impacts and mitigation.

Comment PH 3-2

Please see revised Chapter 3-11 for information about the differences between LRT and Metrolink operations.

Comment PH 3-3

Causal relationships between noise and vibration impacts, and property values have not been established. Therefore, property value analysis as a result of the presence of the proposed project is not discussed in the EIS/EIR. However, the commentor's opinion will be considered by the Lead Agencies in deciding whether, and under what conditions, to approve the proposed project.

CLAREMONT PUBLIC HEARING COMMENT

1 Again, please state your name and address for
2 the record.

3 PAUL WHEELER: Paul Wheeler, 133 South Spring
4 Street in Claremont.

5 We've owned -- our family has owned these
6 buildings on Spring Street for over 40 years, and I've
7 been in business 19 years, and I get four minutes.

8 This significantly impacts our business. A four
9 track -- four additional -- four tracks total for a new
10 two-track system as proposed --

11 Damn kids.

12 COMMISSIONER WORLEY: That should be humorous
13 reading for the EIR.

14 PAUL WHEELER: Strike that, please.

15 JAMES LEWIS: We'll give you an extra
16 15 seconds, Paul.

17 PAUL WHEELER: Anyway, what happens is as
18 proposed, this effectively shuts down our northerly
19 parking lot, if we could pass this to the Commissioners
20 to see what happens. It effectively shuts down parking
21 on the north/south side, and it -- the tracks would be
22 ten feet from the north face of our buil- -- from our
23 building.

24 It -- it -- two -- having two tracks makes
25 emergency access to the senior housing on Santa Fe

PH 3-4

PH 3-5

PH 3-6

12

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RESPONSE TO COMMENT

Comment PH 3-4

Subsequent to the Draft EIS/EIR, a new station option for Claremont has been developed that would avoid or lessen impact to the commentor's property. Please refer to revised Chapter 2 for a description and drawing of station option B, which would locate the LRT station to the east of College Avenue.

Comment PH 3-5

See response to comment PH3-4. Please also refer to the revised Chapter 3-1, Acquisitions for further information.

Comment PH 3-6

Station option B would eliminate the need for narrowing Santa Fe Street, which would be affected with station Option A.

CLAREMONT PUBLIC HEARING COMMENT

1 impossible. PH 3-7
 2 Now, as businesses there, we've endured seven
 3 months of construction when the Metrolink went in, and --
 4 and to this day, even this morning, there were
 5 jackhammers and union prevailing waged workers leaning on
 6 their shovels and jackhammering outside our door this
 7 morning.
 8 The platforms now are all going to be -- are
 9 going to be torn up and removed even though they were PH 3-8
 10 just put in and somewhat paid for by us, the taxpayer,
 11 because this new system wants to come in.
 12 What I really would like to see happen is a
 13 single line come through Claremont rather than two or
 14 three lines. We were told that only one additional line
 15 was going to come in when it first came in, and now we PH 3-9
 16 see that there are two lines. One line is -- is what's
 17 needed.
 18 I find that the EIR is flawed as it states on
 19 page 3727 that "additional parking on both parcels
 20 available, it is not anticipated that the loss of parking PH 3-10
 21 would result in displacement of businesses located on
 22 this parcel."
 23 50 percent of our parking would be eliminated,
 24 access would be eliminated, and it would provide severe
 25 hardship for the buildings on this parcel.

13

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RESPONSE TO COMMENT

Comment PH 3-7

The Construction Authority adopted a policy that all construction would be in accordance with each city's local requirements.

Comment PH 3-8

Reconstruction of platforms would occur only with station option A.

Comment PH 3-9

Since the Draft EIS/EIR was released, alternative layout options for the Claremont station were developed and studied to determine whether LRT, Metrolink, and freight service could be accommodated within the existing rail right of way. After consultation with Metrolink and MTA operations staff, these options proved not to be feasible. It has been confirmed that the Claremont station needs to provide for two LRT tracks and two Metrolink/freight tracks.

Comment PH 3-10

The impact of loss of parking to business is recognized in the revised Chapter 3-1, Acquisitions.

CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 3-11

Potential impacts to Claremont are addressed for a broad range of environmental topics in Chapter 3 of the Final EIR/EIS.

1 I've been there 19 years. Ask me a question.
 2 No questions?
 3 Thank you.
 4 COMMISSIONER WORLEY: Thank you, Mr. Wheeler.
 5 All right. Who will be next?
 6 Come right ahead.
 7 ELIZABETH TULAC: Hi.
 8 My name is Elizabeth Tulac, and I live at
 9 706 North Indian Hill, which would be one of the impacted
 10 arteries, but that's my own issue. I'm -- have a bigger
 11 issue. I'm also one of the volunteer members on the
 12 General Plan Commission on the Transportation
 13 Subcommittee.
 14 And I look at this arrival with all the
 15 wonderful benefits that will come from it and then trying
 16 to minimize the negative consequences, and so I'm looking
 17 at it more as a regional growth situation rather than as
 18 how it will specifically impact Claremont, although I
 19 could take a lot more than four minutes to tell you my
 20 concerns about how it will affect me personally, but I'm
 21 looking at a bigger picture.
 22 And I'm wondering as the -- the region grows and
 23 the areas east of us grow and the transportation into
 24 L.A. or Pasadena is going to become heavier, that is
 25 happening, and the Gold Line is happening, so how do we

PH 3-11

14

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CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 3-12

Please see revised Chapter 2 for a discussion of the planning process and other alternatives evaluated to serve the corridor prior to undertaking the EIR/EIS.

1 make the most of a changing situation?
2 And I'm just wondering how we have addressed how
3 it will affect the character of our community. I take
4 the Metrolink when I go into L.A., and I have friends who
5 come from Upland who drive to the Claremont station
6 'cause it's faster for them to hop on the freeway, come
7 to the Claremont station, than it is to meander through
8 the surface streets of Upland to get to the Upland
9 station.

10 And I look at the parking structure that will be
11 at the corner of Indian Hill and -- or proposed structure
12 at the corner of Indian Hill and the tracks there at
13 First Street, and I wonder how that will impact the
14 character of our village community.

15 Just -- my concerns are more general to say you
16 can't stop it, but do we have to do it this way.

17 One of the ideas that just struck me now is what
18 if the -- I don't know about tracks and saw the proposed
19 ideas up there, but if it ran closer to where the
20 Greyhound bus station is, parallel to the freeway, are
21 there other options that we'd consider besides the track
22 that runs main -- right through Claremont? Is it meant
23 to be something that enhances the sense of our community,
24 or is it something that is a convenience that we're
25 all -- we'll all have improved transportation by taking

PH 3-12

15

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CLAREMONT PUBLIC HEARING COMMENT

1 the train, but what will the impact be on the nature of
2 the City of Claremont.

3 And those are really heavy concerns that I feel
4 from people who have contacted me. In fact, I don't mind
5 saying that there are a lot more people in this town who
6 should be here at this meeting because they -- I will
7 hear from them, as will Jackie and any other -- anybody
8 else in the city. It's like have your voice heard.

9 So there's a little call to the rest of the
10 citizens of Claremont to say this is going to have a
11 significant impact on our character. Let's make the most
12 of it.

13 So there's a general comment, I hope, that it's
14 something that will make us stop and think it's more than
15 just transportation or progress, it's a major change in
16 our identity, good and bad. PH 3-13

17 Thank you.

18 COMMISSIONER WORLEY: Thank you for your
19 comments.

20 Next.

21 JERRY JUERGENS: Good evening.

22 Jerry Juergens. I'm one of the property owners
23 of the 20,000-foot business buildings just to the south.

24 Very specifically, we depend on all of that
25 parking on the north side of our buildings, and we would PH 3-14

16

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RESPONSE TO COMMENT

Comment PH 3-13

No response can be made to this comment.

Comment PH 3-14

Since the Draft EIS/EIR was released, alternative layout options for the Claremont station were developed and studied to determine whether LRT, Metrolink, and freight service could be accommodated within the existing rail right of way. After consultation with Metrolink and MTA operations staff, these options proved not to be feasible. It has been confirmed that the Claremont station needs to provide for two LRT tracks and two Metrolink/freight tracks.

CLAREMONT PUBLIC HEARING COMMENT

1 approve heartily of having a single line go through to
 2 the north side. Anything other than that would be
 3 totally unacceptable. It would impact our businesses, it PH 3-15
 4 would impact our parking, and it just would not be
 5 workable from our point of view.
 6 Do you have any questions?
 7 COMMISSIONER WORLEY: It's really not our role
 8 to ask questions of you --
 9 JERRY JUERGENS: Okay.
 10 COMMISSIONER WORLEY: -- but it --
 11 JERRY JUERGENS: Thank you.
 12 COMMISSIONER WORLEY: Okay.
 13 Next.
 14 DAWN MC CALLIS: My name is Dawn McCallis. I
 15 reside at 110 Marywood Avenue in Marywood complex.
 16 Sue initially, the first speaker, voiced a
 17 number of concerns.
 18 My concern also would be if in fact this is
 19 approved, what -- at what hours is the construction going PH 3-16
 20 to take place?
 21 I've experienced, through my work, the noise
 22 level of the construction in the Pasadena area. That --
 23 that was the commercial area, and I'm sure that the
 24 residential area was affected as much. It's a tremendous PH 3-17
 25 noise level. Not only is the level -- the noise level

17

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RESPONSE TO COMMENT

Comment PH 3-15

The impact of loss of parking to business is recognized in the revised Chapter 3-1, Acquisitions.

Comment PH 3-16

The Construction Authority adopted a policy that all construction would be in accordance with each city's local requirements. Typically this limits construction to 7AM to 6 PM.

Comment PH 3-17

In addition to compliance with local noise requirements, the Construction Authority proposes to impose noise exposure limitations by land use type. Please see the mitigation section of revised Chapter 3-11.

CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 3-18

Since the Draft EIS/EIR was released, alternative layout options for the Claremont station were developed and studied to determine whether LRT, Metrolink, and freight service could be accommodated within the existing rail right of way. After consultation with Metrolink and MTA operations staff, these options proved not to be feasible. It has been confirmed that the Claremont station needs to provide for two LRT tracks and two Metrolink/freight tracks.

1 CECIL KARSTENSEN: Yeah. I'll give you my name.
2 I'm Cecil Karstensen. I live in the -- east of
3 San Bernardino in Mentone. I am very familiar with
4 your -- with your town, though, 'cause I come through
5 here every so often on the 10 or on the 210. And I
6 understand the 210 is very notorious for you right now.
7 While I was upstairs, I was looking over the
8 displays, and I got to talking to the consultants about
9 the two tracks and that -- how the city wants the
10 one-track system.

11 The problem with a one-track system is you are
12 limiting growth. A transit system needs the potential to PH 3-18
13 grow. And the nice thing about light rail is not
14 everybody who will be taking light rail will have a car.

15 We have -- in our cities we have transit, and we
16 have people that have cars. And when you limit transit,
17 you don't have -- you don't encourage people to leave
18 their cars. And I imagine there are people, a lot of
19 people that go from here to Pasadena as well as
20 Los Angeles, not only adults as commuters, but also young
21 people and seniors.

22 I believe the time -- the frequency they want to
23 operate on is ten minutes. That's a pretty high capacity
24 line. I don't know how close the Pacific Electric right
25 of way is to the Santa Fe right of way, but it would be

19

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CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

1 good if somehow you could stay two tracks for the -- for
2 the Gold Line because then you would have good egress and PH 3-19
3 ingress out of the community, and you'd be able to keep
4 your frequency -- less possible slow running and less --
5 less possible interference with cars and the vehicles,
6 the light rail vehicles themselves, in other words less
7 delay.

8 Contrary to probably what people think here,
9 these people that may want the single line or maybe don't
10 want it at all, LRT, light rail transit, enhances PH 3-20
11 property values in the neighborhood it resides. This has
12 been shown in Long Beach and shown in San Diego and
13 probably even Los Angeles and even Pasadena. It doesn't
14 really take away from the area, and people love the
15 novelty of taking light rail.

16 So we will have good patronage of this system,
17 plus you may be able to minimize families to one car
18 because the other members of the family would be able to
19 take the light rail because the transit would be much
20 more improved.

21 Thank you.

22 COMMISSIONER WORLEY: Thank you, Mr. Karstensen.

23 The next speaker.

24 MARK VON WODTKE: I'm Mark Von Wodtke. I live
25 at 510 West Tenth Street.

20

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Comment PH 3-19

See response to Comment PH 3-18.

Comment PH 3-20

See response to Comment PH 3-19.

CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

1 I would just like to shed some light on the
 2 positive impacts in that I think if we think about light
 3 rail as part of an intermodal transportation system that
 4 includes buses and bikes and pedestrians, we can have
 5 something that's much better integrated into the
 6 community and more serviceable.
 7 And so I just want to urge that we look not just PH 3-21
 8 at automobile parking into the stations themselves of
 9 course are important and at automobile parking to support
 10 it, but we look at ways of accommodating bicycles and
 11 bike parking, possibly even designing the platforms in a PH 3-22
 12 way that people can bring bikes onto the trains.
 13 The entire community of Claremont is within
 14 15-minute bike access, and I've had some students do
 15 studies of a bicycle master plan for Claremont. It's
 16 amazing how well set up we are for that. And if we can
 17 just connect the -- the transit stations and -- as -- as
 18 a hub. It's as you see in European communities. If you
 19 ride public transit in Holland, for example, you'll see PH 3-23
 20 stations with lots of bicycle storage and people able to
 21 take bikes along so that when they're on the other end,
 22 they can move.
 23 And this would eliminate our dependence -- or --
 24 or reduce our dependence on automobiles, which has very
 25 beneficial results on better air quality, and it PH 3-24

21

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Comment PH 3-21

Bicycle and pedestrian access would primarily be the responsibility of each city.

Comment PH 3-22

Bringing bicycle onto LRT vehicles is allowable under LACMTA policy.

Comment PH 3-23

See response to comment PH 3-22.

Comment PH 3-24

See revised Chapter 3-2 for air quality benefits.

CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 3-25

See response to Comment PH 3-21.

1 provides -- it builds into the daily routine some
 2 exercise, which is really important in our society.
 3 So I just urge you to look positively at the
 4 impacts of -- potential impacts of integrating bikes. We
 5 already have buses stopping there, and I think that's a
 6 nice connection. And then of course the pedestrian
 7 connection, making the whole village very walkable and PH 3-25
 8 not having to -- not having the station surrounded by
 9 parking and -- and things that are inhospitable to easy
 10 pedestrian access.
 11 Thank you very much.
 12 COMMISSIONER WORLEY: Thank you.
 13 The next speaker, please. Is there a next
 14 speaker?
 15 Yes. Please come forward.
 16 BOB TENNER: I'm Bob Tenner, and I live at
 17 2805 North Mountain Avenue in Claremont.
 18 And I commend Mark Von Wodtke's positive
 19 comments 'cause I share some of the vision of what's
 20 possible that he's articulated.
 21 I also have a positive comment, but it amounts
 22 to a challenge for the city's leadership. I'm not
 23 certain whether it's in this Commission's bailiwick, but
 24 it may be.
 25 Assuming the LRT alternative, the opportunities

22

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CLAREMONT PUBLIC HEARING COMMENT

1 for strong economic pluses in Claremont are going to be
 2 very, very prevalent. With a new train station, with PH 3-26
 3 different traffic patterns, with opportunities for
 4 redevelopment, possibly more quality retail, one can see
 5 a strong tie between the planning that comes out of the
 6 DEIS, the village expansion west planning, which of PH 3-27
 7 course is very well developed, and the general plan
 8 process that's now underway.
 9 So with an opportunity to take advantage of
 10 positive socioeconomic impacts from the Gold Line LRT, I
 11 would ask if the city leadership has a way to coordinate PH 3-28
 12 these planning efforts and in particular to look at the
 13 long-term economic opportunities that are available to
 14 us.
 15 The traditional pattern in development like this
 16 is that jobs, city taxes, quality of life, retail
 17 opportunities are expanded if the community is thinking
 18 in that direction and leaning ahead to take advantage of
 19 the planning opportunity.
 20 So I would hope Mr. Lewis and colleagues that --
 21 can find an opportunity to take advantage of those
 22 positives.
 23 COMMISSIONER WORLEY: Thank you.
 24 ELIZABETH TULAC: May I add a quick 30 seconds
 25 to the end of mine?

23

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RESPONSE TO COMMENT

Comment PH 3-26

See revised Chapter 3-15 for an update on traffic impacts.

Comment PH 3-27

The Draft EIS/EIR does not include local land use planning, per se; it only reports the relationships and impacts of the proposed project to each city's general plan and applicable specific plans.

Comment PH 3-28

See response PH 3-27.

CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 3-29

Please see revised Chapter 5 for information on the implementation schedule.

1 COMMISSIONER WORLEY: Only after every other
2 speaker has been added -- or had a chance to speak.

3 Yes, in the back, please come forward.

4 BOB HERMAN: I'm Bob Herman, 357 West Tenth
5 Street, Claremont, right across the street from Memorial
6 Park.

7 Mark Von Wodtke talked about bicycle riders, but
8 I walk, and I -- if that system were in place today, I
9 would be walking from my house down to the station,
10 hopping on the -- the Gold Line and getting off at Allen
11 Avenue in Pasadena 'cause that's where I would then walk
12 down to the Huntington Library where I am a volunteer
13 now, I'm retired, three days a week.

14 As it is, I have to fight through traffic on the
15 210 Freeway, and I'm getting old enough so that it
16 probably won't be safe for me to be on the freeway in a
17 few years, if it is now.

18 So people who are complaining about the impacts,
19 the impact for me of this whole system is that this won't
20 be here soon enough.

21 Thank you.

22 COMMISSIONER WORLEY: Thank you.

23 Certainly I'm not sure the freeways are safe at
24 any age, but --

25 Next speaker, please.

PH 3-29

CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

1 Well, everyone has been so civilized, about
2 three minutes apiece. You know, that is great timing.

3 We can accept another 30-second add-on to yours.

4 ELIZABETH TULAC: Thank you.

5 COMMISSIONER WORLEY: I think you were under the
6 four minutes, and with this many speakers, I think it's
7 been -- it's been fine.

8 ELIZABETH TULAC: I just wanted to comment on
9 the last person's positive considerations of what's
10 happening in the community, and I again am speaking from
11 a community-wide thing on why people have asked me to be
12 on this committee.

13 But I sometimes think that higher property
14 values makes it harder for my own children to live in PH 3-30

15 this town, which most -- most of the time you'd see as a
16 positive. The increased socioeconomic profitability of PH 3-31
17 the village west and the growth and all of these other

18 dimensions can be very positive, but I do know a lot of
19 people who don't really see that's how they want
20 Claremont to develop in the future. Even though it looks
21 like it could be a positive on one hand, is it really how
22 we want to see ourselves in 20 -- 15 or 20, 30.

23 Just a thought that "positive" is a relative
24 term. The growth is there, but is -- what is growth?

25 COMMISSIONER WORLEY: Thank you.

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Comment PH 3-30

No response can be made to this comment by the Lead Agencies.

Comment PH 3-31

No response can be made to this comment by the Lead.

CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 3-32

Please see revised Chapter 5 for a discussion of cost effectiveness.

1 And for the record, the last speaker is
2 Elizabeth Tulac, I believe.
3 Is there anyone else who wishes to comment on
4 the environmental -- the draft environmental documents?
5 No.
6 Oh, yes.
7 PAUL WHEELER: May I have 30 seconds more?
8 COMMISSIONER WORLEY: You were within the three
9 minutes too, so Mr. Wheeler, come on back up.
10 JAMES LEWIS: I'm going to fine you on Thursday.
11 Paul. Kiwanis, it's going to cost you.
12 PAUL WHEELER: At least I'm not a (inaudible).
13 Paul Wheeler, 133 Spring.
14 This proposal is extremely expensive. You know,
15 what, 1.4 billion, we could buy all brand new Hondas. If
16 you figured out the price per lineal foot at -- it's like
17 almost \$800 a lineal foot for this rail system to go to
18 Pasadena. So we could line up all the new Hondas there.
19 Perhaps we need to think that maybe this doesn't
20 need to be a prevailing wage feather bedded union job,
21 and maybe it needs to go to open shop for bidding. We,
22 the people, are paying for this, and maybe we don't need
23 to pay for prevailing wage.
24 COMMISSIONER WORLEY: I think that was probably
25 within 30 seconds. Very good.

PH 3-32

26

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CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

1 Now, I -- I may have missed a hand. Is there --
2 Yes. Please, come on up.

3 SHARON MORENO: I apologize. I was a little
4 late, so I don't know if you covered this, but if you
5 have, I'll -- haven't, I'll just go sit down and hold my
6 questions.

7 My name is Sharon Moreno, and I'm at
8 211 Marywood.

9 My question is is that according to the agenda I
10 saw, you were going to talk about traffic, and you
11 were -- then you were going to the noise level, and then
12 you were going to go into a couple other subjects.

13 My only concern here is the vibration and the PH 3-33
14 noise level that's being created by this train because we
15 back up directly to that -- that -- the railroad -- rail
16 tracks.

17 And since I've been here, I've understood that
18 there have been another set of lines that have gone in,
19 which has increased more traffic, seems like the horn PH 3-34
20 blows from Garey all the way in, you know, I mean, it's
21 all hours of the night. It's a little noisy.

22 So if you guys are going to expand, and you want
23 to do all these other wonderful things, I think that's
24 great. I have no problem with Claremont growing. I
25 think it's a wonderful community. I've only been here

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Comment PH 3-33

Please see revised Chapter 3-11 for a discussion of noise and vibration impacts and mitigation.

Comment PH 3-34

See response to comment 3-33.

CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 3-35

Please see revised Chapter 3-11 for information on noise and vibration impacts and mitigation.

1 two years, but from everything I've read and everything
 2 I've seen, I just think your -- you are on track,
 3 especially with all these colleges we have, you know.
 4 So anyway, with saying that, what are you going
 5 to do about the vibration, and what are you going to do
 6 about the sound?
 7 Have you gotten that far?
 8 COMMISSIONER WORLEY: Well, actually, no.
 9 You're welcome to raise those, but if you could provide
 10 comments to the Authority that they should analyze in the
 11 documents, that's --
 12 SHARON MORENO: We've done that.
 13 COMMISSIONER WORLEY: Okay.
 14 SHARON MORENO: Okay. We've also done it with
 15 the traffic on Arrow Highway because there's these huge
 16 trucks, these 18 wheelers that park their trucks out
 17 there overnight, and they don't seem to be Claremont
 18 residents 'cause they walk across the street, which I
 19 understand is Pomona.
 20 So we've had a few conversations with your
 21 engineers. We've had a few conversations with the other
 22 departments. It's just something we need to know. Do we
 23 need to put something in writing asking if you're going
 24 to do something about this?
 25 Because if -- if Metro's coming in, that's

PH 3-35

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CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 3-36

Please see revised Chapter 3-11 for information on noise and vibration impacts and mitigation.

1 another line, that's more noise, that's more vibration,
2 and be quite honest, I mean I'm up in the front, and I
3 can hear it.

4 COMMISSIONER WORLEY: Okay. Thank you.

5 SHARON MORENO: That's it?

6 Okay. Thank you.

7 COMMISSIONER WORLEY: Thank you very much.

8 Any last -- anyone with second thoughts.

9 Okay. We're going to bring it back to the
10 Commission, then.

11 And actually, I will ask Craig to provide a
12 summary of the comments orally that the city or that the
13 staff is recommending the city provide, and then I -- I
14 believe you will make those comments more detailed in
15 writing.

16 CRAIG BRADSHAW: Yeah. We will put our comments
17 in writing.

18 The city's very supportive of the Gold Line.
19 We've gone through the environmental impact report, and
20 we do have some comments.

21 I think probably the major concern is going to
22 be noise. The -- we're -- we're going to be looking at
23 some different issues as far as ways to address the noise
24 before the Gold Line even comes here, look at some
25 different technologies, and we'll see where that goes.

PH 3-36

29

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CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

1 There's some talk of the quiet zones and wayside horns
2 and so forth. I know the Marywood area, there is a
3 concern 'cause they sit quite a bit lower than the
4 tracks, and there's been the question how do you really
5 build a sound wall that's effective when a train goes
6 through that area, so we're well aware of those types of PH 3-37
7 concerns.

8 Just a few comments, as far as the traffic goes,
9 as far as the parking goes, we've noticed the parking
10 structure, they're showing on the west side of Indian
11 Hill for particularly Gold Line parking, reality is
12 there's probably about 100 spaces for transit at that
13 location and the rest of the parking for the Gold Line PH 3-38
14 would need to be where the existing Metrolink track is.
15 We'll make those comments in writing.

16 We do have concerns about the double tracking
17 and the amount of right of way it takes. Looking
18 close -- closely at the maps, it looks like Santa Fe PH 3-39
19 would have to be closed, and there's some concerns about
20 the circulation there and access. There's a senior --
21 center -- senior home center at the corner, and also the
22 concerns I believe Paul Wheeler expressed and -- I don't
23 know if anyone else expressed those concerns or not.

24 But -- but there is -- are those concerns, and
25 so we would -- I think our preference would be a single

30

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Comment PH 3-37

Please see revised Chapter 3-11 for information on noise and vibration impacts and mitigation, including noise walls.

Comment PH 3-38

See revised Chapter 2 for a discussion of station parking. The Foothill Extension proposes to construct a parking structure on the existing Metrolink lot, to be shared by Metrolink and LRT patrons.

Comment PH 3-39

Since the Draft EIS/EIR was released, alternative layout options for the Claremont station were developed and studied to determine whether LRT, Metrolink, and freight service could be accommodated within the existing rail right of way. After consultation with Metrolink and MTA operations staff, these options proved not to be feasible. It has been confirmed that the Claremont station needs to provide for two LRT tracks and two Metrolink/freight tracks. As a result, station option B was developed, which would lessen the widening of the right of way.

CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 3-40

The impact of loss of parking to business is recognized in the revised Chapter 3-1, Acquisitions.

1 traffic.
2 I've had a concern for a considerable period of
3 time, I think I mentioned it on several occasions, that
4 we are running into -- to development situations that are
5 creating an accumulation of traffic that didn't exist,
6 and I'm concerned that the city and the Commissions
7 involved are looking at each -- at each project as a
8 separate, individual project, but it's the accumulation
9 of that traffic that's creating a problem.

10 Now we're looking at another mode of
11 transportation which is going to attract automobiles at
12 least to the point where they park in some proximity to
13 the train station.

14 So I think that in the future that's going to be
15 one of our major concerns is that traffic is going to get
16 to the point that it may become a really serious
17 consideration.

18 The other thing too that -- I can vouch for what
19 Mr. -- Mr. Wheeler said about his particular property.
20 I've been down there on several occasions. It's already
21 very tight, and if you remove that parking, I honestly
22 don't know how that particular area would -- would
23 function. So that's a -- that's a real consideration.

24 And the other concern I have is this project has
25 a -- what, approximately a ten-year lead time from right

PH 3-40

35

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CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

1 COMMISSIONER WORLEY: Okay.
 2 Susan, go ahead.
 3 COMMISSIONER BRUNASSO: I was looking to hold my
 4 comments until after the presentation, but again, I voice PH 3-41
 5 the same concerns, the traffic problems that will most
 6 likely occur right around First Street. Again, I voice
 7 the same concerns.

8 COMMISSIONER WORLEY: Let me state that I think
 9 in Commissioner Lamb's comments, there's one issue that
 10 for the final EIR should really be addressed, and that is
 11 the issue of cumulative impacts with a possible level of
 12 service deterioration beyond what is addressed in the
 13 draft document.

14 I don't have any -- anything specific to add on
 15 traffic, so let me start the cycle on -- and again,
 16 please don't -- let's not repeat comments if we don't
 17 need to.

18 But on noise and vibration, Steve, any --
 19 anything additional to add to what -- what has been said
 20 so far?

21 COMMISSIONER MARKLEY: No, but I -- I was
 22 wondering if Craig would expand a little bit on the quiet PH 3-42
 23 zone concept, just we have something on the --

24 CRAIG BRADSHAW: Well, there's the interim train
 25 horn rule that the Metro Rail Authority is asking for

37
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Comment PH 3-41

See revised Chapter 3-15 for a discussion of traffic impacts.

Comment PH 3-42

See revised Chapter 3-11 for information on quiet zones.

CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 3-43

Under current federal rules, freight trains are required to sound their horns in advance of grade crossings, regardless of the time of day.

1 doesn't -- and they don't happen, I -- I don't want us to
2 go back to this meeting and say, "Oh, public comment, we
3 were promised quiet zones" or --

4 CRAIG BRADSHAW: I think there's something --
5 there's other things that we need to look at.

6 I know the clanging of the bells at the
7 intersections, different intersections are not nearly as
8 noisy, you know, what physically is the requirement, and
9 some of our intersections, are they more noisy than they
10 should be, and that's been pointed out. I -- I know with
11 Metrolink we've written letters the -- and so forth that
12 the train operators can be pretty good for quite a while.
13 Seems like the biggest problem we have is with the
14 freight operator blaring the horns at 2:00 in the morning
15 for long periods of time and who knows what types of
16 things.

PH 3-43

17 COMMISSIONER MARKLEY: Okay. And this is --
18 actually, you just -- you just spurred a thought, and I
19 do -- I do want to ask a question about this.

20 With the high frequency of these trains, I know
21 with Metrolink at the Indian Hill crossing, you know,
22 the -- the arm goes down --

23 CRAIG BRADSHAW: Yeah.

24 COMMISSIONER MARKLEY: -- and then oftentimes it
25 stays down as the Metrolink pulls in.

40

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CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

1 impact that has had on the frequency with respect to the
 2 bells and the horns and such, and sort of as a follow-up
 3 to that, if you could -- between two tracks and one
 4 tracks for the LRT, how that might impact the frequency.

5 CRAIG BRADSHAW: Well, for example, the
 6 Metrolink tracks, the idea is to keep the trains so they
 7 don't have to cross in front of each other. I don't
 8 think the frequency has really increased very much.
 9 There may be a few extra trips made, but I don't think
 10 substantially. There's 28 trips a day. I don't believe
 11 that's really changed much.

12 Really the two tracks are more for safety and
 13 for keeping, you know, trains, you know, straight. You
 14 don't have to worry about a lot of issues. Having a very
 15 short distance my understanding is very doable with a
 16 single track. There's coordination involved. We just
 17 have such very constrained right of way in that area.

18 I do have concerns about closing of Santa Fe,
 19 the senior home, and essentially all the traffic we'd
 20 have to route at the elementary school to get into those
 21 businesses. That -- that's a concern.

22 So there's some different concerns there.

23 Single track fits a lot better with the recent
 24 platform that was built. It was built with the idea that
 25 Gold Line would be the most northerly track, Metrolink

PH 3-44

PH 3-45

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Comment PH 3-44

Since the Draft EIS/EIR was released, alternative layout options for the Claremont station were developed and studied to determine whether LRT, Metrolink, and freight service could be accommodated within the existing rail right of way. After consultation with Metrolink and MTA operations staff, these options proved not to be feasible. It has been confirmed that the Claremont station needs to provide for two LRT tracks and two Metrolink/freight tracks. As a result, station option B was developed, which would lessen the amount of widening the right of way. See revised Chapter 2 for a description of option B, and revised Chapter 3-15 for a discussion of traffic impacts.

Comment PH 3-45

See response to comment PH 3-44.

CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 3-46

See response to Comment PH 3-44.

1 would be the two southerly tracks using that new
2 platform. So I mean that was the whole concept Metrolink
3 (inaudible) double track (inaudible) in terms of the
4 single track.
5 And then I -- I kind of play both sides. If
6 you're looking really long term, does it make sense for
7 it to be double tracked. If you're looking up 25 or PH 3-46
8 50 years, I -- you know, there -- there's different
9 arguments. You have to be real careful making these
10 types of comments.
11 I think we support the single track at this
12 time. You know, 25 or 50 years down the road, we might
13 regret that. So we have to look at it very closely.
14 COMMISSIONER POY: Thank you.
15 COMMISSIONER WORLEY: Commissioner Lamb?
16 COMMISSIONER LAMB: Nothing.
17 COMMISSIONER WORLEY: Okay.
18 Anything additional?
19 COMMISSIONER BRUNASSO: I was going to mention
20 that -- Craig answered my question I was going to ask for
21 the negative side of it, so --
22 COMMISSIONER WORLEY: Okay.
23 CRAIG BRADSHAW: If I may comment on noise and
24 vibration real quick.
25 COMMISSIONER WORLEY: Yes.

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CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

1 look at whatever can be done to -- to promote less
2 intrusive bells, whistles, noise, vibration, all of that,
3 and add those to our comments.

4 Let's move on to acquisition of right of way,
5 displacement of businesses or perhaps even parking. PH 3-47

6 Any comments by the Commissioners that haven't
7 been addressed?

8 Steve? Or just --

9 COMMISSIONER MARKLEY: No. It -- it's been
10 addressed, but I want -- I want to say it anyway.

11 COMMISSIONER WORLEY: Go right ahead.

12 COMMISSIONER MARKLEY: I -- I -- you know, I
13 understand the parking issue and the businesses there.

14 My main concern is the -- is that -- the senior
15 home there and being able to -- to get to it and access
16 it. And the closing of Santa Fe, I just -- you know, I
17 think that's a -- a very good reason to look at a single PH 3-48
18 track.

19 CRAIG BRADSHAW: Also, the closing of Santa Fe
20 west of Indian Hill is the same issue.

21 COMMISSIONER WORLEY: Anything else on parking?

22 I would just add, then, that I would suggest
23 that the -- the final EIR look at as a possible PH 3-49
24 mitigation for the loss of parking to those businesses
25 impacted in Claremont.

45

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Comment PH 3-47

See revised Chapter 3-1 regarding the acquisition of property and revised chapter 3-15 regarding traffic impacts.

Comment PH 3-48

See response to Comment Ph 3-44.

Comment PH 3-49

See revised Chapter 3-1 regarding acquisitions.

CLAREMONT PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 3-50

See revised Chapter 3-17 regarding visual impacts.

1 And finally, let me ask about visual impact or
2 anything else that hasn't been covered so far.
3 Do the Commissioners have anything --
4 CRAIG BRADSHAW: You know, I can jump in,
5 just -- unless we state -- I think the big visual impact
6 is going to be the canton areas, and some of you can just
7 jump in and tell me how high. They're like 25 feet high
8 with the conductors on them?
9 MALE SPEAKER: I think it's 18 feet.
10 CRAIG BRADSHAW: Oh, 18 foot high. Okay. It's
11 not as high as I'm saying.
12 But if you've got the wires and so forth, you
13 have essentially a -- a -- a cable drape (inaudible)
14 straight wire for the conductor. You'll see those, you
15 know, at the intersections. Those people that are living
16 right next to the track, they will -- they will, you
17 know, see those structures and the wires.
18 Another thing was brought up is you're going to
19 see the trains going by at more regular intervals.
20 That's -- that's also a visual impact, and -- and you
21 can -- it can be taken positive or negative depending on
22 how you want to look at it.
23 COMMISSIONER WORLEY: Okay.
24 Commissioners, anything in this area?
25 One thing I wanted to go back to on parking is

PH 3-50

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MONTCLAIR PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 5-1

The southerly alignment has been selected as part of the Locally Preferred Alternative decisions. Please see revised Chapter 2.

1 MONTCLAIR, CALIFORNIA, MONDAY, JUNE 7, 2004
 2 AT 5:00 P.M.
 3 ---oOo---
 4
 5
 6 MR. CLARK: My name is Robert Clark, C-l-a-r-k.
 7 Business address is 5111 Benito Street, Montclair,
 8 California, 91763, and I'm the Community Development
 9 Director for the City of Montclair.
 10 I want to go on record as preferring the
 11 Option G alignment for the Montclair station. It's the
 12 southerly alignment that would place the platform on the
 13 same line as the existing Metrolink line, and the
 14 preference is based upon a specific plan development we
 15 are doing currently doing in Montclair called the North
 16 Montclair Downtown Plan. It's a mixed use transit
 17 oriented development with high density residential and a
 18 service commercial and it proposes that a transit, a
 19 station site between Arrow Highway and the existing
 20 Metrolink line which is the southerly route as shown in
 21 Option G, and that location makes for a far better
 22 transfer station, I should say location.
 23 The other option, the base option would
 24 place the platform for the Gold Line some 800 feet away,
 25 approximately 800 feet away from the Metrolink line and it

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PH 5-1

MONTCLAIR PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

1 would be inconvenient and inefficient at that location. So
2 this plan has been reviewed by our city council and
3 endorsed by them and based on that, we want to state our
4 preference for the Option G alignment.

5 I'd also like to attach to my statement this
6 land use plan, the preferred scheme for the North
7 Montclair Downtown Plan. It's an 8 and a half by 11 color
8 plan document that shows land uses and the station site,
9 and I'll say that I will circle the location of the train
10 station, proposed transit stop to help identify our
11 concerns.

12 MR. BAILEY: Mark, M-a-r-k, Bailey, B-a-i-l-e-y.
13 2272 North Laurel Avenue in Upland.

14 I want to speak against the northerly alignment.
15 One thing I would note is the northern alignment virtually
16 goes to some of our backyards. Between about the area a
17 bit west of Palm Avenue over to Second Avenue which goes
18 to Town Center, our properties are directly on the
19 right-of-way. It seems to be a rather narrow right-of-way
20 compared to some of the other right-of-ways I've seen. As
21 a side note, I think some of the commercial properties
22 either have easements or encroach onto the right-of-way,
23 so the right-of-way is even narrower.

24 One of my concerns though is for safety. I have
25 seen the pictures, everything they do for safety, but

PH 5-2

PH 5-3

Comment PH 5-2

The southerly alignment has been selected as part of the Locally Preferred Alternative decisions. Please see revised Chapter 2.

Comment PH 5-3

See response to comment PH 5-2.

MONTCLAIR PUBLIC HEARING COMMENT

1 there is many, many intersections along this particular
2 road, side streets that have no signals or anything. Of
3 course you have your crossing gates and so on and fences
4 on both sides, but they can't put fences across the
5 streets, so it ends up being open to have kids playing. I
6 remember as a kid when the old Southern Pacific tracks
7 were there we used to go up and touch the train.

PH 5-4

8 I'm concerned about the noise that the line
9 would make. If the train itself does not make a lot of
10 noise, the crossing gates at least when they go up and
11 down are going to make noise. Susan was telling me the
12 bells may stop ringing after the gates go down, but still
13 for that period of time during the day would be
14 acceptable, but in the nighttime when you are trying to
15 sleep, it would wake you up. I don't know if I could get
16 used to it, so I'm concerned.

PH 5-5

17 I'm concerned about the effect of property
18 values. Putting a train in I don't think will enhance the
19 property values.

PH 5-6

20 I'm concerned about elevations and flooding,
21 and my exact particular area, during very hard rain which
22 happens about every five, seven years, there is a
23 tremendous amount of runoff that is somewhat proportioned
24 by the elevations that are presently there. The street
25 that I'm on Laurel Avenue runs curb to curb. The alley

PH 5-7

PH 5-8

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6

RESPONSE TO COMMENT

Comment PH 5-4

The LRT right of way would be fenced except at grade crossings.

Comment PH 5-5

See revised Chapter 3-11 for a discussion of noise impacts and mitigation, as well as information on warning devices at grade crossings.

Comment PH 5-6

See response to comment PH 5-5.

Comment PH 5-7

Property values are not an environmental impact and the issue is not discussed in the EIS/EIR.

Comment PH 5-8

The design of the project alignment would not create localized flooding.

MONTCLAIR PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

1 behind myself runs edge to edge and even more water goes
2 over to Euclid Avenue, and if they change the elevations,
3 they could have a substantial effect upon flooding Laurel
4 Avenue or the alley behind my house, or if they didn't do
5 any kind of storm drain work, they could end up flooding
6 the alley. The elevations where the railroad tracks were,
7 water distributes between the street, the alley and Euclid
8 Avenue as it goes east, and if they change those, they may
9 even divert more down the streets which means it would
10 jump the curbs and flood our yards, or if they go the
11 opposite way, they would defer the water over to Euclid,
12 and if they didn't do any storm drain work, it would end
13 up flooding Euclid Avenue.

PH 5-9

14 And I'm not concerned about it, but I know U.S.
15 Sprint has fiber lines underneath the area there also. I
16 presume they would make them move them if they had to, but
17 I know they are there. So that's most of my concerns.

PH 5-10

18 I do know that the area is growing in population,
19 and whenever this line goes through, I foresee the
20 increased population in the Fontana, Rancho, whatever
21 areas out there could increase usage of the trains. That
22 wouldn't surprise me with gasoline prices going up the way
23 they are, accidents on the freeways, closing the freeways,
24 I could see why people want to use the train which means a
25 good thing, they'd use trains more, but the bad thing if

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Comment PH 5-9

See response to Comment PH 5-8. The City will be provided opportunities to review all changes that potentially affect flooding.

Comment PH 5-10

Utilities within the right of way may be relocated as part of project implementation.

MONTCLAIR PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

1 it's next door to your house, there is a lot more trains
2 going through.

3 (Comments from this point forward were before
4 the Montclair City Council.)

5 MR. VON WODTKE: Mark Von Wodtke. I live at 510 West
6 10th Street. Last name is spelled V-o-n, capital
7 W-o-d-t-k-e, and I'm a principal in the Claremont
8 Environmental Design Group.

9 One thing I just want to raise it's really an
10 opportunity in some ways you might think of it as a
11 mitigation, but I think it more as a positive opportunity
12 to really create linkages in the community, and by that I
13 mean multi modal access, not just the bus access which I
14 think you are looking at but really looking at bicycle
15 access, pedestrian connections.

PH 5-11

16 The one concern I have -- I'm delighted about the
17 progress with the Gold Line, but one concern I have about
18 it in each of the communities is that it could just become
19 surrounded by parking structures and automobile
20 congestion, and I think if we can really design it into
21 multi modal access to these stations and make sure that
22 buses and bikes and pedestrians have priority and easy
23 access, I think it would be a much nicer facility in every
24 community, and particularly here in Montclair where right
25 now it is in an area that is we might say auto bound and

PH 5-12

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Comment PH 5-11

Bike and pedestrian access would primarily be the responsibility of each city.

Comment PH 5-12

See revised Chapter 2 for a discussion of parking needs. Each city along the corridor is developing plans for how the areas around stations are to be developed or redeveloped.

MONTCLAIR PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

1 that you might say well, that's the circumstance, but on
2 the other hand, I think with some vision, there is an
3 opportunity to really make some pedestrian connections to
4 the shopping that's nearby, make some bicycle connections
5 to schools that are all surrounding it.

PH 5-13

6 And so that's the opportunity that I urge
7 you to consider, and not just look at it as a mitigation
8 measure from automobile impact congestion and parking but
9 actually bicycles and pedestrians on a per user access are
10 much less expensive than extensive parking lots, parking
11 structures and so forth. So I just want you to consider
12 that. Thank you.

PH 5-14

13 COUNCILMAN PAULITZ: I have a question of the
14 gentlemen. One of the options apparently is to go north
15 of the present line, and I was wondering how serious that
16 is, because we have a North Montclair Plan that envisions
17 using the southern part for it, and this gentleman
18 indicated more pedestrian access. If you put the line
19 north which is probably where the trail, some day we want
20 to put a trail access through, I just wondered how serious
21 that was. I want to be on record as opposing the northern
22 portion of it. I think we need to use the present main
23 line we have around our station and some of the
24 development which we envision.

PH 5-15

25 Having said that, the next question I have is if

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Comment PH 5-13

Bike and pedestrian access would primarily be the responsibility of each city.

Comment PH 5-14

See response to Comment PH 5-13.

Comment PH 5-15

Subsequent to the Draft EIS/EIR, the potential use of the former Pacific Electric ROW was dropped from consideration.

MONTCLAIR PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 5-16

LRT trains are reversible on the same track. Depending on scheduling needs, more than one train may be at the end of the line.

1 Montclair is the termination of the Gold Line, how do you
2 handle turning around? Usually if it's the end of a line,
3 you either have to stack some cars or have another rail to
4 move them so they could go back west again. Can you kind
5 of answer that one?

PH 5-16

6 MR. CANNELL: Well, with regard to we can stack
7 trains, we can put a tail track where they can pull back
8 and then come forward so you can stitch them. There's
9 alternatives that deal with that.

10 With regard to the station placement, we are
11 actually deferring to the cities and working with the city
12 on a regular basis, and we ultimately would like the city
13 to tell us which station site your preference is, and we
14 need to get to that point, and we are encouraging all of
15 the cities where there is not one station site that's been
16 identified but we are encouraging the cities to while we
17 are pushing them along as much as we can to come to
18 conclusion hopefully by December of this year, because
19 we'd like to get the final environmental report with one
20 station per city.

PH 5-17

21 COUNCILMAN PAULITZ: The next question follows then.
22 If you were to use the option of the north line, would you
23 have to lay some new tracks up there?

24 MR. CANNELL: Yes.

25 COUNCILMAN PAULITZ: Thank you.

10

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MONTCLAIR PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

1 COUNCILMAN DUTREY: On the same line as Councilman
2 Paulitz, I think that we should emphasize on the south
3 side track. I realize there is engineering issues
4 involved here that might make it more challenging on the
5 south tracks.

PH 5-18

6 I think the earlier person that just spoke, one
7 of the things that we are trying to do is the city of
8 Montclair is building a brand new community between the
9 Montclair Plaza and the Metrolink station basically
10 connecting those two assets we have here, and we are
11 trying to build kind of a downtown pedestrian oriented
12 community, kind of a transit village for the most part,
13 and I think this project, the Gold Line coming in here is
14 going to be really beneficial not just to I think
15 Montclair and to our transits we handle but to the entire
16 region out here.

17 I went to a summit about three or four weeks
18 ago SCAG at the AQMD and they had some folks giving out
19 interesting numbers in terms of interest, and it was
20 interesting to see that about 30 percent of the population
21 they surveyed are interested in living in a transit type
22 of village, a place where they can shop and eat, work,
23 conduct business but also a place they can leave their car
24 there and be able to walk to a transit station or use a
25 bicycle to get around. We are going back to the future

11

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Comment PH 5-18

The southerly alignment has been selected as part of the Locally Preferred Alternative decisions. Please see revised Chapter 2.

MONTCLAIR PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

1 basically. That's what's happening here, we are going
2 back to the future. We are going back to the days where
3 we have a Red Line. They used to come from Los Angeles
4 all the way out to San Bernardino, we have the former Red
5 Line, and right now there is a bike and walk path
6 currently being constructed right now in the city of
7 Upland, so we are going back to the future, and this is a
8 really important project.

9 Our traffic is getting more compacted out there,
10 our freeways are becoming busier, we are not building more
11 roads, we are not building more freeways. We've got to
12 find alternative ways of transportation. We also have to
13 find an alternative way in terms of lifestyle, different
14 means in terms of transportation modes. So this is all
15 really important to not just my future but the future of
16 my children and our children and our grandchildren.

17 MR. CLARK: And I just wanted to make the council
18 aware that I did comment for the record earlier today that
19 the city does prefer the southerly route which is called
20 Option G in the traffic Environmental Impact Report
21 because of the land use pattern that we are contemplating
22 in the North Montclair Downtown Plan and the density, and
23 particularly the location of the station that dictates the
24 use of the southern track. I also submitted a copy of
25 that plan for the record to be included also.

PH 5-19

PH 5-20

Comment PH 5-19

See revised Chapter 3-15 for a discussion of traffic impacts.

Comment PH 5-20

The southerly alignment has been selected as part of the Locally Preferred Alternative decisions. Please see revised Chapter 2.

MONTCLAIR PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 5-21

Please see revised Chapter 5 for a comparison of the proposed project to a No-Build Alternative.

1 COUNCILMAN RUH: I certainly am very, very supportive
2 of the Gold Line. I am somebody who has actually used it
3 from the Pasadena area down into downtown Los Angeles and
4 in the reverse. Frequently I will be going to either a
5 business situation where I would use it or many times just
6 for entertainment purposes, it's very easy to drive to
7 Pasadena, get on the Gold Line and go see something in
8 downtown L.A., head back out. It makes it very convenient
9 when you are not worrying about having to park your car,
10 and it's a very important component of this.

11 One has to ask themselves over the long term
12 what the cost is to not building this when you realize
13 that in Southern California within 20 years we will be
14 adding in population a size of two Chicagos to this area.
15 You can't prevent people from being here. You could put a
16 dome over California, you could block off all of our
17 frontiers, our coastal access, you could stop people from
18 land, sea and air, but internal growth alone, people
19 continue to have children. It will be tremendous, so we
20 need to build this. We need to get this done, we need to
21 be as supportive of this as we can. People need a way to
22 get to work. I think it's very, very vital.

23 We were able to tour two months ago parts of
24 this, and I had seen much of it, but I was surprised that
25 in some areas along the line they have as much as 120

PH 5-21

13

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MONTCLAIR PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 5-22

No response to this comment can be made by the Lead Agencies.

1 units an acre. That's important. It's telling you that
2 people not only want to live there, they want to live in a
3 very strong environment where there are things to do. The
4 train adds that 24/7 lifestyle that many people are
5 looking for. There are people who actually want to be
6 able to live, walk downstairs, go and get a cup of coffee,
7 walk two, three blocks away, get something, get on the
8 train, head to work 20 minutes away, come back in the
9 evening and in many cases never have to use their car.
10 This is very common in other parts of the country. It
11 seems not to be as common here, so this is a real positive
12 in the right direction.

13 I think the other thing we need to look at is how
14 do we get residents to use this once it's in place. We
15 need to make sure that people are actually using it. It
16 needs to be very convenient for them. What I find
17 interesting is that we have great mass transit, and some
18 of our public officials who talk about it don't even use
19 it. Like some of the folks at the meeting I was at were
20 asked if they even know where the stops are or have they
21 rode on the Red Line, the Blue Line, and I guarantee you
22 some of the very public officials that sit on the board
23 don't even know where they are. I on the other hand do
24 use it extensively because I think it's real positive to
25 our community. So that's the challenge we are going to

PH 5-22

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SAN DIMAS PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

1 SAN DIMAS, CALIFORNIA, TUESDAY, JUNE 8, 2004
 2 AT 5:30 P.M.
 3 ---oOo---
 4
 5
 6 MR. WICKLIFFE: My name is Monzel, M-o-n-z-e-l,
 7 Wickliffe, W-i-c-k-l-i-f-f-e. I'm representing 501 West
 8 Bonita Avenue, San Dimas, 91733. I am the general manager
 9 of the Comfort Suites Hotel here in San Dimas.
 10 I have some concerns when guests enter the
 11 hotel and they see train tracks, I lose many of the guests
 12 from being afraid of the noise, and so I am concerned
 13 about the noise level that this light rail will produce.
 14 The second thing I'm concerned about is looking
 15 at the diagram, looking at the diagram Figure 3-1.8, I see
 16 that just south of the Comfort Suites is a company named
 17 Hinkle and McCoy which is going to be used as a parking
 18 lot. I feel very strongly against that because they
 19 provide yearly income of \$26,000 to \$40,000 to my hotel in
 20 which a portion of that money goes to the city in taxes in
 21 bed tax. If you replace Hinkle and McCoy and make it a
 22 parking lot, there is no way I can recover that volume of
 23 money from a parking structure.
 24 I have one other concern and that is in this
 25 age of technology, I want to install wireless high speed

PH 6-1

PH 6-2

Comment PH 6-1

Please see revised Chapter 3-11 regarding noise impacts and mitigation.

Comment PH 6-2

The cited property is proposed as the location for parking for the San Dimas station.

SAN DIMAS PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

1 internet. I've been told that metal is a deterrent, it
2 destroys the signal of this communication. This I need in
3 order to compete with other hotels.

PH 6-3

4 I'm concerned about congestion if Hinkle and
5 McCoy is used as a parking lot. People when getting off
6 work around the same time conflicts with my people trying
7 to come and go into the hotel. That's a major concern.

PH 6-4

8 Lastly, if I find that this MTA system
9 destroys my occupancy, I will be forced to lower my
10 economic level of guests which would ruin my values, my
11 property values and hotel values.

12 I hope we can work together to resolve our
13 differences.

14
15 (Comments from this point forward were before the
16 San Dimas City Council.

17 A slide presentation regarding the Gold Line
18 project was presented by Mike Cannell.

19 Then Krishna Patel from the city of San Dimas
20 spoke to the city council regarding the EIR.)

21
22 MAYOR MORRIS: One of the things that may be helpful
23 for those of you who do not deal with Environmental Impact
24 Reports and studies of this type on a regular basis, I'll
25 try and explain a very simple version of this.

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5

Comment PH 6-3

The elements of the proposed system should not interfere with wireless communications.

Comment PH 6-4

Please see revised Chapter 3-15 for a discussion of parking impacts.