

COMMENT LETTER 142

RESPONSE TO LETTER 142



Public Comment Card

Gold Line Phase II – Pasadena to Montclair
Draft Environmental Impact Statement / Environmental Impact Report

Tracking # 10410594
CT2
P2513

Name: RICHARD & LINDA SPAULDING Date: 6-17-04

Organization (if appropriate):

Address: 45 E. SANTA CLARA ST., ARCADIA CA 91006

Telephone: 626-294-1000 E-mail:

Comments (use reverse side / additional sheets as needed):

WE STRONGLY FAVOR THE GRADE SEPARATION
AT SANTA ANITA AVE. IN ARCADIA. THIS
IS ONE OF THE BUSIEST STREETS IN
ARCADIA, AND TRAFFIC FLOW MUST NOT
BE INTERRUPTED.

142-9

RECEIVED
JUN 18 2004
PBL
CONST. AUTHORITY

Thank you for your comments. Please leave this form at the Comment Form In-box, or mail to: Metro Gold Line Foothill Extension Construction Authority, 625 Fair Oaks, Suite 200, South Pasadena, CA 91030. Or fax to: 626-799-8599. Comments may also be e-mailed to comments@metrogoldline.org. The deadline for comments is midnight on June 21, 2004. All comments must be submitted in writing. For further questions or assistance, please call 626-799-0080.

COMMENT LETTER 143

RESPONSE TO LETTER 143

10410686
CT2
80513

Barbara Cerecedes

From: EIRCOMMENTS
Sent: Tuesday, June 29, 2004 10:55 AM
To: Barbara Cerecedes
Subject: FW: EIR Comments

-----Original Message-----
From: EIRCOMMENTS
Sent: Tuesday, June 22, 2004 10:47 AM
To: EIRCOMMENTS
Subject: EIR Comments

First Name: William
Last Name: Coats
Address: 24 Boulder Ridge
City: Azusa
State: ca
Zip: 91702
Email Address: billcoats@earthlink.net
Phone Number:

Comments:
To Whom It May Concern,

The light rail extension through to Clairmont is a critical project for the future of the San Gabriel Valley and Los Angeles County. I have reviewed the EIR and I am in full support of this project. The only consideration I would like the board to review is the lengthy timeline currently planned. 2014 is too far away. Please consider alternatives to speed up the timeline.

143-1

Also, in my view, having the light rail not continue from Pasadena would be unfortunate as thousands upon thousands of San Gabriel Valley residents who work, shop and visit in Pasadena and downtown Los Angeles are forced to drive the crowded freeways into downtown Pasadena to park and get on the goldline to go to LA. Many undoubtedly decide it's not worth the time and effort to drive. Hence the effectiveness of new gold line is only partially seen. Without the extension in place, the gold line from Pasadena to LA doesn't really help the majority of people who really need a service like light rail. It seems logical that there is a large demographic of people in the East San Gabriel Valley that could really use this extension.

143-2

Thank You,
W. Coats

Comment 143-1

Your support for the Full Build (Pasadena to Montclair) Alternative is acknowledged. Extension of the LRT service to Montclair by 2014 is forecasted based on the best estimate of several factors, including the availability of funding. Please see revised Chapter 5, Financial Analysis.

Comment 143-2

Your support for extension of Gold Line service further east into the San Gabriel Valley is acknowledged.

COMMENT LETTER 144

RESPONSE TO LETTER 144

10410685
CT2
P0513

Barbara Cerecedes

From: EIRCOMMENTS
Sent: Tuesday, June 29, 2004 10:56 AM
To: Barbara Cerecedes
Subject: FW: Gold Line Phase II

-----Original Message-----
From: Liz Chu [mailto:lizcrli@hotmail.com]
Sent: Tuesday, June 22, 2004 4:10 PM
To: EIRCOMMENTS
Cc: chengruo_li@yahoo.com
Subject: Gold Line Phase II

This is to voice my commends regarding the GOLD Line.

Unfortunately, I cannot attend the public hearing because the inconevient time. I'd like to voice my objection to the project because part of the rails is in my back yard. When we bought the property 2 years ago, we were told the rail road would not be used. There are records showing there were such agreements. Now MTA bought the railroad, and expect to run it thru residential areas. This is not acceptable.

144-1

Elizabeth Chu
417 California St, Unit D
Arcadia, CA 91006

MSN Movies - Trailers, showtimes, DVD's, and the latest news from Hollywood!
<http://movies.msn.click-url.com/go/onm00200509ave/direct/01/>

COMMENT LETTER 145

RESPONSE TO LETTER 145



City of Duarte

Sixteen Hundred Huntington Drive, Duarte, California 91010-2592
Tel 626-357-7931 FAX 626-358-0018 www.accessduarte.com

June 17, 2004

Metro Gold Line Foothill Extension Construction Authority
625 Fair Oaks, #200
South Pasadena, CA 91030

RECEIVED
JUN 21 2004
PBL
CONST. AUTHORITY

10410645
CTZ
PD513

To whom it may concern:

The City of Duarte has reviewed the DEIR/EIS for the proposed Metro Gold Line extension. The City is concerned with several aspects of the proposed Goldline extension. The City's comments are as follows:

Station location

1. The City is supportive of the proposed station location. This location is preferred due to the following reasons:
 - a. Close to our major employment base: City of Hope, Lewis Business Park, and Smiths Aerospace.
 - b. Is centrally located within City for convenient transit access for our entire population.
 - c. Provides opportunity for some residents to walk to transit through close proximity to several residential neighborhoods.
 - d. Is located adjacent to the City of Hope National Medical Center. The station will expose both the City and the nationally recognized hospital to thousands of people daily. Employees and visitors could elect to ride transit versus drive private automobiles.
 - e. Station is located adjacent to both MTA and Foothill Transit bus stops/community connector.
 - f. Previous alternative location at Buena Vista Street would have increased vehicular congestion at several intersections and potential for residential property acquisition.

145-1

Traffic

2. Duarte Road and City of Hope main entrance driveway.

— Brand of the original Andres Duarte Rancho

COMMENT LETTER 145

RESPONSE TO LETTER 145

- a. The City requests that a signalized intersection be studied for this intersection.
 - i. Potential for 1,300+ persons crossing 80'+ wide Duarte Road right of way. 145-2
 - ii. Potential for increased vehicular traffic that will utilize Duarte Road to arrive at parking lot/structure associated with station.
 - iii. Existing traffic issues at intersection during am and pm peak.
- b. Consider relocating pedestrian crosswalk from east of City of Hope entrance to west side of entrance.
 - i. There is no pedestrian walkway along the east side of the City of Hope driveway. The pedestrian walkway, which is the current preferred path of travel, is located only on the west side of the driveway. 145-3
- 3. Consider further analysis and/or correction of Mountain Avenue intersection.
 - a. Intersection is currently misaligned and congested. Substantial delay and other impacts may be attributable to proposed light rail. 145-4
 - b. As depicted on p. 3-15-104 and 3-15-108, Hamilton Road and Mountain Avenue (appx. 300' north of rail alignment) goes to LOS F under build LRT alternative to maintenance facility.
- 4. Highly consider grade crossing for Buena Vista Street
 - a. Buena Vista Street is the only north-south street that leads out of the City to a major thoroughfare (Arrow Highway).
 - b. In the event of a disaster, evacuation routes are limited to Buena Vista Street leading south and Huntington Drive leading east. Several roads lead west out of town.
 - c. Buena Vista Street is an off-ramp for the 210 freeway.
 - d. A research and development project proposing several hundred thousand square feet of building area is being considered on City of Hope property located in the 2100 block of Buena Vista Street. The project may add up to 5,000 employees. City of Hope currently employees approximately 2,800 persons. 145-5
- Parking**
- 5. Alternative parking arrangements must be explored since the City of Hope is reluctant to allow a parking structure to be built on their property.
 - a. Consider impacts associated with utilizing existing ground level parking lots behind 1801 and 1717 Highland. It is understood these lots may not provide the projected vehicle capacity of 250 spaces by 2025.
 - i. What are traffic impacts/mitigation to adjacent streets?
 - ii. How would access be provided to the rear portions of these lots?
 - iii. What are impacts/mitigation to residential properties to the west?
 - b. Consider impacts associated with full or partial acquisition/relocation of large warehouse/manufacturing building located at 1801 Highland Avenue and construction of ground level parking lot or multi-story parking structure. 145-6

Comment 145-2

Subsequent to the Draft EIS/EIR, an updated traffic analysis was conducted to reflect forecasts through 2030. Please see revised Chapter 3-15.3 for a revised listing of mitigation measures. This intersection would be signalized as part of the Gold Line project. The latest evaluation in the Final EIS/EIR shows that there will be no significant impact at this location due to the project

Comment 145-3

The pedestrian crosswalk to the City of Hope campus has been relocated

Comment 145-4

Subsequent to the Draft EIS/EIR, the project evaluation has been refined using updated data. The annual growth rate for the City of Duarte has been revised from 1.53% to 0.75% per updated year 2030 socio-economic data from the SCAG regional model. As a result, the intersection of Mountain Avenue and Hamilton Road is no longer found to have significant impacts due to the Gold Line project. See revised Chapter 3-15.

COMMENT LETTER 145

RESPONSE TO LETTER 145

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Comment 145-5

A grade separation analysis was completed on the 43 grade crossings along the alignment using LACMTA's Grade Crossing Analysis Policy. The Milestone 2 Detailed Analysis was completed on the 13 grade crossings identified as "At Grade Operation Possible." The grade crossings at Buena Vista did not meet the criteria to warrant a grade separation. The Grade Crossing Preliminary Hazard Analysis was completed for all grade crossings along the alignment and resulted in intersection and crossing improvements to improve safety and to allow optimal operation of the crossings and streets. On February 22, 2005, the Duarte City Council approved an at-grade crossing as part of its adoption of the Project Design Report (PDR, page 4-14). Please see revised Chapter 3-15, Traffic and Transportation, for more information.

Comment 145-6

Subsequent to the Draft EIS/EIR, the proposed project has undergone further planning. For the Duarte station, the parking structure at the City of Hope Medical Hospital has been eliminated. On February 22, 2005, the Duarte City Council approved station parking to be located on an existing commercial lot, with access from Business Center Drive, which is accessed from the Highland Avenue and Business Center Drive intersection. (PDR, page 4-13). See revised Chapter 2, Alternatives, for further details.

COMMENT LETTER 145

RESPONSE TO LETTER 145

Comment 145-7

Subsequent to the Draft EIS/EIR, the proposed project has undergone further planning. The potential use of the Corps of Engineers property has been eliminated from further consideration. On February 22, 2005, the Duarte City Council approved station parking to be located on an existing commercial lot, with access from Business center Drive (PDR, page 4-13). See revised Chapter 2, Alternatives, for further details.

Comment 145-8

Parking facilities for transit projects are often built in phases to allow for the expected increase in patronage and usage. By constructing the amount of parking that is estimated to be required on opening day, and postponing full build-out until it is needed, transit agencies are able to maximize investment in the project while providing optimal service to customers. In the future, as parking needs are identified, the operating agency (in this case, LACMTA) will have the flexibility to add parking where the demand is located.

The Construction Authority has identified parking locations at every station on the Foothill Extension. There are three basic scenarios for these parking locations. First, if there is sufficient land available, a surface parking lot is designed to meet opening day requirements. In the future, this surface lot could be developed into a parking structure. If there is some land available, but not enough surface area for an at-grade parking facility, then a parking structure was designed for that station. The parking structures will be constructed for opening day parking requirements, but the foundations and support systems are designed to allow for the full-build parking. This means that additional levels can be added onto the structure in the future. Finally, if the available land is constrained, parking was provided to fill the available area. Future parking in situations such as this would be dependent on redevelopment or additional land becoming available.

- i. How much space is needed for these two options and how does that relate to industrial property acquisition? 145-6
- ii. What are traffic impacts/mitigation to adjacent streets? cont'd
- iii. How would access be provided to the rear portions of these lots?
- iv. What are impacts/mitigation to residential properties to the west?
- c. Consider impacts associated with utilizing existing Army Corps of Engineers vacant lot just east of City of Hope property. 145-7
 - i. What are traffic impacts/mitigation to adjacent streets and driveways?
 - ii. How long is the potential lease with this federally owned property?
- 6. What happens to station associated parking lots that are constructed at partial capacity and are not intended to provide for the full capacity buildout at 2025? 145-8
 - a. Does Authority acquire and pay for the area needed for the full capacity parking lot/structure in future?
- Traction Power Substation**
- 7. Relocate substation near Mountain Avenue (STA 317+00) to another location. 145-9
 - a. The proposed traction power substation is located within a soon to be built commercial shopping center. The project is entitled and in plan check. Grading is to begin in a few months.
- Three track vs. two track alternative**
- 8. The City of Duarte does not support a three-track alternative. The City favors and requests a two-track system through our community. 145-10
 - a. The three-track alternative requires acquisition of a portion of Duarte Road, narrowing a vital thoroughfare through our community.
 - b. Three tracks will necessitate additional utility undergrounding.
 - c. The two-track alternative will require acquisition of a granary; a wise use of public funds compared to design and construction of larger bridges and additional right of way needed to support triple track.
- Construction mitigation**
- 9. Mitigation during the construction period and long term period will need to conform with local construction practices as required by the City of Duarte Public Works Division. 145-11
- APE**
- 10. The packinghouse located at 1150 Three Ranch Road/1159 Duarte Road should be studied. This packinghouse has been identified as a potential historic structure through city sanctioned studies conducted in 2003. APE analysis of this building has yet to be conducted. A City letter, dated 11/18/2003, previously requested analysis of this project. 145-12
- Noise**
- 11. At grade warning devices. 145-13
 - a. At all intersection within our community, the City will be insisting upon:

COMMENT LETTER 145

RESPONSE TO LETTER 145

- i. How much space is needed for these two options and how does that relate to industrial property acquisition?
- ii. What are traffic impacts/mitigation to adjacent streets?
- iii. How would access be provided to the rear portions of these lots?
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145-6
cont'd

145-7

145-8

Traction Power Substation

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145-9

Three track vs. two track alternative

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145-10

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145-11

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145-12

Noise

- 11. At grade warning devices.
 - a. At all intersection within our community, the City will be insisting upon:

145-13

Comment 145-9

Subsequent to the Draft EIS/EIR, the location of traction power substations has been refined. Per City Council direction, the location has been shifted to be adjacent to the proposed Duarte station.

Comment 145-9

The rail configuration has changed subsequent to the release of the Draft EIS/EIR; the triple track in Segment 1 has been eliminated west of the proposed Irwindale station because the need to provide freight service to the granary located in Monrovia is being eliminated.

Comment 145-10

The rail configuration has changed subsequent to the release of the Draft EIS/EIR; the triple track in Segment 1 has been eliminated west of the proposed Irwindale station because the need to provide freight service to the granary located in Monrovia has been eliminated.

Comment 145-11

All mitigation measures adopted by the Construction Authority would be as required under CEQA to reduce significant impacts to less than significant levels, as reported in the Final EIS/EIR. Conformity of mitigation to City of Duarte requirements would be on a voluntary basis only. The Construction Authority is not legally bound to comply with local ordinances.

COMMENT LETTER 145

RESPONSE TO LETTER 145

- i. How much space is needed for these two options and how does that relate to industrial property acquisition?
- ii. What are traffic impacts/mitigation to adjacent streets?
- iii. How would access be provided to the rear portions of these lots?
- iv. What are impacts/mitigation to residential properties to the west?
- c. Consider impacts associated with utilizing existing Army Corps of Engineers vacant lot just east of City of Hope property.
 - i. What are traffic impacts/mitigation to adjacent streets and driveways?
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 - a. Does Authority acquire and pay for the area needed for the full capacity parking lot/structure in future?

145-6
cont'd

145-7

145-8

Traction Power Substation

- 7. Relocate substation near Mountain Avenue (STA 317+00) to another location.
 - a. The proposed traction power substation is located within a soon to be built commercial shopping center. The project is entitled and in plan check. Grading is to begin in a few months.

145-9

Three track vs. two track alternative

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 - a. The three-track alternative requires acquisition of a portion of Duarte Road, narrowing a vital thoroughfare through our community.
 - b. Three tracks will necessitate additional utility undergrounding.
 - c. The two-track alternative will require acquisition of a granary; a wise use of public funds compared to design and construction of larger bridges and additional right of way needed to support triple track.

145-10

Construction mitigation

- 9. Mitigation during the construction period and long term period will need to conform with local construction practices as required by the City of Duarte Public Works Division.

145-11

APE

- 10. The packinghouse located at 1150 Three Ranch Road/1159 Duarte Road should be studied. This packinghouse has been identified as a potential historic structure through city sanctioned studies conducted in 2003. APE analysis of this building has yet to be conducted. A City letter, dated 11/18/2003, previously requested analysis of this project.

145-12

Noise

- 11. At grade warning devices.
 - a. At all intersection within our community, the City will be insisting upon:

145-13

Comment 145-12

The cited structure at 1150 Three Ranch Road/1159 Duarte Road is not within the Area of Potential Effect (APE) that was defined between the Federal Transit Administration and the State Historic Preservation Officer. The APE is generally confined to the rail alignment, plus one or more parcels adjoining stations. Although the property is adjacent to the rail alignment, there are no project elements that would affect the potential historic designation of the building.

Comment 145-13

The sounding of warning devices is governed by the California Public Utilities Commission. The Construction Authority will seek waivers of CPUC requirements to meet the requested operating conditions.

COMMENT LETTER 145

RESPONSE TO LETTER 145

- i. Bell and horn silence when gates are down.
 - ii. Directional horns that aim sound away from residential properties.
 - iii. The City is requesting the shortest period for warning bell soundings.
- b. Provide procedure and or contact for waiver procedure with CPUC, as discussed on p. 3-11-81.
- 12. Noise barriers and building sound insulation
 - a. The City is requesting that sound mitigating techniques be used to the great extent possible for residential properties adjacent to the Goldline.
- 13. Discuss potential and impacts for proposed sound wall at civil stations 316-337 to be located on south side of Duarte Road (see attachment #1).
- Property acquisitions**
- 14. Research acquisition shown on p. 3-1-13. Our assessor's maps do not show a private property where acquisition is proposed.
- Property values**
- 15. Based upon data from phase I and other light rail cities, what is impact to property values for residences abutting rail ROW?
- Utility undergrounding**
- 16. City municipal code requires all utilities to be installed underground.
 - a. Duarte Municipal Code requires that both new and/or modifications or relocations of existing overhead utilities along the alignment within our community be undergrounded.
- Crossing gates**
- 17. The City requests the use of quad gates on all three intersections proposed on the alignment.
- At grade crossing height**
- 18. Nineteen-foot (19') high clearance needed at Buena Vista Street crossing.
 - a. The City of Duarte is home to Fiesta Parade Floats, a Tournament of Roses Parade float builder.
 - i. Fiesta typically builds 10-15 floats per year that must cross Buena Vista Street.
 - ii. Floats cross Buena Vista Street for testing (4-6 times per year) and for Rose Parade on December 31.
 - b. Floats are made of steel and usually are tall.
 - i. Float heights may interfere with wires less than 19'.
- Aesthetics**
- 19. Station and associated parking
 - a. Station and associated parking design must be approved by the City of Duarte's Architectural Review Board.

↑

145-13
cont'd

145-14

145-15

145-16

145-17

145-18

145-19

145-20

145-21

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Comment 145-14

Please see revised Chapter 3-11.3 for the locations of proposed soundwalls.

Comment 145-15

See Comment 145-14.

Comment 145-16

Please see revised Chapter 3-1, Acquisitions and Displacements, for an updated listing of acquisitions.

Comment 145-17

The focus of environmental analysis under CEQA and NEPA is on the proposed project's effect on physical changes (CEQA) and/or any economic or social effect that may cause a physical change (NEPA). 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. Studies conducted in other areas of the country indicate that residential property values often increase near LRT stations as a result of increased accessibility to jobs.

Comment 145-18

The LRT system requires the use of overhead electrical wiring (catenary system) for power. The undergrounding of other utilities would be on a voluntary basis, since the Construction Authority is not legally bound to comply with local ordinances.

COMMENT LETTER 145

RESPONSE TO LETTER 145

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- ii. Directional horns that aim sound away from residential properties.
- iii. The City is requesting the shortest period for warning bell soundings.
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145-13
cont'd

- 12. Noise barriers and building sound insulation
 - a. The City is requesting that sound mitigating techniques be used to the great extent possible for residential properties adjacent to the Goldline.

145-14

- 13. Discuss potential and impacts for proposed sound wall at civil stations 316-337 to be located on south side of Duarte Road (see attachment #1).

145-15

Property acquisitions

- 14. Research acquisition shown on p. 3-1-13. Our assessor's maps do not show a private property where acquisition is proposed.

145-16

Property values

- 15. Based upon data from phase I and other light rail cities, what is impact to property values for residences abutting rail ROW?

145-17

Utility undergrounding

- 16. City municipal code requires all utilities to be installed underground.
 - a. Duarte Municipal Code requires that both new and/or modifications or relocations of existing overhead utilities along the alignment within our community be undergrounded.

145-18

Crossing gates

- 17. The City requests the use of quad gates on all three intersections proposed on the alignment.

145-19

At grade crossing height

- 18. Nineteen-foot (19') high clearance needed at Buena Vista Street crossing.
 - a. The City of Duarte is home to Fiesta Parade Floats, a Tournament of Roses Parade float builder.
 - i. Fiesta typically builds 10-15 floats per year that must cross Buena Vista Street.
 - ii. Floats cross Buena Vista Street for testing (4-6 times per year) and for Rose Parade on December 31.
 - b. Floats are made of steel and usually are tall.
 - i. Float heights may interfere with wires less than 19'.

145-20

Aesthetics

- 19. Station and associated parking
 - a. Station and associated parking design must be approved by the City of Duarte's Architectural Review Board.

145-21

Comment 145-19

Quad gates at all at-grade crossings are the standard design for the proposed project.

Comment 145-20

The requested clearance will be provided.

Comment 145-21

The Construction Authority has established a station design/art review committee with the city to recommend visual elements and art treatments. Station and parking designs would be submitted to the City's Architectural Review board as a courtesy, since the Construction Authority is not legally bound to comply with local ordinances. When a facility is in Construction Authority right of way, the final design features of the station would be the responsibility of the Construction Authority. The proposed project provides only for the features required by LACMTA, which includes applicable federal and state code compliance.

COMMENT LETTER 145

RESPONSE TO LETTER 145

i. City has adopted "Early California" design theme applicable to this project.

- 1. Spanish, Mediterranean, Monterey, Mission or other similar architectural styles to be used.
- 2. Mission bell lighting standards.
- 3. Standard font for signage.

145-21
cont'd

20. Landscaping

- a. The City of Duarte's Architectural Review Board must approve landscaping design.
 - i. Trees native or well acclimated to climate to be used.

145-22

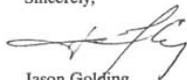
City of Hope concerns

21. The City of Hope has indicated to the City of Duarte that several issues related to the proposed Goldline may cause impact to their campus. The City of Duarte understands the unique operation of their facility and possible need for viable mitigation for their concerns. The City of Duarte would like to be involved in discussions pertaining to City of Hope issues.

145-23

Thank you for the opportunity to review the draft EIR/EIS for the Goldline extension. If you have any questions, please feel free to call me at (626) 357-7931, ext. 231.

Sincerely,



Jason Golding
Associate Planner

Attachment #1 (P. C-212 from Volume III – conceptual engineering drawings. Plan modified to graphically represent requested analysis of sound wall mitigation alternative)

Comment 145-22

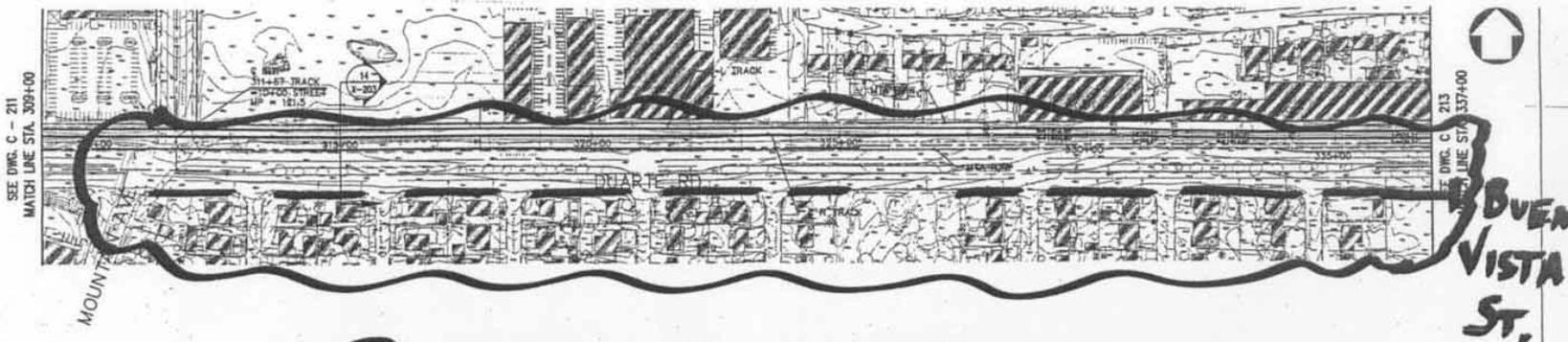
The Construction Authority has established a station design/art review committee with the city to recommend visual elements and art treatments. Landscape designs would be submitted to the City's Architectural Review board as a courtesy, since the Construction Authority is not legally bound to comply with local ordinances. As noted in the EIS/EIR, the Construction Authority would install landscaping consistent with that provided in Phase I.

Comment 145-23

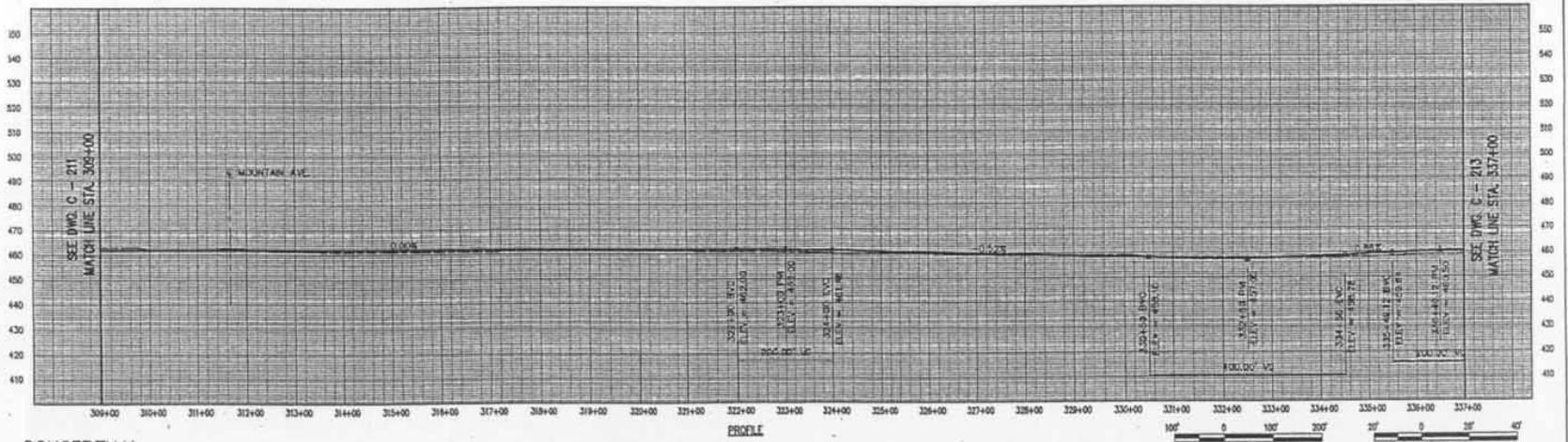
The City has been involved in discussions with the City of Hope regarding station and parking locations.

COMMENT LETTER 145

RESPONSE TO LETTER 145



PROPOSED SOUND WALL ALTV.



CONCEPTUAL

| | | | | |
|--|--|--|---|----------------------------|
| <p>PARSONS BRINCKERHOFF GLAZIER & DONOFRIO, INC. 444 SOUTH FLOWER STREET, SUITE 2700 LOS ANGELES, CA 90071</p> | <p>Korve Engineering 725 SOUTH PASADENA STREET, SUITE 2300 LOS ANGELES, CA 90071</p> | <p>LOS ANGELES TO PASADENA METRO BLUE LINE CONSTRUCTION AUTHORITY GOLD LINE PHASE II - PASADENA TO MONTCLAIR</p> | <p>GOLD LINE PHASE II PASADENA TO MONTCLAIR 2-TRACK ALTERNATIVE PLAN AND PROFILE STA. 309+00 TO STA. 337+00</p> | <p>Sheet No. C - 212 0</p> |
|--|--|--|---|----------------------------|

COMMENT LETTER 146

RESPONSE TO LETTER 146



Public Comment Card

Gold Line Phase II – Pasadena to Montclair
Draft Environmental Impact Statement / Environmental Impact Report

Tracking # 10410560

PP513
C12

Name: Dr. & Mrs. Edward Gabriel Date: 6-14-04

Organization (if appropriate): _____

Address: 526 Santa Maria Rd

Telephone: 446-8631 E-mail: _____

Comments (use reverse side / additional sheets as needed):

We represent our neighbors on and around Santa Marta Rd in Arcadia. We support the Metro Gold Line project. Our primary concern however is the increased noise impact on our neighborhood. We respectfully request an appropriate sound wall to protect our neighborhood from the harmful effects of noise from both the freeway and the Metro Gold Line. Thank you for your concern.

146-1

RECEIVED

JUN 14 2004

PBL
CONST. AUTHORITY

City of Arcadia
Council Chambers Public Hearing
June 14, 2004

Thank you for your comments. Please leave this form at the Comment Form In-box, or mail to: Metro Gold Line Foothill Extension Construction Authority, 625 Fair Oaks, Suite 200, South Pasadena, CA 91030. Or fax to: 626-799-8599. Comments may also be e-mailed to publiccomments@metrogoldline.org. The deadline for comments is midnight on June 21, 2004. All comments must be submitted in writing. For further questions or assistance, please call 626-799-0080.

COMMENT LETTER 147

RESPONSE TO LETTER 147



Public Comment Card

City of Arcadia
Council Chambers Public Hearing
June 14, 2004

Phase II - Pasadena to Montclair
Environmental Impact Statement / Environmental Impact Report

Tracking # 10410561

PD573
CT2

Name: Michael & Suzanne Mulvihill Date: 6/14/04

Organization (if appropriate):

Address: 640 Arbolada Dr. Arcadia CA 91006

Telephone: (626) 355-2793 E-mail:

Comments (use reverse side / additional sheets as needed):

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PBL
CONST. AUTHORITY

We are in favor of the project, have used system for entertainment however currently it takes too much time in off peak hours. Can speed be increased between stations to make it user friendly.

147-1

We think it is great that public transportation is growing in SB. Cal !!!

147-2

If this goes underground, what seismic studies need to be done? We'd prefer underground esthetically even if the cost is greater!

147-3

We're hoping our sound wall for No of 210 is on schedule ☺

147-4

Thank you for your comments. Please leave this form at the Comment Form In-box, or mail to: Metro Gold Line Foothill Extension Construction Authority, 625 Fair Oaks, Suite 200, South Pasadena, CA 91030. Or fax to: 626-799-8599. Comments may also be e-mailed to: comments@metrogoldline.org. The deadline for comments is midnight on June 21, 2004. All comments must be submitted in writing. For further questions or assistance, please call 626-799-0080.

Comment 147-1

The LRT system is designed for trains to travel at 55 mph. However, the Operating Agency (LACMTA) can operate the trains at any speed below this. The project is designed for 10-minute headways during the peak period (i.e., a train heading in the direction that you wish to go should come once every 10 minutes) and 20-minute headways during the off-peak period. Travel time from Arcadia station to Union station should be approximately 50 minutes.

COMMENT 147-2

Your support for the project is acknowledged.

Comment 147-3

The proposed project does not include undergrounding of the LRT line. The cost for subway construction is generally four times greater than at-grade construction.

Comment 147-4

The noise wall construction cited is a project of Caltrans, over which the two Lead Agencies have no control.

COMMENT LETTER 148

RESPONSE TO LETTER 148

Tracking # 10410562
P0513
CT2



Public Comment Card

City of Arcadia
Council Chambers Public Hearing June 14, 2004

Phase II – Pasadena to Montclair
Environmental Impact Statement / Environmental Impact Report

Name: MORLEY HELFAND Date: 6/14/04

Organization (if appropriate):

Address: 137-13 GARDNER STREET ARCADIA CA 91006

Telephone: (626) 446-1346 E-mail: MHELFAND@MT-SINAL.COM

Comments (use reverse side / additional sheets as needed):

POSTAL BOARDS AND VISUAL PRESENTATIONS EXCELLENT!

RECEIVED JUN 14 2004 PBL CONST. AUTHORITY

NOW LET'S BUILD THE LINE. THE LONGER WE WAIT TO CONSTRUCT THE MORE THE COST. MTA HAD THE SENSE TO PURCHASE THE RIGHT-OF-WAY. NOW LET'S FINISH THE JOB.

THE EXISTING GOLD LINE, EVEN THOUGH SOME LAST MINUTE DECORATIONS HAVEN'T BEEN INSTALLED, IS A PERFECT REASON TO COMPLETE THE PROJECT. IT IS COMFORTABLE, EFFICIENT, TRAFFIC-FREE AND GIVES THE RIDER A DIRECT LINE TO THE HUB OF DOWNTOWN L.A. THE LIGHT RAIL PROJECTS WE HAVE AND HOPE FOR MAY NEVER BE ANOTHER PACIFIC ELECTRIC, BUT THESE TRAINS WILL GET US FROM MAJOR TOWNS TO DOWNTOWN AND RETURN. WHAT A PLEASURE IT IS NOW TO GET TO THE MUSIC CENTER, DISNEY HALL, UNION STATION, LONG BEACH AND WITH THE RED LINE, TO HOLLYWOOD.

(THE NEW LIGHT RAIL CARS ARE QUIET AND COMFORTABLE, AND AS LONG AS WE KEEP THEM CLEAN THEY CAN BE IN SERVICE FOR 30 YEARS)

Thank you for your comments. Please leave this form at the Comment Form In-box, or mail to: Metrolink Gold Line Foothill Extension Construction Authority, 625 Fair Oaks, Suite 200, South Pasadena, CA 91030. Or fax to: 626-799-8599. Comments may also be e-mailed to comments@metrolink.org. The deadline for comments is midnight on June 21, 2004. All comments must be submitted in writing. For further questions or assistance, please call 626-799-0080.

148-1

148-2

Comment 148-1

Appreciation of the public displays is acknowledged.

Comment 148-2

The proposed LRT project is planned to be extended as far east as Azusa by 2009 and to Montclair by 2014, depending on several variables, including the availability of funding.

COMMENT LETTER 149

RESPONSE TO LETTER 149



Public Comment Card

City of Arcadia e II – Pasadena to Montclair
Council Chambers Public Hearing Statement / Environmental Impact Report
June 14, 2004

Tracking # 10410563
PDS13
LT2

Name: PAUL GREENWOOD Date: 6/14/04

Organization (if appropriate): Self

Address: 712 Bonita St Monrovia CA 91016

Telephone: (626) 352-7301 E-mail: _____

Comments (use reverse side / additional sheets as needed):

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JUN 14 2004
PBI
CONST. AUTHORITY

1. Freight service must be maintained along the corridor of the Gold Line Extension. And, returned to the Gold line into Los Angeles. The increase in truck traffic for goods and commodities must be met with alternatives, even running freight trains on the Gold line after Metro operating hours. The future will require extensive deliveries of building materials without truck pollution. & Commercial Goods

2. The Gold line extension must be built in the most incremental/efficient increments as possible. ~~the~~ The region cannot afford to wait 10 or more years for this to be built.

Thank you for your comments. Please leave this form at the Comment Form in-box, or mail to: Metro Gold Line Foothill Extension Construction Authority, 625 Fair Oaks, Suite 200, South Pasadena, CA 91030. Or fax to: 626-799-8599. Comments may also be e-mailed to egcomments@metrogoldline.org. The deadline for comments is midnight on June 21, 2004. All comments must be submitted in writing. For further questions or assistance, please call 626-799-0080.

149-1

149-2

Comment 149-1

Freight service will be provided from Claremont to Irwindale on a single set of tracks that are separate from the LRT service. Subsequent to the Draft EIS/EIR, the need for freight service west of the Miller Brewing Company facility (to Monrovia) was eliminated due to the pending relocation of the granary in Monrovia. No freight service is planned for the off-hours of LRT operation in the Phase I segment.

Comment 149-2

The proposed LRT project is planned to be extended as far east as Azusa by 2009 and to Montclair by 2014, depending on several variables, including the availability of funding.

COMMENT LETTER 150

RESPONSE TO LETTER 150



Public Comment Card

Gold Line Phase II – Pasadena to Montclair
Draft Environmental Impact Statement / Environmental Impact Report

Tracking # 10410564
ETZ
P0513

Name: PETER ULRICH Date: 6/14/04
Organization (if appropriate): _____
Address: 37 E. HUNTINGTON DR, ARCADIA 91006
Telephone: 626-294-1058 E-mail: puulrich@spunkmail.com

Comments (use reverse side / additional sheets as needed):
I AM IN FAVOR OF THE GOLD LINE EXTENSION, INCLUDING A STATION IN ARCADIA. WHILE I UNDERSTAND THAT IT MAY BE COST PROHIBITIVE, THE MOST LOGICAL LOCATION FOR THE ARCADIA STATION IS AT OR NEAR BALDWIN AVE (ABOVE GRADE). THAT WAY IT CAN SERVE BOTH THE MALL AND THE RACE TRACK.
IN ANY EVENT, GRADE SEPARATION AT SANTA ANITA AVE AND, IF POSSIBLE, AT 1ST AVE IS A PRIORITY FOR ARCADIA.

150-1

RECEIVED
JUN 14 2004
PBL
CONST. AUTHORITY

City of Arcadia
Council Chambers Public Hearing
June 14, 2004

Thank you for your comments. Please leave this form at the Comment Form In-box, or mail to: Metro Gold Line Foothill Extension Construction Authority, 625 Fair Oaks, Suite 200, South Pasadena, CA 91030. Or fax to: 626-799-8599. Comments may also be e-mailed to epcomments@metrogoldline.org. The deadline for comments is midnight on June 21, 2004. All comments must be submitted in writing. For further questions or assistance, please call: 626-799-0060.

COMMENT LETTER 151

RESPONSE TO LETTER 151



Public Comment Card

Gold Lin City of Arcadia ra to Montclair
Draft Environ Council Chambers Public Hearing nmental Impact Report
June 14, 2004

Tracking #10410565

CT2
PDS73

Name: Junje Ro Date: 6/14/04

Organization (if appropriate): _____

Address: 312 San Miguel Dr, Arcadia, CA 91407

Telephone: 626-254-1959 E-mail: jjrhome@comcast.net

RECEIVED

JUN 14 2004

PBL

CHST AUTHORITY

Comments (use reverse side / additional sheets as needed):

① I strongly support the grade separation on the future railroad and santa anita. The gold line will have very length operation hour and very busy operation schedule especially during the so called "traffic hour". Local traffic can not afford this kind interruption. Bell and whistled will greatly disturb the local community as well. Please make no bell & whistled will be used and local traffic will remain the current flow.

151-1

② I strongly oppose to have a station in Arcadia. Arcadia has evolved and can not take more traffic any more. If it has to have one station in Arcadia, the aerial option is the only acceptable alternative unless more in-depth environmental study (of the impact has been ordered and accepted. We simply need more data to be assured the gold line is ~~the~~ ^{not} a blessing for the generation to come, instead of a curse!

151-2

of local
on
in
and local
traffic perspectives)

Thank you for your comments. Please leave this form at the Comment Form In-box, or mail to: Metro Gold Line Foothill Extension Construction Authority, 625 Fair Oaks, Suite 200, South Pasadena, CA 91030. Or fax to: 626-799-8599. Comments may also be e-mailed to comments@metrogoldline.org. The deadline for comments is midnight on June 21, 2004. All comments must be submitted in writing. For further questions or assistance, please call 626-799-0080.

Comment 151-1

Your support for grade separation within the City of Arcadia is acknowledged. Train frequency varies by time of day, as described in revised Chapter 2, Alternatives. A grade separation analysis was completed for the 43 grade crossings along the alignment. That analysis did not indicate the Santa Anita Avenue warranted a grade separation from a traffic perspective. Please see revised Chapter 3-15, Traffic and Transportation. However, the City Council of Arcadia has stated its preference for a grade separation. Please also refer to revised Chapter 3-11, Noise and Vibration, for a discussion of bell and whistle use.

Comment 151-2

Station locations have been determined through consultation between the Authority and affected cities, with input from the engineering team, railroad agencies, and the public. The City Council of Arcadia determined on February 15, 2005, that the LRT station would be located at the southeast corner of N. First Street and Santa Clara (PDR, page 4-5). This is the same as Station Option A identified in the Draft EIS/EIR. The environmental impacts of potential aerial stations were initially disclosed in the Draft EIS/EIR and are also reported in the Final EIS/EIR. See revised Chapter 2, Alternatives, for station locations and layouts.

COMMENT LETTER 151

RESPONSE TO LETTER 151

- ① lengthy operation hour
- ② frequent operation schedule
~~street~~ to my
- ③ station, + 800 parking station
- ④ plan A → B → C,
- ⑤

traffic hour 10
20

COMMENT LETTER 152

RESPONSE TO LETTER 152



Public Comment Card

Gold Line Phase II – Pasadena to Montclair
Draft Environmental Impact Statement / Environmental Impact Report

Tracking #10410566

CTZ
PDS13

Name: LEONARD KARSANA Date: 6/14/04

Organization (if appropriate):

Address: 612 SAN LUIS REY ROAD Arcadia, CA 91007

Telephone: (626) 574-5539 E-mail: lkarsana@aol.com

Comments (use reverse side / additional sheets as needed):

As a resident of City Arcadia, with slogan the "Home Community" we are very concern with the safety. ~~Our~~ The rail is located right next to our backyard. Our children are still small and I know that accidents happen. With the long hours of operation, would sound wall be helpful? Who is going to pay for sound insulation as proposed (eg. windows, doors, A/c), please advise. What about our property value?

152-1

152-2

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JUN 14 2004

PBL
CONST. AUTHORITY

City of Arcadia
Council Chambers Public Hearing
June 14, 2004

Thank you for your comments. Please leave this form at the Comment Form In-box, or mail to: Metro Gold Line Foothill Extension Construction Authority, 625 Fair Oaks, Suite 200, South Pasadena, CA 91030. Or fax to: 626-799-8599. Comments may also be e-mailed to ejrcomments@metrolink.org. The deadline for comments is midnight on June 21, 2004. All comments must be submitted in writing. For further questions or assistance, please call 626-799-0080.

Comment 152-1

Your concern for safety is acknowledged. The rail right of way adjacent to your property would be fenced.

Comment 152-2

Please see revised Chapter 3-11, Noise and Vibration, for a complete description of how noise impacts were evaluated, where impacts occur, and how they will be mitigated, if found to be significant. In most situations, noise would be mitigated by providing noise barriers (soundwalls), in some locations by providing sound-insulating windows, or a combination of such measures. All required mitigation is paid for by the Project.

COMMENT LETTER 153

RESPONSE TO LETTER 153



Public Comment Card

Gold Line Phase II – Pasadena to Montclair
Draft Environmental Impact Statement / Environmental Impact Report.

10410567
CT2
PD513

Note: Your name / address / telephone / email is optional.

Name: Robert L. Davis Date: 14 June 2004
Address: 8858 Camino Real San Gabriel CA 91775-1912
Telephone: 626-308-6368 Email: davistrain@aol.com

Comments (use reverse side / additional sheets as needed):

If building in two segments, continue first section to
Azusa, where there's more activity after usual business
ours than Irwindale (near the tracks). 153-1
(also, please see additional sheets)

Robert L. Davis

RECEIVED
JUN 14 2004
PBL
CONST. AUTHORITY

City of Arcadia
Council Chambers Public Hearing
June 14, 2004

Thank you for your comments. Please leave this form at the Reception Desk, or mail to: Metro Gold Line Foothill Extension Construction Authority, 625 Fair Oaks, Suite 200, South Pasadena, CA 91030. Or fax to: 626-799-8599. Comments may also be emailed to allcomments@metrogoldline.org. The deadline for comments is midnight on June 21, 2004. All comments must be submitted in writing. For further questions or assistance, please call 626-799-0080.

Comment 153-1

Subsequent to the Draft EIS/EIR, the proposed project has been refined. The first segment to be built would extend to Azusa, and would be completed by 2009, subject to several variables, including the availability of funding.

COMMENT LETTER 153

RESPONSE TO LETTER 153

10410568
CTZ
P0513

Gold Line Foothill Extension

Suggestions for accommodating freight customers in Irwindale and Azusa:

Miller Brewing: This site is also served by the SCRRA Azusa branch. The track between the Metrolink main line (Orange Ave. Jct.) and Azusa is currently restricted to 10 MPH or less. Rebuilding it to 25mph standards would probably be sufficient for the brewery traffic. Whether replacing ties and straightening the track, or replacing it with welded relay rail on concrete ties would be open to study.

153-2

Totten Tube: The Azusa Branch ends in front of Totten Tube's facility. It should not be difficult to add a spur.

153-3

Monrovia Corn Silos: There's probably room to relocate these and provide truck access somewhere along the Azusa Branch.

153-4

If we figure on replacing the Azusa Branch track and compensating BNSF for lost revenue, even a casual study such as this would indicate that following the above suggestions and not building triple track between Pomona and Irwindale would be the cheaper alternative. Miller Brewing might not be in favor of moving their shipments to Union Pacific service, but one would hope that by the time construction begins, UP will have their operations under better control than they do now.

153-5

Robert L. Davis
8858 Camino Real
San Gabriel, CA 91775-1912
davisrain@aol.com

RECEIVED
JUN 14 2004
PBL
CONST. AUTHORITY

City of Arcadia
Council Chambers Public Hearing
June 14, 2004

Comment 153-2

Subsequent to the Draft EIS/EIR, two railroad grade separations have been proposed in Azusa and Pomona to avoid conflicts between freight and LRT operations. Alternate rail access to the Miller property via the Azusa Branch would not be needed.

Comment 153-3

Subsequent to the Draft EIS/EIR, two railroad grade separations have been proposed in Azusa and Pomona to avoid conflicts between freight and LRT operations. Alternate rail access to the Totten Tube via the Azusa Branch would not be needed.

Comment 153-4

Subsequent to the Draft EIS/EIR, it was learned that the granary in Monrovia would be relocating. Freight service to this site has been removed from the project description; see revised Chapter 2, Alternatives.

Comment 153-5

See Comment 153-1.

COMMENT LETTER 153

RESPONSE TO LETTER 153

GOLD LINE FOOTHILL EXTENSION

10410569
CT2
P0513

Foothill Footnote:

Dreams of the Future

This is not a comment or suggestion on the upcoming construction, but a message from the past, or maybe the "Twilight Zone".

Back about twenty years ago, I had a dream, in which the Santa Fe line through Duarte and Irwindale had been electrified, and was served by Pacific Electric 5300-class cars. These are not in any PE history—they are something my subconscious conjured up, probably with help from an everything-on-it pizza. The bodies were like Hollywood cars (600-759, later 5050-5181), the operator's position was like a PCC streetcar from San Francisco, and the ends were like some Cleveland or Chicago rapid transit cars. Like all PE cars, they were low-platform loading, and as I recall the dream sequence, I got on car 5304 between regular stops, near Duarte Rd. and Buena Vista St. and rode to Irwindale.

153-6

Sometimes, to quote Mary Wilson of the Supremes, "dreams do come true".

This entry is not necessary to the furtherance of the Gold Line extension, but I just wanted to contribute it to the record.

Robert L. Davis
8858 Camino Real
San Gabriel CA 91775-1912
davistrain@aol.com

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JUN 14 2004
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City of Arcadia
Council Chambers Public Hearing
June 14, 2004

Comment 153-6

No comment listed; no response can be made.

COMMENT LETTER 154

RESPONSE TO LETTER 154

10410638
CT2
PO 513

EIRCOMMENTS

From: Larry Onaga [lonaga@ci.azusa.ca.us]
Sent: Monday, June 21, 2004 5:07 PM
To: EIRCOMMENTS
Subject: City of Azusa EIS/EIR Comments



EIS-DEIR
Comments.doc

Comment letter attached

Lawrence Onaga
Assistant Director of Community Development
www.ci.azusa.ca.us
Phone: (626) 812-5262
Fax: (626) 334-5464

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JUN 21 2004
PBL
CONST.AUTHORITY

COMMENT LETTER 154

RESPONSE TO LETTER 154

June 21, 2004

Habib F. Balian, CEO
Gold Line Construction Authority
625 Fair Oaks Avenue
Suite 200
South Pasadena, CA 91030



Re: Draft Environmental Impact Statement/Environmental Impact Report for the Gold Line Phase II.

Dear Mr. Balian,

Thank you for the opportunity to comment on the Draft Environmental Impact Statement/Environmental Impact Report for the Gold Line Phase II, Foothill Extension. The City of Azusa supports the Foothill Extension, and has articulated that support into newly adopted General Plan goals and policies, and the adoption of a specific plan for an area around the Azusa Citrus Avenue Station.

154-1

The following comments are offered on behalf of the City of Azusa Engineering and Planning Divisions:

Engineering Division comments:

In the Transportation Technical Report,

- 1. Figure 2-10, does not show the Citrus station parking capacity slated for 350 cars.
- 2. Table 2-12, capacities shown for Azusa and San Gabriel Avenues are incorrect.
- 3. Same table, some lane capacities are assumed at 1600, other at 1200 cars, with no explanation/justification as to why.
- 4. On page 2-71, the study proposes new signals at 3 intersections in Azusa. Since we will install a signal on Azusa and Ninth in 12 to 24 months hence, will Gold Line Authority reimburse us for its cost? [That is, if they will pay for any mitigation at all].

154-2
154-3
154-4
154-5

Nasser Abbaszadeh, PE
City Engineer
City of Azusa

Comment 154-1

Support for the project is acknowledged. Chapter 3-10, Land Use, has been revised to include information on the city's adopted General Plan goals and policies and the adoption of a specific plan for the Azusa Citrus Station area.

Comment 154-2

Subsequent to the Draft EIS/EIR, an updated traffic technical report was prepared to reflect forecasts through 2030. It was provided to the City for review in June 2005. A copy of the revised traffic technical report is in Volume V of the Final EIS/EIR.

Comment 154-3

See Comment 154-2.

Comment 154-4

See Comment 154-2

Comment 154-5

See Comment 154-2

COMMENT LETTER 154

RESPONSE TO LETTER 154

Gold Line Construction Authority
 DEIS/DEIR Comments
 June 21, 2004
 Page 2 of 2

Planning Division comments:

1. ES-4.4 Alternatives to Be Evaluated. On page ES-12, the Full-Build Alternative is described. The City supports this alternative, but recommends the EIS/EIR analyze extending Segment 1 to the Azusa Citrus Avenue Station. The area surrounding the Citrus Avenue Station is one of the few locations along the entire 24-mile Phase II extension designed with light rail transit in mind, and it is within walking distance of Citrus College and Azusa Pacific University.

154-6

On May 4, 2004, the voters of the City of Azusa approved a specific plan for the development of the 500-acre Monrovia Nursery, which includes the Citrus Avenue Station. In anticipation of the Gold Line Phase II, the Monrovia Nursery Specific Plan was designed to include a compact mixed-use "Promenade" area, which was designed as a transit oriented development. The Monrovia Nursery Specific Plan supports the goals and objectives for transportation improvements in the study corridor (Table ES-1 – page ES-8). Up to 1,250 new dwelling units and 50,000 square feet of commercial space are expected to be completed within the next five years – a construction period that coincides with the estimated completion of Segment 1.

154-7

2. ES-4.2.1 Stations. In the description of the Alameda Avenue Station on page ES-55 and Figure ES-37, a block bounded by Alameda Avenue, 9th Street, and Dalton Avenue is identified as a possible location for a 400 space parking facility. The City of Azusa has identified the block immediately west of this block – the block bounded by Azusa Avenue, 9th Street, and Alameda Avenue - as a preferable location for such a facility.

154-8

3. Table ES-3, Construction Impacts. Acquisitions & Displacements. Pages ES-85 and ES-86 say that Azusa "would need to acquire eight total parcels and displace eight residences and two businesses." As noted in comment #2 above, the preferred location for future station parking facilities is the block west of the identified location. This section needs to identify the number of residences and businesses displaced within the Azusa Avenue/9th Street/Alameda Avenue block.

154-9

4. ES-7 Summary of Impacts by City. ES-7.6 City of Azusa. Operational Period. The City of Azusa is concerned that operational noise, especially from train horns, is mitigated to the greatest extent possible. All feasible measures should be implemented, including reducing speeds in sensitive areas in order to reduce the duration and decibel levels of horns.

154-10

Lawrence Onaga
 Assistant Director of Community Development
 City of Azusa

Comment 154-6

Subsequent to the Draft EIS/EIR, the proposed project has been refined. The first segment to be built would extend to Azusa, and would be completed by 2009, subject to several variables, including the availability of funding.

Comment 154-7

Chapter 3-10, Land Use, has been revised to include information on the city's specific plan for the Azusa Citrus Station area.

Comment 154-8

Subsequent to the Draft EIS/EIR, the proposed project has been refined. The alternate parking area bounded by Azusa Avenue, 9th Street and Alameda Avenue has been modified in the project description. See revised Chapter 2, Alternatives.

Comment 154-9

Chapter 3-1, Acquisitions and Displacements has been modified to reflect the change in parking locations.

Comment 154-10

Please see revised Chapter 3-11, Noise and Vibration, for a complete description of how noise impacts were evaluated, where impacts occur, and how they will be mitigated, if found to be significant. In most situations, noise would be mitigated by providing noise barriers (soundwalls), in some locations by providing sound-insulating windows, or a combination of such measures.

COMMENT LETTER 155

RESPONSE TO LETTER 155



Public Comment Card

Gold Line Phase II – Pasadena to Montclair
Draft Environmental Impact Statement / Environmental Impact Report

Tracking # 10410402
CT2
POST3

Name: Henryka Malinik Date: 5-19-04

Organization (If appropriate): SOCATA

Address: 3002 Lousburg, Claremont

Telephone: 909-626-3261 E-mail: _____

Comments (use reverse side / additional sheets as needed):

RECEIVED
MAY 19 2004
PBL
CONST. AUTHORITY

Since I suspect that the most likely to ~~submit~~
submit comments will be those who oppose
the project, I have to go on record as strongly
supporting it.

I have had very informative and enjoyable
conversations with the staff people at the open
house. It's a great idea to hold such
an open house - and yes, this participatory
and attendance is ~~at such~~
open houses is an important component
of democracy.

Can't wait to ride the Gold Line
to Claremont!

City of Claremont Public Hearing
May 19, 2004

Thank you for your comments. Please leave this form at the Comment Form In-box, or mail to: Metro Gold Line Foothill Extension Construction Authority, 625 Fair Oaks, Suite 200, South Pasadena, CA 91030. Or fax to: 626-799-8599. Comments may also be e-mailed to aircomments@metrogoldline.org. The deadline for comments is midnight on June 21, 2004. All comments must be submitted in writing. For further questions or assistance, please call 626-799-0080.

Comment 155-1

Support for the project is acknowledged.

COMMENT LETTER 156

RESPONSE TO LETTER 156

Jun 21 2004 12:02PM City of Claremont Enginee 909 399 5327 p.2



CITY OF CLAREMONT

Community Development Department

City Hall
207 Harvard Avenue
P.O. Box 880
Claremont, CA 91711-0880
FAX (909) 399-5327

Building • (909) 399-5471
Planning • (909) 399-5470
Engineering • (909) 399-5465
Community Improvement • (909) 399-5467
Economic Development • (909) 399-5341

June 21, 2004

Blue Line Construction Authority
625 Fair Oaks Avenue, Suite 200
South Pasadena, CA 91030

Dear Sirs:

Thank you for the opportunity to comment on the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS). The City of Claremont supports the construction of both Phase I and Phase II of the Gold Line Extension and views this project as an important component in enhancing the regional transportation network linking the east end of Los Angeles County with Pasadena and downtown Los Angeles.

However, we believe there will be significant impacts to our community in the areas of acquisition, traffic/circulation, emergency response times, noise, and aesthetics. The following outlines additional analysis, mitigation measures, or corrections needed to the DEIR/DEIS:

Acquisition and Displacement

- 1) While the City of Claremont supports the Gold Line Extension project, we do not support the double track Gold Line design through Claremont because of the right of way acquisition impacts on local businesses and loss of access and parking associated with the Indian Hill Villas senior housing complex.
2) On page 3-1-31, the Pacific Electric Railroad right of way appears to be situated too far north into First Street. The use of the Pacific Electric right of way appears to conflict with a regional bike path planned using this right of way in both San Bernardino and Los Angeles County.
3) Any loss of parking at the office, commercial, and residential complexes located south of the railroad right of way between College and Indian Hill due to any right of way

156-1

156-2

156-3

Comment 156-1

Support for the proposed project is acknowledged. Subsequent to the Draft EIS/EIR, the Claremont station has been revised to provide two LRT tracks on the north side of the Construction Authority-owned right of way with a center platform station, with one Metrolink/freight track and a side platform on the north side of the Metrolink right of way; access would be from College Avenue. Acquisitions and parking options on the south side of the track reported in the Draft EIS/EIR have been eliminated. Parking would be provided in a structure on the existing Metrolink parking lot. The Claremont City Council approved this station and parking configuration on February 22, 2005 (PDR, page4-43). Please see revised Chapter 2, Alternatives for more information. This configuration would eliminate the need to expand the right of way to the south and would thus avoid access impacts to the Indian Hills Villa senior housing complex.

Comment 156-2

Subsequent to the Draft EIS/EIR, the proposed project has undergone further planning refinement. The potential use of the former Pacific Electric right of way has been eliminated, thus avoiding potential impact to a planned regional bike route that would make use of that right of way.

Comment 156-3

Please see revised Chapter 3-15.

COMMENT LETTER 156

RESPONSE TO LETTER 156

Gold Line EIR Comment Letter
June 21, 2004
Page 2 of 4

acquisition needs to be replaced on a one-to-one ratio. The replacement parking will need to be located adjacent to the building affected and available for use prior to the commencement of project construction. This needs to be included as an additional mitigation measure.

156-3
cont'd

Traffic/Parking

4) We do not support the two mitigation measures proposed within Claremont as enumerated on page 3-15-124, namely the signalization of the Santa Fe/Indian Hill intersection and the re-striping of Indian Hill at First Street.

156-4

We request an alternative mitigation measure of converting Santa Fe Road into one-way street traveling in an eastbound direction (right turn only out on the west side of Indian Hill and right turn only in on the east side of Indian Hill). In addition, a landscaped median should be installed on Indian Hill south of the railroad crossing. This would preclude traffic from attempting to cross Indian Hill.

156-5

In regard to the Indian Hill/First Street re-striping mitigation measure, the Village Expansion EIR evaluated the future traffic volumes with a real-time traffic model. The conclusions reached in the Village Expansion EIR indicated that this intersection would operate at an acceptable level of service.

156-6

In addition, the EIR/EIS assumes that the parking structure currently being planned at First Street would have 700 parking spaces devoted to the Gold Line. This is incorrect; the City-built parking structure will have 450+/- parking spaces, of which up to 200 spaces will be available for transit riders. The remaining parking will need to be provided at the existing Metrolink lot located at College and First Street. The traffic model should be rerun using the smaller City-built parking structure at First and Indian Hill and more Gold Line parking at the Metrolink lot. As such, we request that the traffic volumes projected for the Indian Hill crossing be restudied.

156-7

There is not sufficient roadway width to simply re-stripe in order to gain additional lanes on Indian Hill. Substantial work would need to be done to gain additional road width at the expense of the current sidewalk and landscape improvements. This would be contrary to the City's goals of making this portion of the Village more pedestrian and retail friendly.

156-8

Instead, we believe the mitigation measure should be that Gold Line Authority will use the most efficient/smart gate closures at all of the intersections within Claremont to ensure that the gate arms are down for as little time as possible to have the least amount of impact on the flow of traffic.

156-9

5) We believe an additional mitigation measure should be added that would require the Gold Line Authority to underground the Cambridge Avenue/rail right of way crossing (railroad would remain level with the road going beneath) so that one north/south access will remain passable at all times within Claremont to handle emergency responses and provide residents with an alternative route unaffected by train traffic.

156-10

Comment 156-4

Subsequent to the Draft EIS/EIR, an updated traffic analysis was conducted to reflect forecasts through 2030. The project has undergone further planning refinement, including per the City's request converting Santa Fe Street into a one-way street. In summary, the Final EIS/EIR evaluation found that the Gold Line project had no significant impacts on the Santa Fe/Indian Hill and Indian Hill/First St intersections. Please see revised Chapter 3-15.3 for a revised listing of mitigation measures.

Comment 156-5

See Comment 156-4

COMMENT 156-6

See Comment 156-4. Per the revised analysis, the intersection of Indian Hill/First does operate at acceptable levels

Comment 156-7

Since the Draft EIR/EIS was released, the proposed project has undergone further engineering refinement. Parking would be provided in a structure on the existing Metrolink parking lot. The Claremont City Council approved this parking configuration on February 22, 2005 (PDR, page4-43). Please see revised Chapter 2, Alternatives for more information. As a result, potential use of city-built parking east of Indian Hill has been eliminated.

COMMENT LETTER 156

RESPONSE TO LETTER 156

Gold Line EIR Comment Letter
June 21, 2004
Page 2 of 4

acquisition needs to be replaced on a one-to-one ratio. The replacement parking will need to be located adjacent to the building affected and available for use prior to the commencement of project construction. This needs to be included as an additional mitigation measure.

156-3
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156-8

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156-9

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156-10

Comment 156-8

See Comment 156-4. Subsequent to the Draft EIS/EIR, the proposed project has undergone further planning refinement that has resulted in no impacts due to the Gold Line project on intersections within the City of Claremont. Consequently, the current physical configuration along Indian Hill will remain the same.

Comment 156-9

See Comment 156-4. Please see Grade Crossing Detailed Analysis. The gates that will be used to operate at all intersections will be four quadrant gates. Pedestrian gates will also be provided. These gates will follow the engineering standard to provide safety with little impact on traffic flows.

COMMENT LETTER 156

RESPONSE TO LETTER 156

Gold Line EIR Comment Letter
June 21, 2004
Page 3 of 4

Otherwise, the impact on circulation and emergency response may be significant with the gates going down every 6-15 minutes. If this is not included as a mitigation measure, then the City believes that this impact is significant and cannot be properly mitigated.

156-10
cont'd

6) The path of travel from the existing Metrolink lot along College Avenue south to the College Park Little League field needs to be clearly marked across the various rail tracks. Users of the Little League field frequently park in the Metrolink lot and travel to the ball field during the baseball season. This safety issue needs to be further explored in the DEIR/EIS.

156-11

Noise and Vibration

7) Claremont believes that additional mitigation measures need to be included to require the use of wayside horns and discourage the use of train horns given the frequency of Gold Line trains for the 20+ hours per day that will be passing through Claremont. In addition, the EIR/EIS should include a mitigation measure in which Claremont is designated a "quiet zone" because of the density of residential development adjacent to the rail line and the adjacency of both the Metrolink and Gold Line trains.

156-12

8) Claremont supports the construction of sound walls along Claremont's portion of the right of way and the upgrade of windows on residential structures located adjacent to the project route where noise will exceed the City's noise thresholds of 60 dba between 7 a.m. and 10 p.m. and 55 dba between 10 p.m. and 7 a.m. because of the frequency of train trips for 20+ hours per day. These improvements should be completed prior to commencement of Gold Line construction. This should be added as a mitigation measure or the EIR/EIS should find that this is a significant impact.

156-13

Visual Impact

9) Claremont disagrees with the conclusion outlined at page 3-17-26 and believes that given the use of catenary wire system, there will be an unavoidable visual impact to Claremont even with the addition of the below mitigation measure. The catenary electrical supply system will introduce towers, electric wires, support wires, and other visual elements across four major north/south Claremont streets. These structures and wires will be highly visible at Claremont Boulevard, College Avenue, Indian Hill Boulevard, and Cambridge Avenue. The overhead poles and wires are contrary to the City's development standards, which require underground utility systems. While we understand the desirability of an above-grade electrical system, it will cause a visual impact, which should be found significant and unable to be mitigated. The project benefits will need to outweigh the project's impacts in order to approve the project.

156-14

10) Claremont requests that a requirement be added that requires remodeling of existing platforms and any new platform(s) to match the colors, materials, and design features

156-15

Comment 156-10

A grade separation analysis was completed for the 43 grade crossings along the alignment. That analysis did not indicate that Cambridge Avenue warranted a grade separation from a traffic perspective. Please see revised Chapter 3-15, Traffic and Transportation. Since the traffic impact at this location was not shown to be significant, and thus there would not be substantive impacts to emergency response time, no mitigation measure is required. In general, the passage of LRT trains "block" an intersection with the gates in the down position for about 45 seconds.

Comment 156-11

Pedestrian passage marking across the rail right of way would be provided. In addition, pedestrian gates to restrict movement across the right of way when train warning signals are actuated are included in the project design standards similar to conditions on the currently operating Gold Line Phase I segment from Downtown Los Angeles to Pasadena.

Comment 156-12

Please see revised Chapter 3-11, Noise and Vibration, for a complete description of how noise impacts were evaluated, where impacts occur, and how they will be mitigated, if found to be significant. In most situations, noise would be mitigated by providing noise barriers (soundwalls), in some locations by providing sound-insulating windows, or a combination of such measures. A quiet zone cannot be listed as a mitigation measure by the Construction Authority since the creation of such zone requires application for a quiet zone by the City and approval by the CPUC. The project design includes elements that would support the City's application.

COMMENT LETTER 156

RESPONSE TO LETTER 156

Gold Line EIR Comment Letter
June 21, 2004
Page 3 of 4

Otherwise, the impact on circulation and emergency response may be significant with the gates going down every 6-15 minutes. If this is not included as a mitigation measure, then the City believes that this impact is significant and cannot be properly mitigated.

156-10
cont'd

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156-11

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156-14

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156-15

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Please see revised Chapter 3-11, Noise and Vibration, for a complete description of how noise impacts were evaluated, where impacts occur, and how they will be mitigated, if found to be significant. In most situations, noise would be mitigated by providing noise barriers (soundwalls), in some locations by providing sound-insulating windows, or a combination of such measures. Noise impact thresholds are established according to the criteria of the Federal Transit Administration and are the basis for determining mitigation.

Implementation of mitigation measures adopted under CEQA as part of project approval by the Construction Authority would be completed during construction.

Comment 156-14

The potential visual impact of overhead wires is acknowledged and is discussed in Chapter 3-17. The Construction Authority agrees that the visual impact, because of the subjective nature in assessing impacts, can be considered an unavoidable significant impact under CEQA. The Construction Authority will address this issue in the Statement of Overriding Considerations as part of project approval.

Comment 156-15

As stated in the EIS/EIR, the Construction Authority will consult with the City regarding design features of the LRT station through a station design/art review committee.

COMMENT LETTER 156

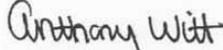
RESPONSE TO LETTER 156

Gold Line EIR Comment Letter
June 21, 2004
Page 4 of 4

of the existing platforms in Claremont adjacent to the Santa Fe Depot. As noted in the DEIR/DEIS, this building is on the National Register of Historic Structures. **156-15**
↑ cont'd

If you have questions regarding the above comments, please contact either City Engineer Craig Bradshaw at (909)-399-5465 or City Planner Lisa Prasse at (909) 399-5470. Thank you again for the opportunity to comment on the Draft EIR/EIS for the Gold Line extension project.

Sincerely,



Anthony Witt
Community Development Director

- c: Claremont City Council
- Glenn D. Southard, City Manager
- Jim Lewis, Assistant to the City Manager
- Craig Bradshaw, City Engineer
- Lisa Prasse, City Planner
- Traffic and Transportation Commission

lprasse\vtoria\goldline\comt

COMMENT LETTER 157

RESPONSE TO LETTER 157



CITY OF GLENDORA CITY HALL (626) 914-8200
 116 East Foothill Blvd., Glendora, California 91741
 www.ci.glendora.ca.us

June 21, 2004

Habib F. Balian, Chief Executive Officer
 Los Angeles To Pasadena Metro Blue Line construction Authority
 625 Fair Oaks Avenue, Suite 200
 South Pasadena, CA 91030

RECEIVED
 JUN 22 2004
 PBL
 CONST. AUTHORITY

RE: Gold Line Phase II DEIS/EIR Comments from the City of Glendora

Dear Mr. Balian,

The City of Glendora appreciates the opportunity to comment on the Draft Environmental Impact Statement/Report for the Gold Line extension from Pasadena to Montclair. Following is a brief list of our comments and concerns regarding potential impacts from the project for the City of Glendora:

Azusa Monrovia Nursery project

Please ensure that the Gold Line EIR addressed all potential impacts connected with the City of Azusa's Monrovia Nursery development which will encompass approximately 1,500 housing units and small commercial area. There may be grading and drainage impacts in the Azusa area of the Light Rail line. Traffic impacts may be significant for all intersections in the vicinity of the development and rail line. The City of Glendora was not satisfied with the traffic analysis of impacts from the development on intersections in Glendora and has requested additional studies for at least 4 intersections. Please verify that: 1) the EIR addressed cumulative impacts from the Monrovia Nursery development on intersections in Glendora and 2) that the EIR did not accept the Azusa EIR traffic study data for Glendora.

157-1
 157-2

Citrus Avenue Grade Separation

The EIR documents (page C-222 and S-027 for Bridge 12c of Volume III, Conceptual Engineering Drawings) show a proposed grade separation for the extension of Citrus Avenue in the City of Glendora. The extension of Citrus is part of the City of Azusa's Monrovia Nursery development project. Our understanding in reviewing Azusa's proposed grade separation for Citrus was that the Citrus grade would be lowered approximately 7 feet and the grade of the railroad would be elevated approximately 7 feet to accommodate the grade separation yet avoid significant grading impacts for properties along Citrus Avenue. The Gold Line EIR indicates that there will be no change in the elevation of the railroad and Citrus Avenue will be lowered approximately 18 feet at the intersection. Based on our earlier understanding of elevations in the vicinity of this intersection, this could have a significant impact on adjacent properties due to the fact that Citrus Avenue would need to be gradually lowered for a significant distance south of the intersection. What impacts will this have on Foothill Boulevard in the vicinity of the

157-3

Gold Line EIR Comments
 June 21, 2004
 Page 1 of 3

PRIDE OF THE FOOTHILLS

Comment 157-1

Subsequent to the Draft EIS/EIR, an updated traffic technical report was prepared to reflect forecasts through 2030. It was provided to the City for review in June 2005. A copy of the revised traffic technical report is in Volume V of the Final EIS/EIR. The traffic growth factor used is based on the SCAG socio-economic data, which is assumed to take into consideration projected local and regional development. Since the Monrovia Nursery development was approved prior to the model analysis, then its cumulative impact would be included in the growth factor.

Comment 157-2

Subsequent to the Draft EIS/EIR, an updated traffic technical report was prepared to reflect forecasts through 2030. It was provided to the City for review in June 2005. Inputs to this study were approved by the City. A copy of the revised traffic technical report is in Volume V of the Final EIS/EIR. The traffic growth factor used is based on the SCAG socio-economic data, which is assumed to take into consideration projected local and regional development. The Gold Line Foothill Extension Draft EIS/EIR, did not base traffic projections and distribution in Glendora on the Azusa EIR traffic study data.

Comment 157-3

Based on the design provided by the Rosedale developer, the Citrus Avenue rail crossing will be raised and the road extension will be slightly lowered. The Construction Authority is cooperating with the developer to incorporate the Foothill Extension projects into that project's plans, including improvements to Citrus Avenue.

COMMENT LETTER 157

intersection? What impacts will this have on Citrus College immediately south of the intersection? Will there be adequate distance to meet existing grades north of the intersection consistent with the Monrovia Nursery project? Please note that any grading proposed in the City of Glendora will require City review and approval.

157-3
cont'd

Route 66 Bridge Overpass

The Route 66 Bridge overpass is proposed to be upgraded and possibly expanded if the third rail is added. Graffiti on the trestle has been a maintenance issue for the City in the past. What design or barrier elements are proposed to discourage graffiti and allow for proper maintenance?

157-4

Noise

Noise, primarily from crossing signals and train horns has been a major concern of Glendora residents. A number of general concepts are mentioned in the EIR to mitigate noise. How will specific mitigations be identified to address noise issues along the railroad right of way? Will the City have some review and approval of any mitigations proposed? One mitigation that was not mentioned is limiting crossing barrier alarms to only the descending phase. This would significantly reduce noise impacts as trains cross intersections. The City of Glendora is also concerned about the noise impacts from required train horns or whistles at intersections. This will also have a disturbing impact on area residents and businesses. What specific mitigations are proposed to reduce these impacts? Will the City have any review opportunity for proposed sound wall or landscape design? Please note that the City has a maximum wall height of 6 feet unless a variance to exceed 6 feet is approved by the City.

157-5

Pedestrian Safety

Comments were received at a City sponsored Gold Line meeting in conjunction with our General Plan Update about how accessibility will be addressed at intersections. Current crossing gates create barriers for wheelchair accessibility. Please ensure that adequate handicap accessible crossings are included in the project.

157-6

Traffic

The traffic study incorrectly identifies Route 66 in Glendora as Alosta Avenue.

157-7

Regarding recommended intersection improvements:

Grand Avenue and Foothill Blvd. The suggested improvement is fine. However, you will need to ensure that the analysis took into consideration the proposed William Lyon Homes development of 155 units immediately north of Grand and Foothill which will have a significant impact on traffic at this intersection.

157-8

Glendora Avenue and Route 66. The proposal mentions possible acquisition of an additional 2 feet of right of way. How will this be accomplished? Will the Blue Line Authority purchase additional property?

157-9

Glenwood Avenue and Route 66. The suggested signalization must be approved by the City to ensure proper left turn phasing.

157-10

Lone Hill Avenue and Auto Centre Drive. The City has received recent information from other projects indicating a LOS of F at Lone Hill and Auto Centre Drive. The traffic study submitted for the Gold Line EIR indicates an LOS of C. Please provide additional information on the

157-11

Gold Line EIR Comments
June 21, 2004
Page 2 of 3

RESPONSE TO LETTER 157

Comment 157-4

Design would include the use of graffiti resistant coatings.

Comment 157-5

Please see revised Chapter 3-11, Noise and Vibration, for a complete description of how noise impacts were evaluated, where impacts occur, and how they will be mitigated. It should be noted that regulations require freight trains to sound their horns one-quarter mile in advance of at-grade crossings. By contrast, LRT vehicles are required to sound warnings 20 seconds or 300 feet in advance on an at-grade crossing. Accordingly, the impacts of LRT warning devices are much less than for freight trains. Although the City will have opportunities to review and comment on mitigation measures, the responsibility for their implementation lies solely with the Construction Authority. The Construction Authority is not subject to local ordinance, such as the restriction on the height of walls. However, the Construction Authority has adopted a policy to comply with the noise ordinances of Foothill Extension cities during the construction process.

Comment 157-6

All grade crossings are designed to ADA standards, and are subject to approval of the CPUC.

Comment 157-7

See Comment 157-1.

COMMENT LETTER 157

RESPONSE TO LETTER 157

intersection? What impacts will this have on Citrus College immediately south of the intersection? Will there be adequate distance to meet existing grades north of the intersection consistent with the Monrovia Nursery project? Please note that any grading proposed in the City of Glendora will require City review and approval.

157-3
cont'd

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157-8

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157-9

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157-11

Gold Line EIR Comments
June 21, 2004
Page 2 of 3

Comment 157-8

See Comment 157-1. The traffic growth factor used is based on the SCAG socio-economic data, which is assumed to take into consideration projected local and regional development. Since it is anticipated that the traffic data will be updated for Segment 2, when it nears construction, projects such as the William Lyon Homes development will be in place by then and its impacts will be reflected in the updated traffic counts.

Comment 157-9

Subsequent to the Draft EIS/EIR, the proposed project evaluation has undergone refinement and more detailed evaluations. Adequate right of way was found to be available to accommodate this proposed mitigation measure.

Comment 157-10

See Comment 157-1. All signalization plans will be prepared using City guidelines and will be submitted to the City for review, comment and approval,

Comment 157-11

See Comment 157-1. The intersection geometry at Lone Hill and Auto Centre Drive was modified according to the City of Glendora's comment. Configuration is updated. Additional counts and evaluation of the Lone Hill and Auto Centre Drive intersection was conducted during the Final EIS/EIR phase with close collaboration with the City of Glendora. The revised growth factors, future traffic volumes and levels of service were reviewed and concurred by the City of Glendora.

COMMENT LETTER 157

RESPONSE TO LETTER 157

methodology used to determine LOS C. Staff also notes that the sketch provided by Wiltec for Lone Hill and Auto Centre Drive incorrectly identifies lanes which could impact the analysis. There are only two northbound through lanes, not three; two westbound left turn lanes and one westbound right turn lane. Lone Hill Avenue is currently a heavily impacted roadway. Therefore, Glendora will require a corridor delay study to be prepared to ensure that the existing LOS for the corridor will not be further impacted from the proposed Light Rail project.

↑
157-11
cont'd

Glendora Station Entry. The EIR does not address the location of the entry to the proposed 400 space parking area for the Glendora Avenue station. The entry will almost certainly be located on Glendora Avenue just south of Meda Avenue. No analysis was provided on potential impacts from this parking lot on adjacent intersections including Meda and Glendora Avenues, Vermont and Meda Avenue and Vista Bonita and Glendora Avenues.

|
157-12

Please contact me at 626-914-8218 if you have any questions.

Sincerely,

Dianne Walter,
Senior Planner

Cc: Stan Wong, Director, Planning and Redevelopment
David Chantarangsu, Assistant Planning Director
Richard Cantwell, Public Works Director

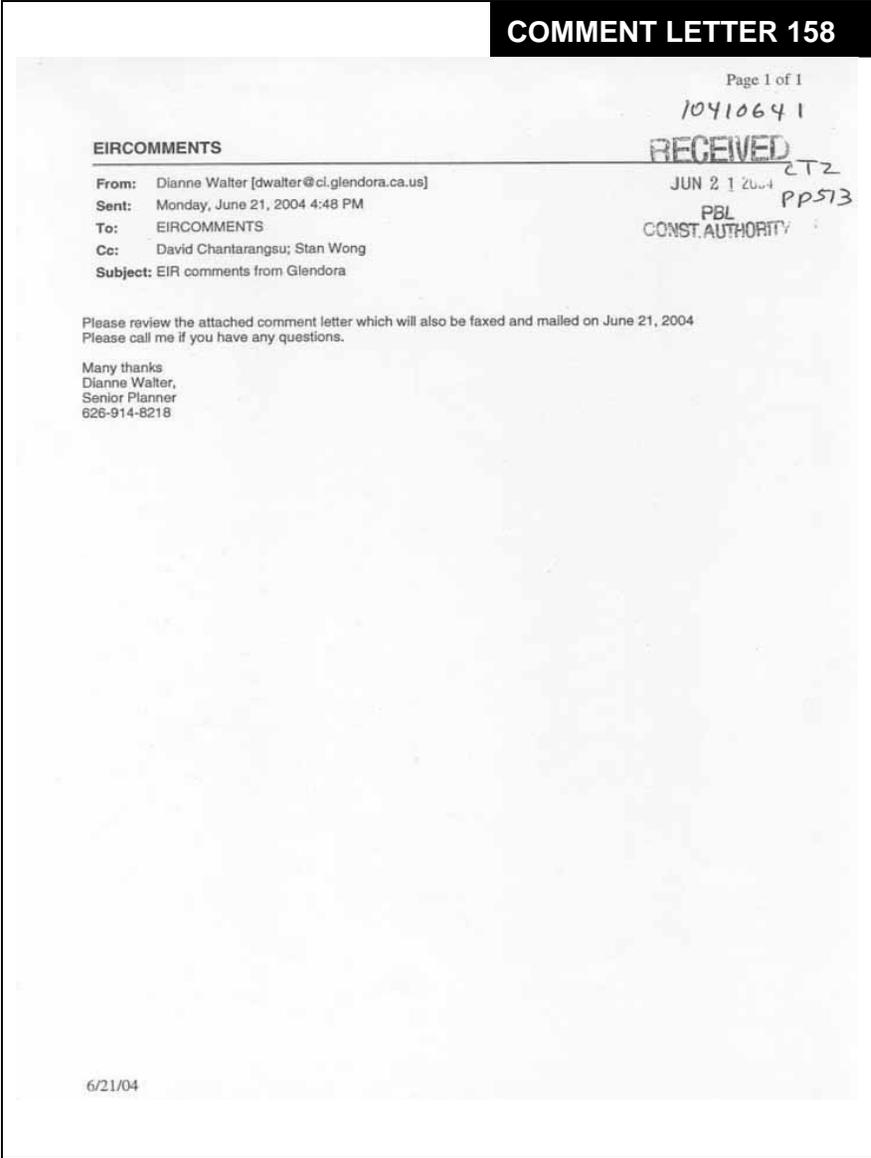
Comment 157-12

The traffic analysis for the Full Build Alternative at the 22 intersections evaluated in the City of Glendora incorporated the distribution of trips at these intersections from the traffic generated from the proposed parking structures. However, minor intersections such as Meda Ave/Glendora Ave, Vermont Ave/Meda Ave, and Vista Bonita Ave/Glendora Ave, were not included in the analysis

See revised Chapter 2, Alternatives, for further information on station parking and layouts. See revised Chapter 3-15, Traffic and Transportation, for impacts to area intersections; this analysis includes the influence of station parking.

COMMENT LETTER 158

RESPONSE TO LETTER 158

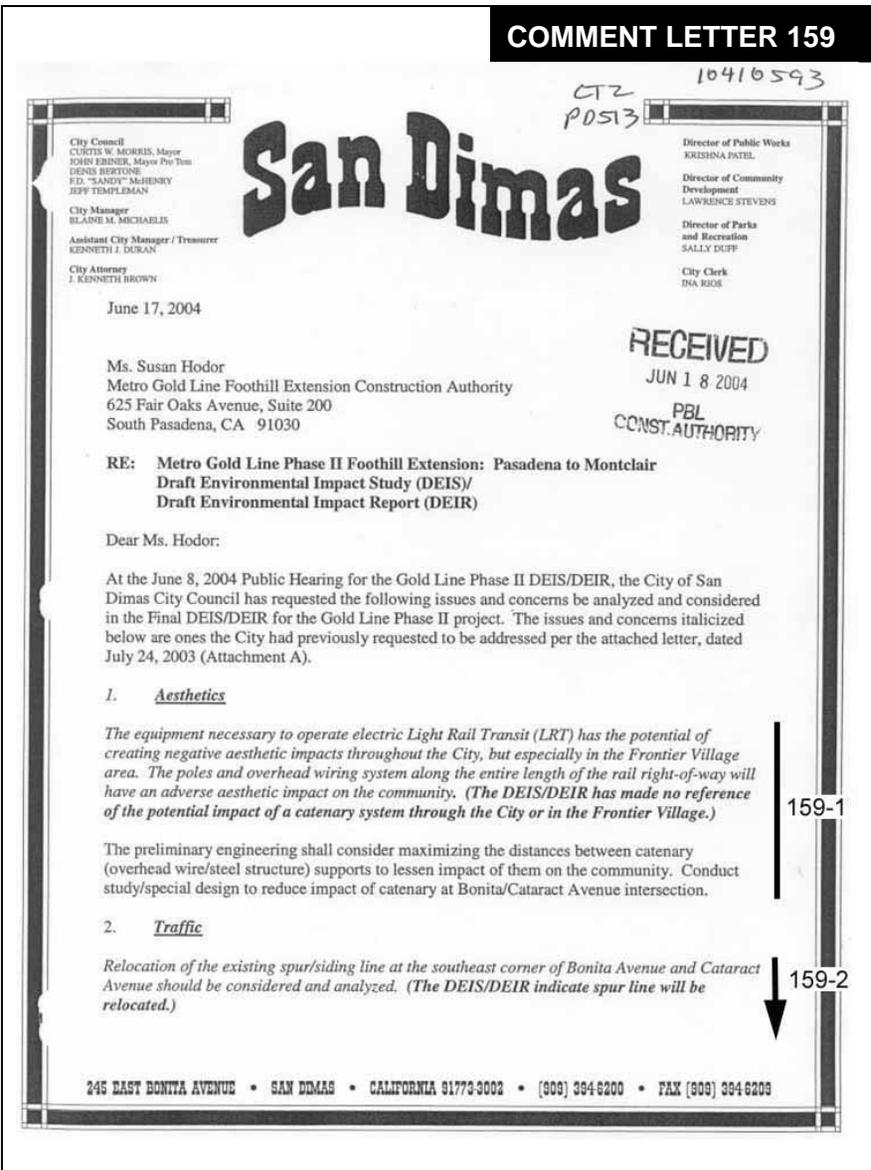


Comment 158-1

Correction of “Meda Avenue” to “Ada Avenue” in the City’s faxed comments is noted.

COMMENT LETTER 159

RESPONSE TO LETTER 159



Comment 159-1

An overhead catenary system is required for the operation of the LACMTA LRT system. The potential visual impact of overhead wires is acknowledged and is discussed in revised Chapter 3-17, Visual Impacts. The Construction Authority agrees that the visual impact, because of the subjective nature in assessing impacts, can be considered an unavoidable significant impact under CEQA. The Construction Authority will address this issue in the Statement of Overriding Considerations as part of project approval.

Comment 159-2

Relocating the existing spur line is beyond the scope of the project. Expansion of bus services and access facilities not directly under the jurisdiction of the Construction Authority is beyond the scope of the project and not required as a mitigation measure.

COMMENT LETTER 159

RESPONSE TO LETTER 159

Ms. Susan Hodor
June 17, 2004

Page 2

Project mitigation should consider expansion of bus services and bicycle, pedestrian and auto access facilities at each of the intermodal stations. (The DEIS/DEIR has not expanded on this item.)

159-2
cont'd

The feasibility of a grade separation at the intersection of Bonita Avenue and Cataract Avenue should be evaluated as the Light Rail Transit (LRT) and has the potential to adversely impact traffic flow in the heart of Downtown San Dimas. An appropriate Traffic Mitigation and visual impact plan for the intersection of Bonita Avenue and Cataract Avenue should be developed.

159-3

Grade Separation

The feasibility of below street grade separation of LRT has not been adequately addressed. The City believes that, despite the contention that this intersection does not warrant or meet MTA criteria for grade crossing, further additional consideration and analysis should be made due to the unique circumstances of the crossing, namely a skew crossing that is almost 300 feet long, a unique crossing that would adversely impact traffic flows and may impede and delay traffic into and out of our downtown. Therefore, this intersection merits a "special study consideration" – a study that addresses issues outside the current MTA guidelines.

159-4

However, it should also be noted that a grade separation raises issues of its own because it could bisect the downtown and separate it from the remainder of the Bonita corridor. Impact on circulation for local business must be analyzed. Circulation is already a problem at this location, with much greater separation between trains. The idea of increasing lanes on west bound Bonita Avenue is not acceptable to the City.

GENERAL TRAFFIC IMPACTS

The evaluation methodology used to determine the impacts on traffic operations due to the proposed Gold Line Phase II alignment consisted of the development of future 2025 traffic forecast using the MTA travel demand forecasting model, as well as data obtained from SCAG with reference to historical traffic data, potential population and employment growth within thirteen cities of the corridor area.

For the City, the traffic impact and level of services predicted under different alternatives at various intersections are summarized and tabulated in Attachment B, along with the City's comments and concerns about the project mitigation.

159-5

It is the City's belief that the studies conducted are based on the conservative SCAG and MTA models for the entire 24-mile corridor and not at a level based on a typical 1% ambient growth criteria typically used by area traffic engineers. Meaning, there is a possibility that some of the mitigations recommended under Attachment B may not be necessary or feasible.

The final EIS/EIR should consider a focused re-evaluation of the Traffic Impact Studies that would provide a more realistic traffic impact analysis that may require adjustment to a proposed mitigation as tabulated in Attachment B prior to commencement of this phase of the project.

Comment 159-3

Support for grade separation at Bonita Avenue and Cataract Avenue is acknowledged. A Grade Crossing Preliminary Hazard analysis was completed for all grade crossings along the alignment and resulted in intersection and crossing improvements to improve safety and to allow optimal operation of the crossings and streets. No need for a grade crossing at Bonita/Cataract was shown based on traffic conditions. The City was made aware of opportunities to finance a grade separation at this location but was also informed of the potential impacts that would result from such a structure. Please see revised Chapter 3-15, Traffic and Transportation, for more information. On February 22, 2005, the San Dimas City Council was concurrent that grade separation was not warranted (PDR, page 4-32).

Comment 159-4

See Response 159-3. The Grade Crossing Preliminary Hazard analysis does not differentiate between elevated and subsurface separations, only on whether separation is warranted. Subsequent to the Draft EIS/EIR, the proposed project has undergone further refinement. The Final EIS/EIR evaluation has found the project will make no significant impact to the Foothill Blvd/Citrus Ave intersection. Similarly, the project will not make significant impacts to the Barranca Ave/Foothill Blvd intersection next to Citrus College. The only mitigations proposed along Bonita Avenue, at Acacia and Monte Vista is to signalize these two intersections

Subsequent to the Draft EIS/EIR, an updated traffic technical report was prepared to reflect forecasts through 2030. It was provided to the City for review in June 2005. A copy of the revised traffic technical report is in Volume 5 of the Final EIS/EIR.