

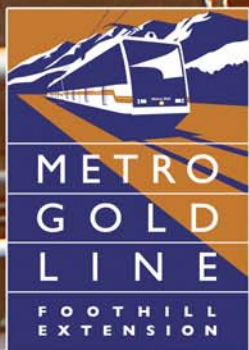
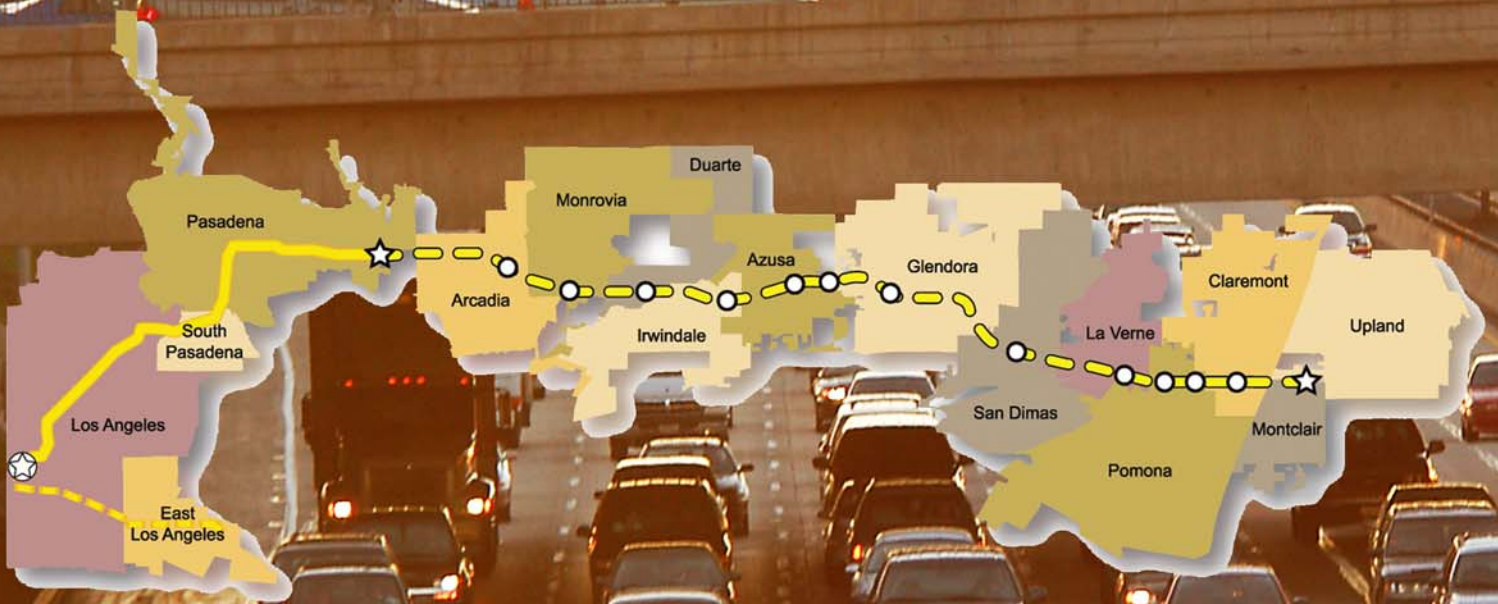
Gold Line Phase II

Pasadena to Montclair - Foothill Extension 2A

Final Supplemental Environmental Impact Report (SEIR)

(SCH No. 2003061157)
December 2010

Executive Summary: SEIR



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Chapter 1. Executive Summary

1.1 Background

The Metro Gold Line Foothill Extension Construction Authority (the “Authority”) previously prepared a Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) for the Gold Line Foothill Extension Project (the “Project”). The Gold Line Foothill Extension is referred to as Phase 2 of the overall Gold Line Foothill Extension Project and, at complete build out, would span from the cities of Pasadena to Montclair. The Foothill Extension Project was divided into two subsequent phases: Phase 2A, spanning from Pasadena to Azusa, and Phase 2B, spanning from Azusa to Montclair. In conjunction with [the](#) Authority’s decision to proceed with Phase 2A, a Final EIR was prepared based on the Draft EIS/EIR and was certified in 2007, though only for the purposes of extension’s Phase 2A. Because no federal action or funding is involved in Phase 2A, no NEPA action is required. The portion of the Phase 2A from Pasadena to Azusa includes 11.5 miles of track through six cities (Pasadena, Arcadia, Monrovia, Duarte, Irwindale, and Azusa), six stations, and the construction of a new Maintenance and Operation Facility (M&O Facility).

The *Gold Line Phase II Pasadena to Montclair-Foothill Extension Final Environmental Impact Report* (2007 Final EIR) previously analyzed the Maintenance and Operations Facility (M&O Facility) at a different location, and construction was planned to be part of Phase 2B. However, current planning calls for completion and operation of the M&O Facility as part of Phase 2A, with a potential site in the City of Monrovia having been identified. Nonetheless, the previously identified Coors-Miller Brewery Company site in Irwindale is analyzed as an alternative to the Monrovia site, as part of the alternatives analysis required by CEQA.

In addition to the M&O Facility relocation, other Phase 2A refinements have been identified after certification of the 2007 Final EIR. These include the realignment of Mountain Avenue at Duarte Road, the relocation of parking structures at the Monrovia and Irwindale LRT stations, replacement of the North Colorado Boulevard Bridge, and the replacement of the San Gabriel River Bridge. Since only minor additions or changes to the 2007 Final EIR would occur as a result of the proposed project revisions, a Supplemental Environmental Impact Report (SEIR) to the 2007 Final EIR will be prepared to provide environmental clearance for the M&O Facility and other Phase 2A refinements.

1.2 Study Area Refinements

All proposed construction and improvements would occur within the Pasadena to Azusa portion of the Project. The 2007 Final EIR included analysis of an M&O Facility in the City of Irwindale adjacent to and west of the Miller-Coors Brewing Company facility. Since publication of the 2007 Final EIR, a new site has been identified. The M&O Facility would now be located in the City of Monrovia on a 27-acre tract of land located south of East Evergreen Avenue (frontage road to I-210 freeway), west of Shamrock Avenue, north of Duarte Road, and east of South California Avenue. At present, two options (Option A and B) for the M&O Facility design are being considered for the Monrovia site. Option A would occupy 27 acres, whereas Option B would occupy 24 acres. The



primary difference between the two options is that Option B would not require a 3.0 acre tract of land located in the southeast portion of the study area, which is currently put to an industrial use, and would reduce project costs. Although the 2007 Final EIR included analysis of parking for each LRT station, relocated parking facilities are currently being proposed at the Monrovia and Irwindale LRT stations due to site constraints at the previously identified locations. The realignment of Mountain Avenue at Duarte Road, the replacement of the North Colorado Boulevard Bridge, and replacement of the San Gabriel River Bridge are also proposed due to design constraints discovered since the 2007 Final EIR was certified. Each of these additional refinements will be analyzed accordingly in this ~~draft~~ SEIR.

1.3 Project Objectives

This project is being developed by the Authority to support operations of the Metro Gold Line and other light rail transit systems. Specific objectives of the project include:

M&O Facility refinements:

- Develop a maintenance and operations facility yard to accommodate LRT system capacity and storage requirements,
- Provide facilities to perform routine and special maintenance for Light Rail Vehicles (LRVs),
- Provide facilities to perform light and heavy duty LRV fleet repairs, and
- Provide storage facilities for LRVs including facilities to house the trains overnight.

Other refinements:

- Realign the Mountain Ave./Duarte Rd. intersection to improve safety,
- Relocate parking at Monrovia Station to better accommodate the City of Monrovia's future transit oriented development (TOD),
- Relocate parking location and configuration at Irwindale station and improve safety and constructability at the Irwindale Station,
- Replace the Colorado Boulevard Bridge to address structural issues and minimize property requirements, and
- Replace the San Gabriel River Bridge design.

Furthermore, the Authority strives for the M&O Facility in Monrovia to be designed and constructed to meet Leadership in Energy and Environmental Design (LEED[®]) Silver Certification. The LEED[®] certification program encourages and accelerates global adoption of sustainable “green” buildings and development practices, recognizing projects that implement strategies for better environmental and health performance. As such, these facilities will be constructed to minimize environmental impacts.

1.4 Project Alternatives Discussion

A number of alternatives were initially evaluated during the Alternatives Analysis portion of studies conducted for the Gold Line Foothill Extension (Gold Line Phase II Extension Pasadena to Claremont Alternatives Analysis, Final Draft Report, dated January 9, 2003). The alternatives analysis for the Gold Line Foothill Extension Phase 2 is described in detail in the 2007 Final EIR.

The 2007 Final EIR previously analyzed the M&O Facility at a different location (City of Irwindale, Miller-Coors Brewery property), and construction was planned to be part of Phase 2B. However, current planning calls for completion and operation of the M&O Facility as part of Phase 2A, with a potential site in the City of Monrovia having been identified. Nonetheless, the previously identified Miller-Coors Brewery Company Irwindale site is analyzed as an alternative to the Monrovia site, as part of the alternatives analysis required by CEQA. This site is described below and is referred to as M&O Facility in Irwindale (Alternative 2).

Similar to the proposed M&O Facility in Monrovia (Option A and B), Alternative 2 would support operations of the Metro Gold Line and other light rail transit systems. The M&O Facility in Irwindale (Alternative 2) is described in the following section and is shown in Figure 5-1. This alternative was analyzed in the 2007 Final EIR and for the purposes of the ~~Draft~~ SEIR for the Foothill Extension Phase 2A Project refinements and is being evaluated as an alternative to the proposed M&O Facility in Monrovia, as described in Chapter 3 Project Description.

1.5 Environmental Process

The SEIR was prepared following input from affected agencies and members of the public. In accordance with Section ~~15063~~15082 of the CEQA Guidelines, a notice of preparation (NOP) was prepared and distributed to responsible and affected agencies and other interested parties for public review. The public review period for the NOP began on May 17, 2010, and ended on July 2, 2010. The NOP was also posted in the Authority's office and sent to the State Clearinghouse at the Governor's Office of Planning and Research to officially solicit statewide agency participation in determining the scope of the SEIR (SCH# 2003061157). In addition, the NOP was sent to agencies along the Phase 2A corridor. The NOP also included a project description as well as description of alternatives and potential environmental impacts. A public notice was published in the *San Gabriel Valley Tribune* on June 9, 2010, providing details of scoping meetings held on June 16 and June 17, 2010 in Monrovia and Irwindale, respectively, and soliciting comments on the scope of the SEIR. Additionally, postcards were sent to property owners within the vicinity of the proposed Project refinements to notify them of the Project and the scoping meetings. Written comments submitted at the scoping meeting are contained in Appendix A.

The Draft SEIR ~~was being~~ distributed directly to numerous agencies, organizations, and interested groups and persons for formal comment during the review period. The Draft SEIR ~~was is~~ also available for review online at http://www.metrogoldline.org/SEIR_page.html and at the following locations:

- Metro Gold Line Foothill Extension Construction Authority: 406 East Huntington Drive, Suite 202, Monrovia, California 91016



- City of Monrovia, Planning Division: 415 South Ivy Avenue, Monrovia, CA 91016
- City of Arcadia Planning Department: 240 W. Huntington Drive Arcadia, CA 91007
- City of Irwindale Planning Department: 5050 North Irwindale Avenue Irwindale, CA 91706
- City of Duarte Planning Department: 1600 Huntington Drive Duarte, CA 91010

The Authority ~~will~~ received public input on the Project and the SEIR at a hearing on October 27, 2010 at 4:00 PM.

This SEIR ~~was is being~~ circulated for public review and comment for a period of ~~7845~~ days. During this period, comments on environmental issues raised in the SEIR, ~~and~~ along with the SEIR's accuracy and completeness ~~were may be~~ submitted to the lead agency at the following address:

Metro Gold Line Foothill Extension Construction Authority
ATTN: Lisa Levy Buch, Director of Public Affairs
406 East Huntington Drive, Suite 202, Monrovia, California 91016

Formal comments on the SEIR ~~were must be~~ submitted and delivered to the address above by 5 pm on the last day of the public review period identified in the Notice of Availability. Upon completion of the public review period, a final SEIR ~~was will be~~ prepared that ~~will~~ included the comments on the Draft SEIR received during the formal public review period as well as responses to those comments and revisions to the Draft SEIR, if any, that are necessary to address issues raised in the comments.

Prior to approval of the proposed ~~P~~project, the Authority ~~will~~ considered whether to certify that the SEIR has been completed in compliance with CEQA, that the Authority has reviewed and considered the information in the SEIR, and that the SEIR reflects the independent judgment of the Authority.

1.6 Summary of Impacts and Mitigation by Refinement

The below table summarizes the impacts and associated mitigations, where applicable, for the proposed project refinements.

Table 1-1: Summary of Impacts and Mitigation by Refinement

Environmental Impacts	Mitigation Measures	Impact Results with Mitigation
AESTHETICS		
Visual Effects - M&O Facility: Significant impact	Mitigation Measures V-1 from the 2007 Final EIR and V-3 would be applicable. V-2 from the 2007 Final EIR would not be applicable. V-3: As an extension of V-1 in the 2007 Final EIR, the proposed mitigation for the removal of the hedgerow in the Authority's right-of-way along Duarte would be to provide landscaping in a manner consistent with the landscape treatments used in Phase I of the Project. See Section 4.1.5 for full text.	With implementation of Mitigation Measures V-1, V-3, V-4, CR-4, and CR-5, aesthetic impacts would be reduced to a less than significant level.
Visual Effects - North Colorado Boulevard Bridge Replacement: Significant impact	Mitigation Measures V-4, CR-4, and CR-5 would be applicable. V-4: The proposed dual track bridge, which will replace the existing single-track bridge at the North Colorado Boulevard overcrossing, shall conform to all applicable Metro design criteria and include aesthetic treatment to be determined by the Authority in coordination with the City of Arcadia and a qualified bridge architect and/or architectural historian during final design. <u>The newly constructed dual track bridge, which will replace the existing single track bridge at the North Colorado Boulevard overcrossing will include aesthetic treatments to be determined by the Authority in coordination with a qualified landscape architect during final design.</u> See Section 4.1.5 for full text.	
Mountain Avenue Realignment: No significant impact	N/A	Impacts would be less than significant. Therefore, no mitigation measures would be required.
Monrovia LRT Station Parking Structure: No significant impact		
Irwindale LRT Station Parking Lot/Structure: No significant impact		
LAND USE		
Conflicts with habitat or natural community conservation plans: No significant impact	N/A	All land use and planning impacts would be less than significant. Therefore, no mitigation measures would be required.
Division of established communities: No significant impact		
Conflicts with jurisdictional land use plans, policies, or regulations that have been adopted for the purpose of avoiding or mitigating environmental effects: No significant impact		
Construction period impacts: No significant impact		
POPULATION & HOUSING		
Population and housing: Less than significant impact	N/A	All population and housing impacts would be less than significant. Therefore, no mitigation measures would be required.



Environmental Impacts	Mitigation Measures	Impact Results with Mitigation
TRANSPORTATION & TRAFFIC		
M&O Facility - Construction-period impacts: Significant impact	Mitigation Measures T-1 through T-6 from the 2007 Final EIR and T-7 would be applicable. See Section 4.4.5 for full text. T-7 The impact at the intersection of California Avenue/Evergreen Avenue would be removed, once additional capacity is restored at completion of current I-210 freeway construction. To mitigate the construction-period impact at the intersection of Shamrock Avenue/Evergreen Avenue, truck routes that use this intersection be restricted to off-peak periods only.	With implementation of Mitigation Measures T-1 through T-7, transportation & traffic impacts would be reduced to a less than significant level.
Mountain Avenue Realignment: No significant impact	N/A	Impacts would be less than significant. Therefore, no mitigation measures would be required.
Monrovia LRT Station Parking Structure: Significant impact	Mitigation Measures T-5 and T-6 from the 2007 Final EIR would be applicable.	
Irwindale Station LRT Parking Lot/Structure: No significant impact	N/A	
North Colorado Boulevard Bridge Replacement - Construction-period impacts: Significant impact	Mitigation Measures T-1 through T-6 from the 2007 Final EIR and T-7 would be applicable. See Section 4.4.5 for full text.	With implementation of Mitigation Measures T-1 through T-6, transportation & traffic impacts would be reduced to a less than significant level.
CULTURAL RESOURCES		
Cause a substantial adverse change in the significance of a historical resource: No impact	N/A	Impacts would be less than significant. Therefore, no mitigation measures would be required.
Cause a substantial adverse change in the significance of an archaeological resource: No impact		
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature: No impact		
Yield, or may be likely to yield, information important in prehistory or history: Potentially significant impact	Mitigation Measures CR-1 through CR-3 from the 2007 Final EIR as well as CR-4 and CR-5 would be applicable. See Section 4.5.5 for full text. CR-4 A comprehensive documentation program shall be completed on the existing bridge prior to the commencement of the proposed project (North Colorado Boulevard Bridge Replacement refinement only). CR-5 The replacement bridge to be constructed at the site during this project shall incorporate, as appropriate, the Art Deco-style motifs on the existing bridge, while clearly distinguishing itself from similar bridges of historic origin to avoid any future confusion. <u>The work shall be coordinated with the Authority and the City of Arcadia, as well as with a qualified bridge architect or architectural historian.</u> (North Colorado Boulevard Bridge Replacement refinement only)	With implementation of Mitigation Measures CR-1 through CR-5, cultural resources impacts would be reduced to a less than significant level.



Environmental Impacts	Mitigation Measures	Impact Results with Mitigation								
HAZARDS & HAZARDOUS MATERIALS										
<p>Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials: Potentially significant impact</p>	<p>Mitigation Measures HZ-1 through HZ-10 from the 2007 Final EIR as well as HZ-11, HZ-12, and HZ-13 would be applicable. See Section 4.6.5 for full text. HZ-11 Prior to issuing grading permits for the Monrovia LRT Station Parking and Monrovia M&O Facility sites, the Phase 2 ESA currently being prepared, the Removal Action Completion Reports currently under review by regulatory agencies, and environmental assessments being managed by the City of Monrovia shall be implemented, along with any additional recommendations for remedial action contained in these reports. HZ-12 Prior to issuing a grading permit for the M&O Facility and Monrovia LRT Station Parking Structure sites, a health and safety plan shall be developed for persons with a potential for exposure to the constituents of concern. HZ-13 During construction activities, the contractor shall immediately notify the appropriate local authority if any unknown substances, subsurface tank/piping or potentially hazardous materials are encountered.</p>	<p>With implementation of Mitigation Measures HZ-1 through HZ-13 and compliance with federal, state, and other applicable regulatory requirements, hazards & hazardous materials impacts would be reduced to a less than significant level.</p>								
<p>Release of hazardous materials into the environment: Less than significant</p>	<p>N/A</p>	<p>Impacts would be less than significant. Therefore, no mitigation measures would be required.</p>								
<p>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school: Less than significant impact</p>			<p>Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5: Potentially significant impact</p>	<p>Mitigation Measures HZ-1 through HZ-10 from the 2007 Final EIR as well as HZ-11, HZ-12, and HZ-13 would be applicable (see above).</p>	<p>With implementation of Mitigation Measures HZ-1 through HZ-13 and compliance with federal, state, and other applicable regulatory requirements, hazards & hazardous materials impacts would be reduced to a less than significant level.</p>	<p>For a project located within an airport land use plan within 2 miles of a public airport or public use airport: No impact</p>	<p>N/A</p>	<p>Impacts would be less than significant. Therefore, no mitigation measures would be required.</p>	<p>For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area: No impact</p>	<p>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan: No impact</p>
<p>Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5: Potentially significant impact</p>	<p>Mitigation Measures HZ-1 through HZ-10 from the 2007 Final EIR as well as HZ-11, HZ-12, and HZ-13 would be applicable (see above).</p>	<p>With implementation of Mitigation Measures HZ-1 through HZ-13 and compliance with federal, state, and other applicable regulatory requirements, hazards & hazardous materials impacts would be reduced to a less than significant level.</p>								
<p>For a project located within an airport land use plan within 2 miles of a public airport or public use airport: No impact</p>	<p>N/A</p>	<p>Impacts would be less than significant. Therefore, no mitigation measures would be required.</p>								
<p>For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area: No impact</p>										
<p>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan: No impact</p>										
<p>Interference with existing emergency response plans or emergency evacuation plans: No impact</p>										
<p>Expose people or structures to a significant risk of loss, injury, or death involving wildland fires: No impact</p>										



Environmental Impacts	Mitigation Measures	Impact Results with Mitigation
PUBLIC SERVICES & FACILITIES		
Public services and facilities: Less than significant impact	N/A	All public services and facilities impacts would be less than significant. Therefore, no mitigations measures are necessary.
UTILITIES / SERVICE SYSTEMS		
Exceed wastewater treatment requirements of the applicable RWQCB: Less than significant impact	N/A	Impact would be less than significant. Therefore, no mitigation measures would be required.
Requires the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects: Potentially significant impact	Mitigation Measures U-1 through U-6 from the 2007 Final EIR as well as U-8 would be applicable. U-8 The Authority shall consult with the County, cities, and regional agencies related to water supply and the Urban Water Management Plan to ensure that operation of the proposed Project refinements will not conflict with water supply agreements and conditions, or result in the need for construction of expanded or new water supply facilities. The Authority will also minimize solid waste generated during construction through the recycling of building materials.	With implementation of the Mitigation Measures U-1 through U-6 and U-8, utilities/service systems impacts would be reduced to a less than significant level.
Requires the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects: Less than significant impact	N/A	Impact would be less than significant. Therefore, no mitigation measures would be required.
There is sufficient water supplies available to serve the Project refinement from existing entitlements and resources, or new or expanded entitlements are needed: Potentially significant impact	Mitigation Measures U-1 through U-6 from the 2007 Final EIR as well as U-8 would be applicable. U-8 The Authority shall consult with the County, cities, and regional agencies related to water supply and the Urban Water Management Plan to ensure that operation of the proposed Project refinements will not conflict with water supply agreements and conditions, or result in the need for construction of expanded or new water supply facilities. The Authority will also minimize solid waste generated during construction through the recycling of building materials.	With implementation of the Mitigation Measures U-1 through U-6 and U-8, utilities/service systems impacts would be reduced to a less than significant level.
Results in a determination by the wastewater treatment provider, which serves or may serve the project, that it does not have adequate capacity to serve the project refinements projected demand in addition to the provider's existing commitments: Less than significant impact	N/A	Impact would be less than significant. Therefore, no mitigation measures would be required.



Environmental Impacts	Mitigation Measures	Impact Results with Mitigation
Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs: Significant impact	Mitigation Measures U-1 through U-6 from the 2007 Final EIR as well as U-7 would be applicable (see above). U-7 Construction Period Solid Waste Impacts. The Authority shall consult with the County or private waste management companies to reduce construction waste through construction and demolition reuse and recycling programs. The Authority will also minimize solid waste generated during construction through the recycling of building materials.	With implementation of the Mitigation Measures U-1 through U-7, utilities/service systems impacts would be reduced to a less than significant level.
Comply with federal, state, and local statutes and regulations related to solid waste: Significant impact	Mitigation Measures U-1 through U-6 from the 2007 Final EIR as well as U-7 and U-8 would be applicable (see above).	With implementation of the Mitigation Measures U-1 through U-8, utilities/service systems impacts would be reduced to a less than significant level.
AIR QUALITY & GREENHOUSE GAS EMISSIONS		
Short-term construction air quality impacts: Significant impact	Mitigation Measures A-1 through A-12 as well as A-13 and A-14 would be applicable. A-13 Painting restrictions for the M&O Facility shall include: <ul style="list-style-type: none"> • Limit the amount of painting each day, spreading the amount being painted evenly over a one month period (or longer). • No painting of the exterior surfaces would occur. Exterior surfaces would utilize pre-coated, pre-colored, naturally colored, factory painted materials. • Low-VOC paints would be used for all painted surfaces • Up to 75% of Building B-02 would be painted, and up to 10% of the interior surfaces in total would be painted for the remaining building. A-14 Watering of exposed areas shall occur a minimum of three times daily during grading operations in a manner consistent with the SCAQMD Rules and Regulations.	With implementation of the Mitigation Measures A-1 through A-14, air quality & green house gas emissions impacts would be reduced to a less than significant level.
Long-term regional air quality impacts: No significant impact	N/A	Impacts would be less than significant. Therefore, no mitigation measures would be required.
Paint & odors: No significant impact		
Traffic: No significant impact		
Toxic air contaminants: No significant impact		
Compliance with air quality planning: No impact		
Projected GHG emissions: No significant impact		



Environmental Impacts	Mitigation Measures	Impact Results with Mitigation
GEOLOGY & SOILS		
Expose people or structures to potential substantial adverse effect, including the risk of loss, injury, or death involving rupture of a known earthquake fault: Less than significant impact	N/A	Impact would be less than significant. Therefore, no mitigation measures would be required.
Seismic ground shaking: Potentially significant impact	Mitigation Measure GS-1 would be applicable. GS-1 California Building Code Compliance and Seismic Standards. Prior to grading or building, the Authority shall obtain a soils engineering report(s) prepared by a qualified soils engineer.	With implementation of the Mitigation Measure GS-1, geology & soils impacts would be reduced to a less than significant level.
Seismic-related ground failure, including: Less than significant impact	N/A	Impact would be less than significant. Therefore, no mitigation measures would be required.
Seismic-related ground failure, including liquefaction - San Gabriel River Bridge Replacement: Potentially significant impact	Mitigation Measure GS-1 would be applicable. GS-1 California Building Code Compliance and Seismic Standards. Prior to grading or building, the Authority, <u>with consultation from MTA Construction staff</u> , shall obtain a soils engineering report(s) prepared by a qualified soils engineer.	With implementation of the Mitigation Measure GS-1, geology & soils impacts would be reduced to a less than significant level.
Expose people or structures to potential substantial adverse effect, including the risk of loss, injury, or death involving landslides: No impact	N/A	Impact would be less than significant. Therefore, no mitigation measures would be required.
Result in substantial soil erosion or the loss of topsoil: Potentially significant impact (San Gabriel River Bridge and North Colorado Boulevard Bridge Replacements refinements).	Mitigation Measure GS-2 would be applicable. GS-2 Erosion Control. Prior to grading the San Gabriel Bridge Replacement site, erosion control plans should be prepared, <u>with consultation from MTA Construction staff</u> , for any areas where grading on or near significant slopes is planned. See Section 4.10.5 for full text.	With implementation of the Mitigation Measure GS-2, geology & soils impacts would be reduced to a less than significant level.
Include structures located on expansive soils, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property: Potentially significant impact.	Mitigation Measure GS-3 would be applicable. GS-3 Expansive Soils. Prior to grading or building, the applicant shall submit a soils engineering report(s)-, <u>with consultation from MTA Construction staff</u> , prepared by a qualified soils engineer. See Section 4.10.5 for full text.	With implementation of the Mitigation Measure GS-3, geology & soils impacts would be reduced to a less than significant level.



Environmental Impacts	Mitigation Measures	Impact Results with Mitigation
<p>Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse: No impact</p> <p>Inundation by seiche, tsunami, seismically-induced flooding, or mudflow: No significant impact</p>	<p>N/A</p>	<p>Impacts would be less than significant. Therefore, no mitigation measures would be required.</p>
<p>HYDROLOGY & WATER QUALITY</p>		
<p>Violate any Water Quality Standards or Waste Discharge Requirements: Less than significant impact</p>	<p>N/A</p>	<p>Impact would be less than significant. Therefore, no mitigation measures would be required.</p>
<p>Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level: Significant impact</p>	<p>Mitigation Measures WQ-1 through WQ-8 from the 2007 Final EIR as well as WQ-9 would be applicable.</p> <p>WQ-9 As discussed in impact section of 4.8 Utilities, the Authority shall consult with the County, cities, and regional agencies related to stormwater runoff and groundwater and the Urban Water Management Plan to ensure that operation of the proposed Project refinements will not substantially interfere with groundwater recharge or result in a lowering of the groundwater table.</p>	<p>With implementation of the Mitigation Measures WQ-1 through WQ-9 and compliance with federal, state, and other applicable regulatory requirements, hydrology & water quality impacts would be reduced to a less than significant level.</p>
<p>Substantially Alter the Existing Drainage Pattern of the Site or Area in a Manner Which Would Result in Substantial Erosion or Siltation or Flooding On- or Off-Site: Significant impact</p>		
<p>Create or Contribute Runoff Water Which Would Exceed the Capacity of Existing or Planned Storm Water Drainage Systems or Provide Substantial Additional Sources of Polluted Runoff: Potentially significant impact</p>		
<p>Place Housing Within a 100-Year Flood Hazard Area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or Other Flood Hazard Delineation Map: No impact</p> <p>Place Structures Within a 100-Year Flood Hazard Area Which Would Impede or Redirect Flood Flows: No impact</p> <p>Expose People or Structures to a Significant Risk of Loss, Injury, or Death Involving Flooding, Including Flooding as a Result of the Failure of a Dam or Levee: Less than significant impact</p> <p>Inundate by Seiche, Tsunami, or Mudflow: No impact</p>	<p>N/A</p>	<p>Impacts would be less than significant. Therefore, no mitigation measures would be required.</p>
<p>NOISE & VIBRATION</p>		
<p>Expose persons to or generates noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies - M&O Facility Operations, Monrovia and Irwindale parking structure, and the San Gabriel and Colorado River Bridge replacements: Less than significant impact</p>	<p>N/A</p>	<p>Impact would be less than significant. Therefore, no mitigation measures would be required.</p>



Environmental Impacts	Mitigation Measures	Impact Results with Mitigation
<p>Expose persons to or generates noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies – M&O Facility: Less than significant</p> <p>Mountain Avenue Realignment Traffic: Significant impact</p>	<p>Mitigation Measures N-1 through N-4 from the 2007 Final EIR as well as N-5 through N-9 would be applicable.</p> <p>N-5 Construction activities within 500 feet of any residences shall be restricted to between the hours of 7:00 AM and 6:00 PM on weekdays and Saturdays with no construction on Sundays and holidays.</p> <p>N-6 All noise-producing project equipment and vehicles using internal combustion engines shall be equipped, where appropriate, with exhaust mufflers and air-inlet silencers in good operating condition that meet or exceed original factory specifications.</p> <p>N-7 Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where practicable.</p> <p>N-8 Material stockpiles, mobile equipment staging, construction vehicle parking, and maintenance areas shall be located as far as practicable from noise-sensitive land uses.</p> <p>N-9 The erection of temporary noise barriers shall be considered where project activity is unavoidably close to noise sensitive receivers.</p> <p>See Section 4.12.5 for full text.</p>	<p>With implementation of Mitigation Measures N-1 through N-9, construction noise impacts at the M&O Facility in Monrovia would be reduced to a less than significant level. Because of design limitations at Mountain Avenue and Duarte Road, sound walls would not be feasible. As such operational traffic noise impacts would be significant. Therefore, the impact from project-related traffic noise is considered significant and unavoidable.</p>
<p>Expose persons to or generate excessive ground-borne vibration or ground borne noise levels: Less than significant</p>	<p>N/A</p>	<p>Impact would be less than significant. Therefore, no mitigation measures would be required.</p>
<p>Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project-</p> <p>M&O Facility: Less than significant</p> <p>Mountain Avenue Realignment Traffic: Significant impact</p>	<p>Mitigation Measures N-1 through N-4 from the 2007 Final EIR as well as N-5 through N-9 would be applicable (see above).</p>	<p>See above.</p>
<p>Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project - Monrovia and Irwindale parking structure and the San Gabriel and Colorado River Bridge replacements: Less than significant impact</p>	<p>N/A</p>	<p>Impact would be less than significant. Therefore, no mitigation measures would be required.</p>
<p>Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project: Significant impact</p>	<p>Mitigation Measures N-1 through N-4 from the 2007 Final EIR as well as N-5 through N-9 would be applicable (see above).</p>	<p>With implementation of Mitigation Measures N-1 through N-9, construction noise impacts would be reduced to a less than significant level.</p>



Environmental Impacts	Mitigation Measures	Impact Results with Mitigation
Be located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels; or be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels: No impact	N/A	Impact would be less than significant. Therefore, no mitigation measures would be required.
RECREATION FACILITIES & PARKS		
Temporary recreation facilities & parks impact: Significant impact (San Gabriel River Trail)	Mitigation Measure R-1 would be applicable. R-1 Temporary closures of the San Gabriel River Trail shall require the development of a detailed detour plan by the design/builder in coordination with the owner/operator of the pathway prior to demolition or construction to minimize impacts to pedestrian and bicycle users of the pathway. The detour plan shall be included in the construction management plan.	With implementation of Mitigation Measure R-1, recreation facilities & parks impacts would be reduced to a less than significant level.
Long-term recreation facilities & parks impact: Less than significant	N/A	Impact would be less than significant. Therefore, no mitigation measures would be required.
BIOLOGY		
Special-Status Plant or Wildlife Species: Potentially significant impact	Mitigation Measure B-6 would be applicable.	With implementation of Mitigation Measure B-6, special-status plant or wildlife species impacts would be reduced to a less than significant level.
Sensitive Natural Communities: Significant impact	Mitigation Measures B-6 through B-8 from the 2007 Final EIR would be applicable.	With implementation of Mitigation Measures B-6 through B-8, biology impacts would be reduced to a less than significant level.
Wetlands: No impact to wetlands but potential impact to a US ACOE water of the US (San Gabriel River)	N/A	Impact would be less than significant. Therefore, no mitigation measures would be required.
Migratory Birds: Potentially significant impact	Mitigation Measures B-1 through B-3 from the 2007 Final EIR would be applicable.	With implementation of Mitigation Measures B-1 through B-3, biology impacts would be reduced to a less than significant level.
Local policies or ordinances protecting biological resources: Potentially significant impact		
Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan: No impact	N/A	Impact would be less than significant. Therefore, no mitigation measures would be required.



1.7 Issues to be Resolved

There are several issues to be resolved by the Authority in order to define the parameters of work to be accomplished in the next phase of project development, Preliminary Engineering, and this Final SEIR. These issues are:

- Approval of the six refinements to the Locally Preferred Alternative (LPA) identified in the 2007 Final EIR. This is confirmation that the six refinements best address the Goals and Objectives for the LPA; and
- Approval of the six refinements to be addressed during Preliminary and Final Engineering. This approval can be of the refinements as described in this draft document, or the definition of the refinements can be modified to include variations, a combination of elements, localized options, or other matters raised during the public and agency review and comment process.

1.8 Areas of Controversy

Based on comments received during scoping meeting in 2010, the areas of controversy for the proposed Project refinements focused on potential impacts associated with the M&O Facility and the Mountain Avenue Realignment refinements. The top three issues (along with the typical concerns raised) were:

- Noise: noise walls; noise levels from the M&O Facility; concerned about construction noise
- Displacements: homes to be displaced at Mountain Avenue Realignment; right-of-way acquisition/relocation process
- Aesthetics/Compatible Land Uses: concerns about the appearance of the M&O Facility and compatibility with adjacent land uses; suggested landscape treatments for all applicable refinements.

Other comments addressed in a general, non-specific manner: relocation; safety; M&O Facility design and location; property values; community impacts; operational hours; and noise from road crossings.

1.9 Environmentally Superior Alternative

Section 15126.6 (e)(2) of the State CEQA Guidelines requires that an environmentally superior alternative be identified among the selected alternatives (excluding the No Build alternative). The Environmentally Superior Alternative as discussed in this SEIR is the implementation of the proposed Project Phase 2A refinements, as described in Chapter 3 Project Description, which includes construction of the M&O Facility in Monrovia and five additional project refinements. The objectives of the proposed Project include the development of an M&O Facility to accommodate LRT system capacity and storage requirements and perform routine and special maintenance as well as light and heavy duty repairs for LRVs. It also defines the realignment of the Mountain



Avenue/Duarte Road intersection for safety purposes; the relocation of parking facilities for the Monrovia and Irwindale stations; and the replacement of the Colorado Boulevard and San Gabriel River bridges.

~~A comparison of the impacts associated with the proposed Project M&O Facility refinement in Monrovia and the M&O Facility in Irwindale (Alternative 2) is described in the table below.~~

Impacts to sensitive biological resources, including bird species protected under the MBTA would be greater in Alternative 2. In addition, impacts relative to hydrology and water quality, specifically the potential for flooding, are also greater with Alternative 2. Lastly, due to the former use of the Irwindale site as a quarry, the stability of slopes and soils within the site poses a significant risk to worker safety during construction and operation of the M&O Facility in Irwindale, which may result in the need to incorporate slope stabilizing measures throughout large portions of the site.

Overall, development of Alternative 2 on the largely undeveloped M&O Facility site in Irwindale (Alternative 2) has the potential to result in greater environmental impacts relative to biological resources, hydrology and water quality, and geology and soils. Given that both sites meet the project objectives, the comparison of the two sites is largely dependent on the environmental impacts associated with construction and operation of the M&O Facility at either the Monrovia site (proposed Project refinement) or the Irwindale site (Alternative 2). For the reasons stated above, the proposed M&O Facility in Monrovia is the environmentally superior alternative.

1.9.1 M&O Facility

The objectives of the proposed Project includes the development of an M&O Facility to accommodate the LRT system capacity and storage requirements, to perform routine and special maintenance, and to accomplish light and heavy duty repairs for LRVs.

1.9.2 Other Project Refinements

In addition to the M&O Facility the proposed Project includes refinements to the Mountain Avenue/Duarte Road intersection for safety purposes; relocation of parking facilities for the Monrovia LRT Station Parking Structure and Irwindale LRT Station Parking Structure or Surface Lot; San Gabriel River Bridge Replacement; and the North Colorado Blvd. Bridge Replacement.

Other refinements:

- Realign the Mountain Ave./Duarte Rd. intersection to improve safety,
- Relocate parking at Monrovia Station to better accommodate the City of Monrovia's future transit oriented development (TOD),
- Relocate parking location and configuration at Irwindale station and improve safety and constructability at the Irwindale Station,
- Replace the Colorado Boulevard Bridge to address structural issues and minimize property requirements, and
- Replace the San Gabriel River Bridge design and structural issues.



1.10 Permits and Approvals

Table 1-2: Permitting Requirements

Agency	Type of Permit/Authority
U.S. Army Corps of Engineers	Clean Water Act, Section 404
Regional Water Quality Control Board	Clean Water Act, Section 401 Porter Cologne Water Quality Control Act
Regional Water Quality Control Board	Clean Water Act, Section 402 Porter Cologne Water Quality Control Act
<u>Regional Water Quality Control Board</u>	<u>Clean Water Act, Section 404</u> <u>Porter Cologne Water Quality Control Act</u>
Regional Water Quality Control Board	National Pollutant Discharge Elimination System Permits
Office of Historic Preservation	National Historic Preservation Act, Section 106
California Department of Fish and Game	Fish and Game Code, Section 1602 California Endangered Species Act, Section 2081

