

Response to Monrovia Residents

- A) The opposition of nearby homeowners to locating the M&O Facility in Monrovia is noted.
- B) The general concern about the impact to the surrounding neighborhood from increased noise, traffic congestion, public services demands, and aesthetic changes is noted. A more detailed discussion of impacts resulting from implementation of the M&O Facility can be found in Section 4.12.4 (Noise Impacts), Section 4.4.4 (Traffic Impacts), Section 4.7.4 (Public Services Impacts), and Section 4.1.4 (Aesthetics Impacts) of the Supplemental EIR.
- C) The concerns about visual impacts of the new M&O Facility in Monrovia on the community are acknowledged. As noted in Section 3.4.1.1 of the Supplemental EIR, "After construction, landscaping and a small park-like area would be developed on the northwest corner of the site to enhance the visual aesthetics of the M&O Facility and surrounding neighborhood." Furthermore, the design of the M&O Facility in Monrovia would adhere to the latest Metro Design Criteria Section 11: Yards and Shops and Section 4: Guideway and Trackwork as well as the City of Monrovia's General Plan and Update. Text in Section 3.1 of the Supplemental EIR has been added to state, "All applicable Metro Design criteria will be adhered to for the design of each Project refinement." Adherence to these standards along with adherence with all visual mitigation measures would ensure that no significant impact would result. The overall site would be completely enclosed by security fencing and retaining walls with landscaping on the outside perimeter of the fence. As noted in Section 4.1.4.2 of the Supplemental EIR, the fencing, wall, landscaping, and flat geography would limit views of the M&O Facility in Monrovia on the surrounding community and thus reduce "the visual impact of the proposed elements." Furthermore, the application of Mitigation Measures V-1 from the 2007 Final EIR and V-3 from the Supplemental EIR (Section 4.1.5) will further enhance the visual quality of the M&O Facility within the surrounding neighborhood. The lighting at the M&O Facility would be shielded so that nighttime lighting is focused on the M&O Facility with no light overspill or significant impacts on nearby properties and streets.
- D) The general concern with traffic congestion, noise, and the 24-hour a day operation of the M&O Facility is noted. These impacts are discussed in more detail in Sections 4.4.4 (Traffic Impacts) and 4.12.4 (Noise Impacts) of the Supplemental EIR.

- E) As described in the Supplemental EIR, construction and operation of the M&O Facility 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 as compared to the proposed M&O Facility in Monrovia. As a result, the Construction Authority has determined that the M&O Facility in Monrovia is the environmentally superior alternative. Following completion of the environmental document, the decision-making agency must balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its environmental risks when determining whether to approve the project. Therefore, the concerns of the commenter will be considered in the overall evaluation of the Project.
- F) The comment is noted. The M&O Facility is consistent with the policies and objectives stated in the City of Monrovia General Plan, which states that allowable land uses within the Station Square Transit Village Planning Area include “supporting [transit] parking facilities, a rider drop-off area, and other improvements supporting transit facilities.” All of the proposed facilities in Monrovia fit within this land use definition.

The proposed Monrovia location of the M&O Facility is located in an area already zoned as planned development (refer to Figure 4.2-2 and Section 4.2.2.2 of the Supplemental EIR). In addition, please refer to Response to Comment E above.

- G) This comment does not raise any additional environmental- or Project-related issues.



Ben Wong
Director
Local Public Affairs

November 8, 2010

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

RE: Phase 2A Draft Supplemental Environmental Impact Report (DSEIR) for the
Metro Gold Line Foothill Extension Project

Dear Ms. Lisa Buch:

A

Southern California Edison (SCE) appreciates the opportunity to review and provide comment on the DSEIR for the Metro Gold Line Foothill Extension Project. The project is described as a proposal to extend the existing Metro Gold Line light-rail transit (LRT) line from the City of Pasadena to Azusa, running through six cities (Pasadena, Arcadia, Monrovia, Duarte, Irwindale, and Azusa). The project description also includes construction of six LRT train stations and a new Maintenance and Operation Facility (M&O Facility).

B

The DSEIR addresses the following additional scope of work:

1. Refined project description for the proposed M&O Facility,
2. Realignment of the Mountain Avenue/Duarte Road intersection to improve safety,
3. Parking relocation at Monrovia Station to better accommodate the City of Monrovia's future transit oriented development (TOD),
4. Relocation and reconfiguration of parking at the LRT Irwindale Station, and improving safety and constructability at the station,
5. Replacing the Colorado Boulevard Bridge to address structural issues and minimize property requirements, and
6. Replacing the San Gabriel River Bridge design.

C

The DSEIR indicates overhead utilities may require relocation for the proposed M & O Facility in Monrovia (Option B), Irwindale LRT Station Parking Lot/Structure, and the San Gabriel River Bridge Replacement project.

P.O. Box 800
2244 Walnut Grove Ave.
Rosemead, CA 91770
(626) 302-1942 PAX 21942
Fax: (626) 302-1977
Ben.Wong@sce.com



D

The project as described has the potential to impact SCE's power lines within the project area. In order to provide a more thorough review of the proposed project and its potential to impact SCE facilities, easements and land rights, SCE will require more detailed project information, including location maps, surveyed drawings, elevations and profile details of the proposed O & M Facility, San Gabriel River Bridge replacement project elements, Irwindale LRT parking area reconfiguration, and the overall proposed LRT alignment alternatives, including proposed LRT stations, and points of proposed crossings with SCE's existing power lines (with SCE poles and/or structure locations indicated). In addition, the location and highest elevation of the LRT's electric power system crossing under each of SCE's lines, if applicable, will also need to be indicated. SCE will work with the Metro Gold Line Foothill Extension Construction Authority to identify potential impacts to SCE's electrical system, so that project impacts to the system can be identified and addressed in the SEIR for this project. Please contact Judi Grissmeyer, Transmission Project Manager, at (626) 827-9605, to begin joint review of the Metro Gold Line Foothill Extension project elements.

E

F

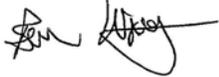
G

The DSEIR indicates the construction schedule for the proposed project has its first phase beginning in mid to late 2011, with a project completion date estimated for December 2014. Please note, if development plans result in the need to relocate existing SCE electrical facilities that operate at or above 50 kV, the SCE construction may have environmental impacts that could be subject to CEQA review. If the SCE facilities are not adequately addressed in the agency CEQA review for the larger development project, and the California Public Utilities Commission (CPUC) review of the relocated electric facilities is required, the CPUC permit process and separate CEQA review could delay approval of the SCE power line portion of the project for two years or longer.

H

Once again, SCE appreciates the opportunity to review and comment on the DSEIR for the Metro Gold Line Foothill Extension Project and looks forward to working closely with you to address potential impacts to SCE facilities. Please feel free to call me at (626) 302-1942 regarding this letter, or Judith Grissmeyer, Transmission Project Manager, at (626) 827-9605, to begin the process of joint planning with SCE to address the project issues noted in this letter.

Sincerely,



Ben Wong



Response to Southern California Edison

- A) This comment does not raise any specific environmental- or Project-related issues.
- B) This comment does not raise any specific environmental- or Project-related issues.
- C) This comment does not raise any specific environmental- or Project-related issues.
- D) These impacts are identified in the Supplemental EIR. Additional coordination with Southern California Edison (SCE) will occur during the design of the Project.
- E) Additional coordination with Southern California Edison will occur during the design of the Project.
- F) No additional impact analysis is necessary for the Supplemental EIR. Impacts to electrical utilities would not result in a significant environmental impact under CEQA (see significance criteria defined in Section 4.8.4.1 of the Supplemental EIR). Additional coordination with Southern California Edison will occur during the design of the Project.
- G) The Construction Authority has met and discussed with SCE's Distribution and Transmission group on multiple occasions regarding the Project location and scope. The requested information will be provided as the design advances since only conceptual-level design is currently available and has already been included in the Supplemental EIR. As design advances, the Construction Authority and Project team will continue to coordinate and work with SCE to identify impacts and initiate any relocations required as a result of the Project.

Text in Section 3.4.1.3 of the Supplemental EIR has been revised to state, "The realignment of the Mountain Avenue at the Duarte Road intersection will require the relocation of overhead utilities and underground utilities, including SCE transmission and distribution lines."

- H) This comment does not raise any specific environmental- or Project-related issues.

THE SILVERSTEIN LAW FIRM*A Professional Corporation*215 NORTH MARENGO AVENUE, 3RD FLOOR
PASADENA, CALIFORNIA 91101-1504

PHONE: (626) 449-4200 FAX: (626) 449-4205

ROBERT@ROBERTSILVERSTEINLAW.COM
WWW.ROBERTSILVERSTEINLAW.COM

November 8, 2010

VIA FACSIMILE AND U.S. MAILLisa Levy Buch, Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
406 East Huntington Drive, Suite 202
Monrovia, California 91016Re: Objections to the Gold Line Phase II Pasadena-Montclair Foothill
Extension 2A Draft SEIR, SCH No. 2003061157

Dear Ms. Buch:

A | This firm and the undersigned represent Excalibur Property Holdings LLC and George Brokate, property owners in the City of Monrovia who will be significantly and adversely affected by the Gold Line Phase II Pasadena-Montclair Foothill Extension ("Project") as currently planned. We submit these initial comments and objections on their behalf.

B | The Notice of Completion of the Draft Supplement EIR ("DSEIR") is dated September 22, 2010. The DSEIR, although not its technical appendices, was posted on-line at around that time. However, the document which it supplements, i.e., the 2007 Final EIR, was not posted.

C | Moreover, we have made numerous California Public Records Act requests for documents relevant to the DSEIR, and our objections thereto. Those documents are not just in the possession of the Metro Gold Line Foothill Construction Authority, but are also in the possession of Metro and the City of Monrovia. These documents are necessary for proper analysis of, and comment on, environmental impacts, including cumulative impacts and alternatives. Copies of certain of these CPRA requests and agency responses thereto are attached collectively as Exhibit 1.

D | To date, we have not received complete responses from these entities. The delay in receiving documents from these entities has prejudiced our ability to object and impaired our ability to submit the most meaningful and comprehensive comments possible on the Project.



Ms. Lisa Levy Buch
November 8, 2010
Page 2

E | The California Supreme Court has stated that: "Implicit in the democratic process is the notion that government should be accountable for its actions. In order to verify accountability, individuals must have access to government files. Such access permits checks against the arbitrary exercise of official power and secrecy in the political process" CBS, Inc. v. Block (1986) 42 Cal.3d 646, 651.

F | As stated by the Supreme Court in Laurel Heights Improvement Assn. v. Regents of University of California (1993) 6 Cal.4th 1112: CEQA's "purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR protects not only the environment but also informed self-government. To this end, public participation is an essential part of the CEQA process." *Id.* at 1123 (italics in original; underline added). Without adequate time to review the entire DSEIR and other documents we have requested, public participation in this matter is compromised.

G | The Authority has indicated in writing the expectation that it will be able to provide documents sought, including by November 24, 2010. We expect documents from the other entities also to be available by that time. Hence, the time for comment should be extended for 45 days from November 24, 2010, to account for time during the initial comment period when the documents were not available for public review.

H | Please also be advised that our clients object to the taking of their approximately 4.5 acres for the proposed Monrovia Maintenance and Operation facility by eminent domain or other means. Viable alternative sites, including sites in Irwindale, exist which have not adequately been studied. In addition, use of those alternative sites would result in greater public good and cause less private injury. The acquisition costs would be less, and the attempted acquisition activities would be less time consuming given the larger number of owners at the proposed Monrovia site who are intent on opposing the forced taking of property. I

K | Please send this firm notice of any and all actions, hearings and votes taken in this matter. Thank you for your consideration.

Very truly yours,
Robert P. Silverstein
ROBERT P. SILVERSTEIN
FOR
THE SILVERSTEIN LAW FIRM

RPS:aa
Encls.



Response to Robert P. Silverstein, The Silverstein Law Firm

- A) This comment does not raise any specific environmental- or Project-related issues.
- B) Initially the public review period began on September 23, 2010, and ended on November 8, 2010. However, it was extended to December 9, 2010, to provide additional time for commenters to prepare comments. In addition to the Metro Gold Line Foothill Extension Construction Authority office, electronic versions of the technical studies were provided to the cities of Arcadia, Azusa, Duarte, Irwindale, and Monrovia planning departments and public libraries and made available to the public.
- C) The Construction Authority has provided responsive documents, but maintains that the Supplemental EIR and referenced documents, which all were already available to the public, were sufficient to enable interested parties to provide comments on the Supplemental EIR. Furthermore, the comment period for review of the Draft Supplemental EIR was extended to December 9, 2010, in response to commenter's request.
- D) Refer to Response to Comment C above.
- E) Refer to Response to Comment C above.
- F) Refer to Response to Comment C above. Further, as an accommodation to the commenter and to ensure sufficient opportunity for public participation, the comment period was extended through December 9, 2010, although the commenter did not provide any comments during the extended comment period.
- G) The comment is noted. The Construction Authority extended the comment period to December 9, 2010, to provide additional time for commenters to prepare comments.
- H) The comment is acknowledged as it relates to acquisition of property. The acquisition of this property does not constitute a significant environmental impact according to the impact criteria defined in Section 4.3.4 of the Supplemental EIR. As discussed, implementation of the proposed Project would occur under the auspices of the California Relocation Assistance Act, which requires the Gold Line Authority to provide procedural protections and benefits when they acquire property in the process of implementing public projects for public benefit.
- I) The comment provides no basis for the assertion that alternatives have not been adequately studied. To the contrary, the proposed site of the M&O Facility in Irwindale

(Alternative 2) was part of the proposed action in the 2007 Final EIR and has been evaluated as an alternative for the Supplemental EIR. This alternative was evaluated at an equal level of detail to that of the M&O Facility in Monrovia. As described in Section 5.2.1 of the Supplemental EIR, a range of 25 alternatives were considered prior to selecting the locally preferred alternative in the 2007 Final EIR. The Supplemental EIR considers alternatives to the M&O Facility, thus building on the alternatives analysis conducted for the 2007 Final EIR.

- J) According to section 15126.6 (b) of the CEQA Guidelines, "because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." Therefore, the purpose of the alternatives proposed in the Supplemental EIR is to avoid or substantially lessen any significant effects the project may have on the physical environment.

As described in the Supplemental EIR, the M&O Facility in Irwindale (Alternative 2) has the potential to result in greater environmental impacts. As a result, the M&O Facility in Monrovia is considered to be the environmentally superior alternative.

- K) This comment does not raise any specific environmental- or Project-related issues. However, the firm is on the Authority's list of those who receive notices regarding the Project.

City of MONROVIA



November 8, 2010

Metro Gold Line Foothill Extension Construction Authority
Attn: Habib Balian
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016

Subject: Comments on Draft Supplemental Environmental Impact Report (SEIR) to the 2007 Final EIS/EIR

Dear Mr. Balian:

A Thank you for the opportunity to comment on the Draft SEIR for the construction and operation of a Maintenance and Operations Facility at a potential site in the City of Monrovia, the realignment of Mountain Avenue at Duarte Road, and the construction of a parking structure at the Monrovia Light Rail Station.

B While the Draft SEIR, in general, provides a great deal of information on the impacts of the proposed construction and operation of the Maintenance and Operations Facility, the Parking Structure, and the realignment of the Mountain Avenue/Duarte Road intersection, the City must go on record indicating that construction of the proposed project needs to be consistent with the City of Monrovia General Plan vision for the Station Square Transit Village Planning Area/ In particular, the design and construction of the Maintenance and Operation Facility and Parking Structure must follow the design guidelines established in the General Plan Land Use Element for transit related uses. C

D It should also be duly noted that at this time the City of Monrovia, METRO, and the Gold Line Foothill Extension Construction Authority have not completed negotiations regarding the disposition of Monrovia Redevelopment Agency property that may be incorporated into this proposed project. To this end, the City of Monrovia reserves the right to comment further on this proposed project, pending negotiations.

E Thank you again for the opportunity to comment on the Draft SEIR and the City looks forward to a continuance of the public review time frame. Should you have any questions, please feel free to contact me at (626) 932-5585.

Sincerely,

Scott Ochoa
City Manager

CC: Monrovia City Council

415 South Ivy Avenue • Monrovia, California 91016-2888 • (626) 932-5550 • FAX (626) 932-5520
DOCSOC1448110v4/022020-0124



Response to City of Monrovia

- A) This comment does not raise any specific environmental- or Project-related issues.
- B) The proposed Project refinements would be consistent with the policies and objectives stated in the City of Monrovia General Plan and would not conflict with the vision for the Station Square Transit Village Planning Area. The plan states that allowable land uses within the Station Square Transit Village Planning Area include “supporting [transit] parking facilities, a rider drop-off area, and other improvements supporting transit facilities.” All of the proposed facilities in Monrovia fit within this land use definition. The Land Use section also states that “to maintain street activity and visual interest, parking structures will be either wrapped with retail or decorated with architectural and/or landscape treatments.” Both the M&O Facility in Monrovia and Monrovia LRT Station Parking Structure would include landscape elements that would be consistent with this policy (see Project Description in Section 3.4.1.1 and 3.4.1.4 of the Supplemental EIR). Additionally, the M&O Facility is consistent with the General Plan Amendment (GPA2010-01), Zoning Code Amendment (ZC2010-01), and Specific Plan approved by the City Council for this site.
- C) The design of the M&O Facility in Monrovia is not currently finalized. However, the Construction Authority would coordinate with the City of Monrovia on the final design and in compliance with the guidelines for the Station Square Transit Village Planning Area. As specified in the 2007 Final EIR, the Phase 2A Gold Line Foothill Extension Project would require a conditional use permit from the Monrovia Planning Commission for the Monrovia LRT Parking Structure. Additionally, the M&O Facility in Monrovia is consistent with the policies and objectives stated in the City of Monrovia General Plan, which states that allowable land uses within the Station Square Transit Village Planning Area include “supporting [transit] parking facilities, a rider drop-off area, and other improvements supporting transit facilities.”
- D) The comment is noted. The acquisition process is separate from the environmental analysis process. Issues that arise during acquisition will be resolved by the City of Monrovia, Los Angeles County Metropolitan Transportation Authority, and the Construction Authority.
- E) This comment does not raise any specific environmental- or Project-related issues.



15801 E. FIRST STREET
IRWINDALE, CA 91706-2069
626.969.6811
www.MillerCoors.com

November 8, 2010

Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016

Re: The potential location of a rail maintenance and operations yard on MillerCoors property by the Metro Gold Line Foothill Extension Construction Authority

Ladies and Gentlemen:

A | MillerCoors owns and operates a brewery facility in the City of Irwindale, consisting of approximately 240 acres, located at the intersection of Irwindale Avenue and the 210 Freeway. This site is bordered by the 210 Freeway and Burlington Northern Santa Fe rail line to the north, Irwindale Avenue to the east, First Street on the south and the Santa Fe Dam/San Gabriel Rivers Basin to the west.

B | Metro Gold Line Foothill Extension Construction Authority (Authority) is currently considering placing a parking garage to the east of our property (including taking a portion of our property) and a Rail maintenance and operations facility (M&O Facility) on the north western portion of our site. This letter is written in response to the latter proposal pertaining to the Rail M & O Facility.

THE MILLERCOORS PROPERTY

C | The MillerCoors property was acquired by one of our predecessor companies, Miller Brewing Company, in the late 1970's from the City of Irwindale Community Redevelopment Agency pursuant to a disposition and development agreement. The Redevelopment Agency in turn had acquired the property from prior owners by condemnation and under threat of condemnation. The brewery, accordingly, was developed under and in furtherance of the Redevelopment Plan of the City of Irwindale. MillerCoors' rights with respect to the property are established under the disposition and development agreement, among other agreements, and the California Community Redevelopment Law.

D | The brewery was initially constructed with a rated annual capacity of between 5 and 6 million barrels per year. The facility has since been improved and expanded in certain respects. The negotiations between Miller and the Redevelopment Agency that preceded Miller's agreement to locate and construct the brewery in the City's redevelopment area included, and Miller's entry into the disposition and development agreement was based in part on, Miller's requirement that it have the ability to expand the production capacity of the facility. The design and configuration of the brewery itself contemplates and permits future expansion of brewing, packaging and shipping capacity. In particular, the northeast portion of the MillerCoors' property, currently



- without significant structures on it, was planned for expansion of brewing, fermenting, and aging and supporting functions. The existing aging tanks, fermenting tanks and utilities systems are designed to accommodate growth in this area. Likewise, packaging and distribution facilities on the south side of the existing brewery building are designed to permit some expansion of packaging and distribution, with additional packaging and distribution facilities contemplated for the western portion of MillerCoors' property.
- E Of importance is that the physical characteristics of MillerCoors' property severely restrict the land available for expansion. The two dormant gravel pits, on the northwest and southeast portions of the property respectively, constrain physical expansion of the brewery to the south and to the west. The Burlington Northern Santa Fe Railroad line constrains any expansion north. The property will accommodate packaging, distribution and transportation facility expansion only to the west and south sides, which is also the only possible location for a Rail M&O Facility. We are currently initiating expansion of our marshalling yard on the southwestern corner of the site to support our increased transportation volumes. This will consume all expansion capacity on the southwest portion of the site. MillerCoors strongly objects to the placement of the M&O Facility on our property as it would prevent expansion of our brewery. Preventing expansion does not just negatively impact our California market, but seriously impacts sourcing plans for the entire MillerCoors network. Since the joint venture between Miller Brewing Company and Coors Brewing Company on July 1, 2008, the Irwindale Brewery has become increasingly critical to ensuring we meet customer expectations for our products. If the Irwindale Brewery cannot be expanded, increased costs to MillerCoors would significantly negatively impact our business.
- F In addition to the physical constraints, there is both the perceived and real risk of co-locating an industrial operation such as that of the M & O Facility with MillerCoors food grade brewing operation. Even the perception of a potential risk of contamination from such an M&O Facility could negatively impact our product in the marketplace.
- G As we expressed in our letter dated June 21, 2004 and June 23, 2010 regarding the Draft EIR, we continue to have serious concerns regarding the safety of the Irwindale location from both a congestion as well as engineering and construction perspective.
- H Based upon the above, and other concerns, MillerCoors most strenuously objects to the location of the Rail M&O Facility upon the MillerCoors Irwindale Brewery site. We are available to discuss these concerns with you should you require additional information.

Sincerely,



Phil Savastano

VP Irwindale Brewery

Response to Phil Savastano, Miller-Coors Brewing Company

- A) This comment does not raise any specific environmental- or Project-related issues.
- B) This comment does not raise any specific environmental- or Project-related issues.
- C) This comment does not raise any specific environmental- or Project-related issues.
- D) This comment does not raise any specific environmental- or Project-related issues.
- E) The proposed site of the M&O Facility in Irwindale (Alternative 2) was part of the proposed action in the 2007 Final EIR. An alternate site in Monrovia is now proposed in the Supplemental EIR. The desire of MillerCoors to use the proposed site of the M&O Facility in Irwindale (Alternative 2) for expansion of their operations is noted. It is acknowledged that locating the M&O Facility on the site in Irwindale may adversely affect future expansion plans for MillerCoors. This potential impact would not, however, constitute a significant impact under CEQA.
- F) The comment is noted. However, per CEQA Guidelines Section 15131(a) "economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." Furthermore, the M&O Facility in Monrovia is the environmentally superior alternative as described in Section 5.4 of the Supplemental EIR.
- G) The general concern about traffic congestion related impacts is noted. A more detailed discussion of impacts resulting from implementation of the M&O Facility can be found in Section 4.4 of the Supplemental EIR. Furthermore, it is assumed that the concern about engineering and construction related impacts is in regards to the soil stability/geology of the site, and the opposition is noted. A more detailed discussion of impacts related to this topic can be found in Section 4.10.4 of the Supplemental EIR.
- H) The opposition to the M&O Facility in Irwindale is noted. This comment does not raise any specific environmental- or Project-related issues, but the comment will be considered by the Authority Board when considering the M&O Facility location.

013

Margaux Vogel

From: Lisa Levy Buch
Sent: Tuesday, November 09, 2010 9:04 AM
To: Margaux Vogel
Subject: SEIR Comment - sent via e-mail

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Lisa,

A | Those of us residing immediately south of Duarte Road on Monrovia Ave. are still opposed to the M&O facility being built in Monrovia. We believe that all factors considered, the Irwindale site still remains the more logical location for this facility, even when weighing the **terrain issues of that site.**

B | Unlike the Irwindale location, an M&O facility in Monrovia will sit adjacent to existing residential structures and will at minimum affect the appearance and noise levels of those neighborhoods./Simple fact is that the facility will be more prominent and produce much more noise than the currently standing commercial structures being replaced. Consequently, we would like to have the following reasonable suggestions considered for the final EIR should the decision be made to build the facility in Monrovia. | C

D | 1) Addressing noise. Erect sound wall at southeastern corner of M&O facility. Wall should reside immediately south of tracks entering/exiting facility and extend far enough east and west to suppress squealing produced by trains that pass over the tight turning rail.

F | 2) Addressing aesthetics. I see no plans to plant any vegetation around the M&O facility. Even the Green Line facility has some form of vegetation **along its east side perimeter.** Ideally, the south and **east** perimeters of the Monrovia M&O facility should be lined with tall, drought-resistant trees, or some other low maintenance screening vegetation./The goal is to simply soften the appearance of this large facility, particularly considering its proximity to the future Transit Village. | E

G | Looking at Revised Options A and B for the Monrovia M&O facility, I believe the above two suggestions could be accomodated with some room to spare.

Thank you for considering these issues.
Greg Yacoub
463 Monrovia Ave, Monrovia
Work: (310) 764-9475
Cell: (626) 422-5301

014

On Mon, Nov 8, 2010 at 4:35 PM, Greg Yacoub <gregyacoub@gmail.com> wrote:
Lisa,

Thanks so much for the quick response. I can be reached at my work phone: (310) 764-9475

A | Attempt to put my original e-mail into the requested specifics:
1) Erect soundwall at southeastern corner of M&O facility. Wall should reside immediately south of tracks entering/exiting facility and extend far enough east and west to suppress loud squealing produced by the curvature of those tracks as trains pass over them.



B | 2) Addressing aesthetics. Line the south, and possibly west, perimeters of M&O facility with tall and drought-resistant trees, or some other low maintenance screening vegetation.

Greg

On Mon, Nov 8, 2010 at 2:57 PM, Lisa Levy Buch <LLevyBuch@foothillextension.org> wrote:

Greg,

I will forward your questions/concerns to the team for review and response in the Final EIR. However, before I do, I wanted to say that if there are things that you want to see (i.e., a soundwall, planting, etc.), I would recommend that you specify that in the e-mail. That way it is very clear and the Final EIR can possibly address the issues through mitigation.

Is there a phone number I can reach you at, so we can discuss this further?

Lisa

015

From: Greg Yacoub [mailto:gregyacoub@gmail.com]
Sent: Monday, November 08, 2010 2:33 PM
To: Lisa Levy Buch
Subject: Goldline Extension: M&O Facility

Hello Lisa,

A | I've looked over the Draft SEIR and have a couple comments regarding Revised Options A and B for the Maintenance and Operations Facility in Monrovia. Last we spoke, I brought up my concern regarding noise produced by trains entering/exiting the facility due to track curvature at those points (southeast corner of facility)./You had stated there was not sufficient room to erect any sort of [short] sound wall immediately south of these curved tracks in an effort to audibly shield the neighborhood on the other side of Duarte Rd. | B

C | It appears in Revised Options A and B that the facility no longer sits hard-up against Duarte Rd as in the original plans. Given this new placement, has a sound wall been considered just for that portion of track entering/exiting the yard?/Also, the topic of aesthetics keeps coming up. Is there a plan to line the southern side of the yard with something low maintenance, such as tall trees? Other than this, I see no thought given to aesthetics along this side, unless the pink dotted line is to be some sort of wall? | D

E | Sorry. Didn't mean for these comments to turn into questions. Having paid nearly 500K for our homes (Monrovia Ave, just south of Duarte Rd) in 2007-08 with the city advertising something totally different for the corner of Duarte and California, some of us now feel pretty burned. /And the city keeps touting that the yard will be better than what's there now. But what's there now is not as prominent as the yard will be and is absent of noise and activity. | F

Thanks for any response to the above.

Greg Yacoub

Response to Greg Yacoub

- 13 A) As described in the Supplemental EIR, the Project has the potential to result in greater environmental impacts relative to biological resources, hydrology and water quality, and geology and soils at the Irwindale location. As a result, the Construction Authority has determined that the constraints associated with the Irwindale location make the Monrovia location the preferred alternative for the M&O Facility.
- B) The commenter is correct that that Irwindale site for the proposed M&O Facility is not located in close proximity to noise sensitive receivers, and, therefore, noise impacts would not be anticipated at that site. However, the Supplemental EIR analyzes noise levels associated with operations of the proposed M&O Facility in Monrovia site and concludes, “at a distance of 70 feet (which is approximately the distance from the closest existing noise sensitive land use to the edge of the roadway) noise levels from the Rail Car Repair Facility would be approximately 56 dBA Leq or less. As a result, noise generated by daily M&O Facility activities is not expected to exceed the State Land Use Compatibility Guidelines or the General Plan.” The Supplemental EIR also concludes that the M&O Facility in Monrovia would result in “normally unacceptable” noise impacts as a result of traffic operations. As shown in Table 4.12-11, the Project’s contribution to the noise level increase would be minimal (0.1 to 0.4 dBA). Therefore, under future conditions, noise levels at the M&O Facility and adjacent residences would be similar to noise levels without the Project. To address noise impacts that would result from the Project, “The subsequent mitigation measures continue from the 2007 Final EIR Noise Mitigation Measures (N-1 through N-4), which are all still applicable to the Project refinements.” With implementation of these mitigation measures, all noise impacts at the M&O Facility would be less than significant.
- C) The concerns about visual impacts of the new M&O Facility in Monrovia on the community are acknowledged. The design of the M&O Facility in Monrovia would adhere to the latest Metro Design Criteria Section 11: Yards and Shops and Section 4: Guideway and Trackwork as well as the City of Monrovia’s General Plan and Update. Text in Section 3.1 of the Supplemental EIR has been added to state, "All applicable Metro Design criteria will be adhered to for the design of each Project refinement." Adherence to these standards along with adherence with all visual mitigation measures would ensure that no significant impact would result. The overall site would be completely enclosed by security fencing and retaining walls with landscaping on the outside perimeter of the fence. The fencing, wall, landscaping, and flat geography would limit views of the M&O Facility in Monrovia on the surrounding community. The

lighting at the M&O Facility would be shielded so that nighttime lighting is focused on the M&O Facility with no light overspill or significant impacts on nearby properties and streets.

- D) As stated in Section 4.12.4.2 of the Supplemental EIR, “at a distance of 70 feet (which is approximately the distance from the closest existing noise sensitive land use to the edge of the roadway) noise levels from the Rail Car Repair Facility would be approximately 56 dBA Leq or less. As a result, noise generated by daily M&O Facility activities is not expected to exceed the State Land Use Compatibility Guidelines or the General Plan.” In addition, the Supplemental EIR concludes that “LRT trains at the M&O Facility would be expected to generate vibration levels of 63 VdB or less at the nearest residences. Even with the additional 10VdB that could be generated at the crossover relocation switches, the M&O Facility would still not exceed the 75 VdB FTA threshold at the nearest noise sensitive receivers.” Therefore, noise and vibration impacts associated with operations of the M&O Facility and associated trains would be less than significant, and no mitigation is required.
- E) The concerns about visual impacts of the new M&O Facility in Monrovia on the community are acknowledged. It has been determined that the overall site would be completely enclosed by security fencing and retaining walls with landscaping on the outside perimeter of the fence. The landscaping design will meet the Monrovia municipal code, which requires trees spaced 30 to 50 feet apart. As stated in Section 3.4.1.1 of the Supplemental EIR, “A majority of the trees located with the M&O Facility study area are volunteer or weed trees that are not desirable species and, therefore, will be replaced during the landscaping phase.” Text will be added to Section 3.4.1.1 of the Supplemental EIR stating, "Metro Environmental Policy & Water Use and Conservation Policy provisions would be considered in selecting and maintaining plant materials."
- F) Landscaping will be provided to soften the appearance of the M&O Facility. The landscaping design will meet the Monrovia municipal code, which requires trees spaced 30 to 50 feet apart.
- G) The design of the M&O Facility in Monrovia would adhere to the latest Metro Design Criteria Section 11: Yards and Shops and Section 4: Guideway and Trackwork as well as the City of Monrovia’s General Plan and Update. Text in Section 3.1 of the Supplemental EIR has been added to state, "All applicable Metro Design criteria will be adhered to for the design of each Project refinement." As described in Section 3.4.1.1 of the Supplemental EIR, the "M&O Facility design is based on fleet size and yard capacity

requirements, which specify a maximum storage capacity of 84 cars plus additional storage for 20 cars in the shop." The configuration of the facility included considerations for access, circulation and storage tracks; rail car repair; a service inspection facility; administrative offices, shops, and employee facilities; cleaning facilities; a paint and body shop; a control tower; power supply; material storage; and a maintenance-of-way facility. The layout has been configured to minimize the footprint of the M&O Facility, while maximizing the effective use of the area.

Response to Greg Yacoub

- 14A) As stated in Section 4.12.4.2 of the Supplemental EIR, “at a distance of 70 feet (which is approximately the distance from the closest existing noise sensitive land use to the edge of the roadway) noise levels from the Rail Car Repair Facility would be approximately 56 dBA Leq or less. As a result, noise generated by daily M&O Facility activities is not expected to exceed the State Land Use Compatibility Guidelines or the General Plan.” In addition, the Supplemental EIR concludes that “LRT trains at the M&O Facility would be expected to generate vibration levels of 63 VdB or less at the nearest residences. Even with the additional 10VdB that could be generated at the crossover relocation switches, the M&O Facility would still not exceed the 75 VdB FTA threshold at the nearest noise sensitive receivers.” Therefore, noise and vibration impacts associated with operations of the M&O facility and associated trains would be less than significant and no mitigation is required.
- B) The concerns about visual impacts of the new M&O Facility in Monrovia on the community are acknowledged. At this time a detailed design of the landscaping for the Monrovia M&O Facility has not been developed. It has been determined that the overall site would be completely enclosed by security fencing and retaining walls with landscaping on the outside perimeter of the fence. The landscaping design will meet the Monrovia municipal code, which requires trees spaced 30 to 50 feet apart. As stated in 3.4.1.1 of the Supplemental EIR, “A majority of the trees located with the M&O Facility study area are volunteer or weed trees that are not desirable species and, therefore, will be replaced during the landscaping phase.” Text in Section 3.4.1.1 of the Supplemental EIR has been revised to state, "Metro Environmental Policy & Water Use and Conservation Policy provisions would be considered in selecting and maintaining plant materials."

Response to Greg Yacoub

- 15A) As stated in Section 4.12.4.2 Supplemental EIR, “at a distance of 70 feet (which is approximately the distance from the closest existing noise sensitive land use to the edge of the roadway) noise levels from the Rail Car Repair Facility would be approximately 56 dBA Leq or less. As a result, noise generated by daily M&O Facility activities is not expected to exceed the State Land Use Compatibility Guidelines or the General Plan.” In addition, the Supplemental EIR concludes that “LRT trains at the M&O Facility would be expected to generate vibration levels of 63 VdB or less at the nearest residences. Even with the additional 10VdB that could be generated at the crossover relocation switches, the M&O Facility would still not exceed the 75 VdB FTA threshold at the nearest noise sensitive receivers.” Therefore, noise and vibration impacts associated with operations of the M&O Facility and associated trains would be less than significant, and no mitigation is required.
- B) As stated in the Supplemental EIR, “trains would enter and exit the yard along Shamrock Avenue, which is not located in close proximity to any noise sensitive receivers.” Further stated in the Supplemental EIR, “at a distance of 70 feet (which is approximately the distance from the closest existing noise sensitive land use to the edge of the roadway) noise levels from the Rail Car Repair Facility would be approximately 56 dBA Leq or less. As a result, noise generated by daily M&O Facility activities is not expected to exceed the State Land Use Compatibility Guidelines or the General Plan.” Noise impacts associated with operations of the M&O Facility and associated trains would be less than significant, and no mitigation is required. In regards to the placement of a sound wall to mitigate traffic noise levels associated with the project along Duarte Road, Section 4.12.5 of the Supplemental EIR has been revised to clarify Project-specific mitigation measures.
- C) As stated in Section 4.12.4.2 of the Supplemental EIR, “trains would enter and exit the yard along Shamrock Avenue, which is not located in close proximity to any noise sensitive receivers.” Further stated in the Supplemental EIR, “noise generating facilities at the M&O Facility yard would be located more than 100 feet from noise sensitive receivers. Therefore, operation of the M&O Facility in Monrovia would not generate noise levels in excess of local or State standards.” Noise impacts associated with operations of the M&O Facility and associated trains would be less than significant, and no mitigation is required.
- D) The overall site would be completely enclosed by security fencing and visual barrier or retaining walls with landscaping on the outside perimeter of the fence. The fencing, wall,

and landscaping would limit views of the M&O Facility in Monrovia. The design of the M&O Facility in Monrovia would adhere to the latest Metro Design Criteria Section 11: Yards and Shops, Section 4: Guideway and Trackwork, and the City of Monrovia's General Plan and Update. Text in Section 3.1 of the Supplemental EIR has been added to state, "All applicable Metro Design criteria will be adhered to for the design of each Project refinement."

- E) The concern with property values is acknowledged. Changes in property values would not constitute a significant environmental impact under CEQA (see significance criteria in Section 4.3.4.1 in the Supplemental EIR). However, it should be noted that comparison studies of the impact of 12 rail projects (including both heavy rail and light rail) throughout North America show that, in general, proximity to rail transit has a positive impact on property values. The increase in accessibility provided by new rail transit has been cited as a primary contributing factor in increasing property values (Roderick Diaz. Impacts of Rail Transit on Property Values. May 1999, APTA 1999 Rapid Transit Conference Proceedings Paper). While this study does not account for the effect of property values related to the proximity to maintenance facilities, it should be noted that the M&O Facility in Monrovia and the Monrovia LRT Station are within 0.5 miles of each other.

Additionally, the M&O Facility is consistent with the policies and objectives stated in the City of Monrovia General Plan, which states that allowable land uses within the Station Square Transit Village Planning Area include "supporting [transit] parking facilities, a rider drop-off area, and other improvements supporting transit facilities." All of the proposed facilities in Monrovia fit within this land use definition.

- F) Under future conditions, noise levels at the M&O Facility and adjacent residences would be similar to noise levels without the Project. The Supplemental EIR analyzes noise levels associated with operations of the proposed M&O Facility at the Monrovia site and concludes, "at a distance of 70 feet (which is approximately the distance from the closest existing noise sensitive land use to the edge of the roadway) noise levels from the Rail Car Repair Facility would be approximately 56 dBA Leq or less. As a result, noise generated by daily M&O Facility activities is not expected to exceed the State Land Use Compatibility Guidelines or the General Plan." The Supplemental EIR also concludes that the M&O Facility in Monrovia would result in "normally unacceptable" noise impacts as a result of traffic operations. As shown in Table 4.12-11, the Project's contribution to the noise level increase would be minimal (0.1 to 0.4 dBA). Additionally, to address noise impacts that would result from the Project, "The subsequent mitigation

measures continue from the 2007 Final EIR Noise Mitigation Measures (N-1 through N-4), which are all still applicable to the Project refinements.” With implementation of these mitigation measures, all noise impacts at the M&O Facility would be less than significant.





Arnold Schwarzenegger
Governor

November 9, 2010

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Cathleen Cox
Acting Director

Habib F. Balian
Los Angeles to Pasadena Metro Blue Line Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016

Subject: Metro Gold Line Maintenance & Operation Facility/Foothill Extension Improvements
SCH#: 2003061157

Dear Habib F. Balian:

A

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. The review period closed on November 8, 2010, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

RECEIVED

NOV 12 2010

MGL FOOTHILL EXT.
CONST. AUTHORITY

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov



**Document Details Report
State Clearinghouse Data Base**

SCH# 2003061157
Project Title Metro Gold Line Maintenance & Operation Facility/Foothill Extension Improvements
Lead Agency Pasadena Metro Blue Line Construction Authority

Type **SIR** Supplemental EIR
Description NOTE: Supplemental EIR

The Los Angeles to Pasadena Blue Line Construction Authority/Metro Gold Line Foothill Extension Authority (Authority) prepared an EIS/EIR certified the Final EIR for the Phase 2A Gold Line Foothill Extension in 2007 (SCH# 2003061157). The Authority will prepare a Supplemental EIR to assess the impacts of a proposed Maintenance and Operation (M&O) Facility designed to support the Metro Gold Line. Parking facilities at the Monrovia, and Irwindale stations are also being relocated as well as the realignment of the Mountain Avenue/Duarte Road intersection, San Gabriel River Bridge Replacement, and North Colorado Ave. Bridge Replacement. A public hearing will be held on October 27, 2010.

Lead Agency Contact

Name Habib F. Balian
Agency Los Angeles to Pasadena Metro Blue Line Construction Authority
Phone (626) 471-9050 **Fax**
email
Address 406 E. Huntington Drive, Suite 202
City Monrovia **State** CA **Zip** 91016

Project Location

County Los Angeles, San Bernardino
City Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, ...
Region
Lat / Long
Cross Streets S. California Avenue, Duarte Road, Shamrock Avenue, Irwindale Avenue, Alameda Avenue
Parcel No. multiple
Township **Range** **Section** **Base**

Proximity to:

Highways I-210, 605
Airports Brackett Airport
Railways Burlington N. Santa Fe
Waterways San Gabriel River, Santa Anita Wash
Schools
Land Use Industrial, Residential, Transportation/Utilities, Commercial, and Vacant

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission; San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy

Date Received 09/23/2010 **Start of Review** 09/23/2010 **End of Review** 11/08/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.



Response to State Clearinghouse

A) This comment does not raise any specific environmental- or Project-related issues.



From: anthony russell [<mailto:russellanthony@sbcglobal.net>]
Sent: Thursday, November 18, 2010 10:10 AM
To: Lisa Levy Buch
Subject: Meeting on November 17, 2010

Hello,

A | I attended the meeting last night in regards to the M&O issue. I live on the south side of Duarte blvd. across the street from the Food Makers Equipment warehouse in the Las Terrazza complex (across the street from the Like Oak Cemetery). I have many concerns about the M&O yard.

B | 1. Noise pollution. We were told that the wash building would be as loud as 65 db. That is as loud as laughter and a noisy conversation. We were also told that the freeway noise would drown the maintenance noise out. That's highly unlikely as I can barely hear the freeway in my house.

C | 2. Also the set up of the yard is inefficient. Why don't we place the maintenance/body shop building further north then right across the street from my house. It makes more sense to keep the Maintenance building and car wash buildings away from residential areas. If anything, it should be placed in the northwest corner by the freeway or the NorthWest industrial businesses on California.

D | When one maintains a locomotive it is never a quiet process. It involves metal on metal, the use of cranes, and the use of heavy machinery. I'm just not buying that it is quiet. Furthermore, the facility will run 24/7. Trains will be leaving at 3:30- 4:00 am. People are sleeping then. | E

F | I'm not arguing that alternative transportation is a bad idea, just not in my backyard. The M&O facility should be placed in Irwindale by the Miller Brewing Plant. This is an industrial area where noise is not a factor.

G | Why don't we consider building new homes in that area and focus on gentrification.

Thanks so much for your time,
Anthony Russell



Response to Anthony Russell

- A) This comment does not raise any specific environmental- or Project-related issues.
- B) As stated in Section 4.12.4.2 of the Supplemental EIR, “Based on the noise measurements collected for the Noise Study completed by ATS Consulting in September 2009 for a comparable Maintenance and Operations Facility at 33rd Street and Aviation Boulevard in Manhattan Beach (Los Angeles County), the following noise levels would be generated by the M&O Facility:

- Carwash: 61-64 dBA Leq at 20 feet from the exit.”

Additionally, as shown in Figure 4.12-4 of the Supplemental EIR, the carwash facility would be at least 100 feet away from the nearest sensitive receptor. This would be the case if either Option A or Option B of the M&O Facility was constructed.

Since noise levels typically decrease at a rate of approximately 6 dBA per doubling of distance between the source and receiver, the noise levels from the carwash facility would likely conservatively produce noise levels of 52 dBA Leq at the nearest sensitive receptor based on the above. According to the Federal Transit Administration’s 1995 Transit and Noise Vibration Impact Assessment, this would be the equivalent of noise levels associated with an indoor air conditioner or refrigerator and would be considered quiet. This noise level would also be well below local and state noise standards relevant to the Project.

Per Section 4.2.3 of the Supplemental EIR, existing noise levels adjacent to the freeway were measured at up to 71.8 dBA Leq at the nearest sensitive receptor at California Avenue and Evergreen Avenue. This noise level is largely the result of freeway and other traffic noise. Although noise levels decrease as distance increases from the noise source, 24-hour noise measurements taken at California Avenue and Duarte Road in close proximity to the residence in question and the existing noise levels were measured at 68.2 dBA Leq, more than 300 feet south of the freeway. Therefore, freeway and traffic noise is the dominant noise source in the proposed M&O Facility area.

Under future conditions, noise levels calculated for the M&O Facility using the Traffic Noise Model would range from 60.5 dBA Leq to 74.5 dBA Leq at nearby sensitive receptors. Given that the noise levels associated with the carwash are estimated to be 52 dBA Leq and noise levels associated with traffic are anticipated to be 60.5 dBA Leq to 74.5 dBA Leq, it is in fact unlikely that noise from the carwash or the maintenance shop

(56 dBA Leq at nearest sensitive receptor) would be audible in relation to the noise levels associated with the future traffic.

- C) Rail cars are not capable of tight radius turns. The yard layout is the most efficient based on the space constraints associated with the boundaries of the M&O Facility. The M&O Facility was oriented so as to allow the buildings to provide an additional sight and noise buffer.
- D) As a point of clarification, there will be no “locomotives” repaired, stored, or maintained at this facility. The vehicles served at the M&O Facility are electrically powered, and each car has its own power.

Noise levels associated with the operation of the M&O Facility were assessed in the Supplemental EIR based on noise measurements taken from a comparable Maintenance and Operations Facility at 33rd Street and Aviation Boulevard in Manhattan Beach (Los Angeles County). These are the actual noise levels measurements taken at a maintenance facility including rail car entry and exit from the yard and all relevant equipment. These measurements accurately reflect future noise levels that would be associated with the proposed M&O Facility.

The Supplemental EIR concludes that "at a distance of 70 feet (which is approximately the distance from the closest existing noise sensitive land use to the edge of the roadway) noise levels from the Rail Car Repair Facility would be approximately 56 dBA Leq or less. As a result, noise generated by daily M&O Facility activities is not expected to exceed the State Land Use Compatibility Guidelines or the General Plan." Although the noise levels associated with the M&O Facility would not be inaudible directly on-site at the facility (expected to range from 49 dBA Leq to 69 dBA Leq per Section 4.12.4.2 of the Supplemental EIR), the distance to the nearest sensitive receptor 70 to 100 feet ensures that noise levels would be 56 dBA or less at the nearest sensitive receptor. Per Section 4.12.3.1 of the Supplemental EIR, this is well below all existing noise levels measured in the Project area and would not exceed any local or state noise standards.

- E) While the peak inbound trips do occur from 3:00 a.m. to 6:00 a.m., noise levels from light rail vehicles (LRT) vehicles would not exceed any local or state noise standards. Noise levels associated with the operation of the M&O Facility were assessed in the Supplemental EIR based on noise measurements taken from a comparable Maintenance and Operations Facility at 33rd Street and Aviation Boulevard in Manhattan Beach (Los Angeles County). These are the actual noise levels measurements taken at a maintenance facility including rail car entry and exit from the yard and all relevant equipment. These

measurements accurately reflect future noise levels that would be associated with the proposed M&O Facility.

- F) As described in the Supplemental EIR, construction and operation of the M&O Facility 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 as compared to the proposed M&O Facility in Monrovia. As a result, the Construction Authority has determined that the M&O Facility in Monrovia is the environmentally superior alternative.

The M&O Facility is consistent with the policies and objectives stated in the City of Monrovia General Plan, which states that allowable land uses within the Station Square Transit Village Planning Area include “supporting [transit] parking facilities, a rider drop-off area, and other improvements supporting transit facilities.” All of the proposed facilities in Monrovia fit within this land use definition.

The proposed Monrovia location of the M&O facility is located in an area already zoned as planned development (refer to Figure 4.2-2 and Section 4.2.2.2 of the Supplemental EIR).

- G) This comment does not raise any specific environmental- or Project-related issues.

From: anthony russell [<mailto:russellanthony@sbcglobal.net>]
Sent: Saturday, December 04, 2010 3:15 PM
To: Lisa Levy Buch
Subject: RE: Meeting on November 17, 2010

- A | Dear Lisa,
| After visiting the Lawndale Maintenance and Operation Yard today, I would like to add to my previous email.
- B | A major concern other than noise pollution is how the M&O yard will affect home/property values. People are
| afraid that maintenance yards will lower property value and I think it's rightly justified...if I were buying a
| home, I would MOST definitely consider a maintenance yard into my decision.
- C | The difference between the Lawndale yard and the situation some folks are facing with the proposed Monrovia
| gold line maintenance yard is that the condos adjacent to the facility in Lawndale were built after...so people
| buying them were aware of what they were getting into. The site proposed for the Monrovia gold line
| maintenance yard is adjacent from well established residential areas.
- D | Can you justify to those homeowners, who are already paying for the Gold Line in taxes, even a dime's worth
| of loss in their property value?
- E | Furthermore, anytime a rail maintenance facility comes in, the surrounding zoning is changed to Industrial. In
| the case of this Monrovia site, a change from residential to industrial or even commercial zoning would be
| detrimental to property values.
- F | Upon further research, I've discovered the following:

1. City of Irwindale voted unanimously against the very same rail facility on July 8th, 2009.
2. City of Santa Monica voted against a Blue Line maintenance yard after public uproar.
3. On June 23rd, 2009 the Duarte City Council had an opportunity to take a stand against the MTA facility being placed in Duarte's backyard: The motion failed to pass with a 4-1 vote.

G

Please reconsider the placement of this M&O yard in Monrovia.

Thanks so much for your time,
Anthony Russell
Monrovia Homeowner/resident.

--- On Thu, 11/18/10, Lisa Levy Buch <LLevyBuch@foothillexension.org> wrote:

From: Lisa Levy Buch <LLevyBuch@foothillexension.org>
Subject: RE: Meeting on November 17, 2010
To: "anthony russell" <russellanthony@sbcglobal.net>
Date: Thursday, November 18, 2010, 10:13 AM

Thank you Anthony. I will submit your comments to the environmental team for response in the Final Environmental Impact Report. If you have not already, you may want to submit a copy of your comments to the city for their information.

Thank you for taking the time to prepare comments. I hope you will join your neighbors on an upcoming tour of the other light rail facilities in LA County. I think it will be helpful to see a facility in action.

Best,

Lisa

Lisa Levy Buch

Director of Public Affairs

Metro Gold Line Foothill Extension Construction Authority

406 E. Huntington Drive, Suite 202

2



Monrovia, CA 91016
626-305-7004 (office)
626-471-9049 (fax)

From: anthony russell [<mailto:russellanthony@sbcglobal.net>]
Sent: Thursday, November 18, 2010 10:10 AM
To: Lisa Levy Buch
Subject: Meeting on November 17, 2010

Hello,

I attended the meeting last night in regards to the M&O issue. I live on the south side of Duarte blvd. across the street from the Food Makers Equipment warehouse in the Las Terrazza complex (across the street from the Like Oak Cemetery). I have many concerns about the M&O yard.

1. Noise pollution. We were told that the wash building would be as loud as 65 db. That is as loud as laughter and a noisy conversation. We were also told that the freeway noise would drown the maintenance noise out. That's highly unlikely as I can barely hear the freeway in my house.
2. Also the set up of the yard is inefficient. Why don't we place the maintenance/body shop building further north then right across the street from my house. It makes more sense to keep the Maintenance building and car wash buildings away from residential areas. If anything, it should be placed in the northwest corner by the freeway or the NorthWest industrial businesses on California.

When one maintains a locomotive it is never a quiet process. It involves metal on metal, the use of cranes, and the use of heavy machinery. I'm just not buying that it is quiet. Furthermore, the facility will run 24/7. Trains will be leaving at 3:30- 4:00 am. People are sleeping then.

I'm not arguing that alternative transportation is a bad idea, just not in my backyard. The M&O facility should be placed in Irwindale by the Miller Brewing Plant. This is an industrial area where noise is not a factor.

Why don't we consider building new homes in that area and focus on gentrification.

Thanks so much for your time,

Anthony Russell



Response to Anthony Russell

- A) This comment does not raise any specific environmental- or Project-related issues.
- B) Although the commenter includes noise as a concern, the main point of this comment is the impact on property values. Impacts related to noise have been previously addressed in the commenter's previously sent letter on November 18, 2010. Refer to Response to Comment 17D and 17F.

The purpose of an EIR is the determination of whether a project may have a significant effect on the environment. According Section 15064 3(e) 15064 (e) of the CEQA Guidelines, economic and social changes resulting from a project shall not be treated as a significant effects on the environment. Therefore, while the comment does not raise any specific environmental issues, the concerns of the commenter will be considered in the overall evaluation of the Project by the Lead Agency.

Changes in property values would not constitute a significant environmental impact under CEQA (see significance criteria in Section 4.3.4.1 in the Supplemental EIR). However, it should be noted that comparison studies of the impact of 12 rail projects (including both heavy rail and light rail) throughout North America show that, in general, proximity to rail transit has a positive impact on property values. The increase in accessibility provided by new rail transit has been cited as a primary contributing factor in increasing property values (Roderick Diaz. Impacts of Rail Transit on Property Values. May 1999, APTA 1999 Rapid Transit Conference Proceedings Paper). While this study does not account for the effect of property values related to the proximity to maintenance facilities, it should be noted that the M&O Facility in Monrovia and the Monrovia LRT Station are within 0.5 miles of each other.

- C) As described in the Supplemental EIR, the Project has the potential to result in greater environmental impacts relative to biological resources, hydrology and water quality, and geology and soils at the Irwindale location. As a result, the Construction Authority has determined that the constraints associated with the Irwindale location make the Monrovia location the preferred alternative for the M&O Facility.

Additionally, the proposed Monrovia location of the M&O Facility is located in an area already zoned as planned development (refer to Figure 4.2-2 and Section 4.2.2.2 of the Supplemental EIR) and would allow the M&O Facility use.

D) The concern with property values is acknowledged. As noted in Response to Comment B above, changes in property values would not constitute a significant environmental impact under CEQA (see significance criteria in Section 4.3.4.1 in the Supplemental EIR). However, it should be noted that comparison studies of the impact of 12 rail projects (including both heavy rail and light rail) throughout North America show that, in general, proximity to rail transit has a positive impact on property values. The increase in accessibility provided by new rail transit has been cited as a primary contributing factor in increasing property values (Roderick Diaz. Impacts of Rail Transit on Property Values. May 1999, APTA 1999 Rapid Transit Conference Proceedings Paper). While this study does not account for the effect of property values related to the proximity to maintenance facilities, it should be noted that the M&O Facility in Monrovia and the Monrovia LRT Station are within 0.5 miles of each other.

E) The M&O Facility is consistent with the policies and objectives stated in the City of Monrovia General Plan, which states that allowable land uses within the Station Square Transit Village Planning Area include “supporting [transit] parking facilities, a rider drop-off area, and other improvements supporting transit facilities.” All of the proposed facilities in Monrovia fit within this land use definition.

The proposed Monrovia location of the M&O Facility is located in an area already zoned as planned development (refer to Figure 4.2-2 and Section 4.2.2.2 of the Supplemental EIR).

The concern with property values is acknowledged. Refer to Response to Comment B and D above.

F) This comment does not raise any specific environmental- or Project-related issues.

G) This comment does not raise any specific environmental- or Project-related issues.



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.9200 Tel
213.922.9201 Fax
metro.net

Metro

December 6, 2010

Mr. Habib Balian
Chief Executive Officer
Metro Gold Line Foothill Extension
Construction Authority
406 East Huntington Drive, Suite 202
Monrovia, CA 91016-3633

Dear Mr. Balian:

A

Attached please find Metro's comments on the Gold Line Foothill Extension Draft Supplemental Environmental Impact Report (SEIR) for the rail operation and maintenance (O&M) facility. As both MTA and the Construction Authority recognize, a new O&M facility is a critical component of this project necessary to service trains operating on the Gold Line.

B

MTA is committed to the construction and operation of the Gold Line Foothill Extension. As the project progresses, including the design and construction of Phase 2A and Phase 2B EIR/EIS, we anticipate further involvement in this effort. To this end, we hope to continue the cooperative effort established between Metro and the Construction Authority to benefit Los Angeles County residents.

C

As always, we appreciate the opportunity to review and comment on the Draft SEIR. Should you have further questions, please contact Dennis Mori at 213-922-7238.

Sincerely,

Paul C. Taylor, P. E.
Deputy Chief Executive Officer

Attachment

c: Shahrzad Amiri
Dennis Mori
Philbert Wong

RECEIVED

DEC 07 2010

**MGL FOOTHILL EXT.
CONST. AUTHORITY**

011180720



METRO GOLD LINE FOOTHILL EXTENSION - DESIGN

PROJECT / CONTRACT NO. Gold Line Foothill Extension Operation and Maintenance Facility

SUBMITTAL PACKAGE: Draft Supplemental Environmental Impact Report

Response Code: 1-Incorporation Planned; 2-Discussion/Clarification Required; 3- Not Applicable; 4-Not Due for this Submittal; 5-Authority
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SEGMENT							
No.	Reviewer	City / Agency	Comment Date	Doc Type (Dwg./ Spec/ Report)	Page No. / DWG No.	Discipline	Comment
	Liban				1-2		Section 1.3, M&O Facility Refinements: are energy requirements for these additions are considered in the overall project? How are these additional energy requirements GHG emissions being mitigated.
	Liban				1-2		Bottom paragraph re: LEED silver certification. Suggest to add the word "minimum". The problem with a lot of LEED buildings is that they are not being maintained as a LEED facility. How is this addressed in this document or is that being addressed at all?
	Liban				1-2		Bottom paragraph: add the registered mark wherever "LEED" is mentioned.
	Liban				1-7		Mitigation measure HZ-13: Has there been an initial Phase 1 along possible takes and R/W? Do any of the issues at these locations pose possible showstoppers during project execution?
	Liban				1-7		Under impacts section, "Release of hazardous materials into the environment less than significant". COMMENT: We have plans to sample various media for the usual suspected chemicals and hazmat?
	Liban				1-8		Requires the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. COMMENT: how big are these facilities and what kind of water are they treating, construction or operations waters? securing permits may take awhile depending on the magnitude of effort.
	Liban				1-8		U-8 The Authority shall consult with the County, cities, and regional agencies related to water supply and the Urban Water Management Plan. COMMENT: Is the facility or area impacted by any Superfund operations? Is there a Watermaster collaboration involved with this project? What other agencies have been identified?
	Liban				1-9		Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and Comply with federal, state, and local statutes and regulations related to solid waste. COMMENT: I do not understand why this would be a significant impact.

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11/15/2010

1 of 6



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	Liban				1-9		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. COMMENT: Are you sure you can actually do this? This is nice on paper, but has someone done a cost/benefit analysis of doing so?
	Liban				1-9		Paint and odors and projected GHG emissions are listed as no significant impact. Assume this is during the construction period. How about during operations?
	Liban				1-10		GS-1 California Building Code Compliance and Seismic Standards. There is a new CalGreen Building Code to take in effect beginning January 1, 2011? Is the project team aware of this?
	Liban				1-11		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. COMMENT: I assume the groundwater is really shallow to determine the significant impact of this project to that resource.
	Wong				1-15		First paragraph says that a comparison of the impacts associated with the proposed Project M&O facility is described in the table below but table does not appear on page.
	Wong				2-1		Suggest revision to last sentence on bottom of page: "However, due to the need to bring a fully operational M&O Facility online prior to the scheduled completion of the Gold Line Foothill Extension (2025, horizon year for 2007 Final EIR), an alternate site in Monrovia is considered in this SEIR". While it is true that the facility needs to be in operation prior to the opening of the Foothill Extension, that is not the primary reason a new facility is needed. Suggest sentence be changed to read: "Because the existing Metro Gold Line Division 21 Midway Yard is at capacity and cannot handle the additional railcars needed to operate the Gold Line Foothill Extension, a new rail operation and maintenance facility is being considered in this SEIR."
	Wong				2-4		Text should also indicate that prior to implementation, the findings of the SEIR also need to be adopted by the MTA Board

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11/15/2010

2 of 6



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SEGMENT							
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	Liban				3-13		"After construction, landscaping and a small park-like area would be developed on the northwest corner of the site to enhance the visual aesthetics of the M&O Facility and surrounding neighborhood." COMMENT: Please consider provisions of Metro Environmental Policy and Water Use and Conservation Policy in selecting and maintaining plant materials. There are hidden environmental impacts if pure aesthetics is considered.
	Wong				4.1-13		The text in section 4.1.4.2 states that the new features introduced by the proposed M&O facility would not substantially limit or alter existing views, and that a fence surrounding the outside perimeter will reduce the visual impacts of the proposed elements to the surrounding residents and motorists. In addition, there would be no significant impacts resulting from yard lighting. However, the last sentence of this section says that the M&O facility would result in significant impacts to the visual quality of the surrounding area. Are the significant impacts due to removal of trees, shrubs, and ground cover during excavation and construction? If so, the last sentence of section 4.1.4.2 should be clarified to indicate that the impact is short term, construction-related impact and not a long-term project related impact.
	Wong				4.1-17		Mitigation measure V-3 states that the mitigation for the removal of the hedgerow along Duarte would be to provide landscaping similar to that provided in Phase 1. Is removal of the hedgerow required during construction? If so, it should be specified in Section 4.1.4.2, Project Impacts. Furthermore, please consider provisions of Metro Environmental Policy and Water Use and Conservation Policy in selecting and maintaining plant materials.
	Wong				4.1-17, 4.1-18		Regarding mitigation measures V-4 and CR-5 for the North Colorado Blvd. bridge, the new bridge should conform to all applicable Metro design criteria.
	Wong				4.4-3		Report inadvertently refers to Metro as the "County of Los Angeles Metropolitan Construction Authority". Please change to the correct title of "Los Angeles County Metropolitan Transportation Authority".
	Liban				4.6-2		What are the results of the Phase II ESA?

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11/15/2010

3 of 6



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	Liban				4.6-4		Follow up environmental assessments, and remediation where necessary, are being managed by the City of Monrovia. COMMENT: How will these cross-coordination efforts affect the implementation of the project? In other words, what if city schedule slips and is inconsistent with project schedule?
	Liban				4.6-5		A portion of the aquifer underlying the San Gabriel Valley is included on the CERCLIS, US ENG CONTROLS, and ROD lists for a groundwater contamination plume. COMMENT: What are the project implications of this particular plume?
	Liban				4.6-11		Mitigation measure HZ-12: A summary of potential risks to construction workers, monitoring programs, maximum exposure limits for all site chemicals, and emergency procedures. COMMENT: Does this include human health risks or safety risks?
	Wong				4.6-11		Mitigation measure HZ-11 calls for implementation of Removal Action Completion Report. What is status of this report? MTA Construction staff needs to be involved in the development and recommendations of this report.
	Liban				4.7-3		Do we know how schools and other sensitive receptors deal with hazardous materials contamination in their vicinity, if at all?
	Liban				4.8-6		The EIR states that "However, at this time, it is unknown how much construction and demolition waste would result from construction of the proposed Project refinements". COMMENT: As this is the case, are we then ok to mention that we are going to recycle and re-use materials to comply with LEED?
	Wong				4.8-6		I could not find mitigation measure U-6 listed in the 2007 EIR.
	Liban				4.9-17		In Section 4.9.3 Existing Conditions, did you consider Scope 3 emissions from increased use of energy at this project?
	Wong				4.10-15,16		Mitigation measures GS-1, GS-2, and GS-3: MTA Construction staff need to be involved in the development of the Soils engineering report(s) and erosion control plans.
	Liban				4.11-3		In Section 4.11.2.6, There will be a new LA Low Impact Development Ordinance in place probably at the time you implement the provisions of project docs.

11/15/2010

4 of 6

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SEGMENT							
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	Wong				5-17		Second paragraph references a chart comparing Alternatives 1 and 2 but is not listed. Chart should list the advantages of Alternative 2 (e.g., it is a vacant property, it is away from sensitive receptors, and has a lower traffic impact) and the disadvantages of Alternative 1 (e.g., there are nearby sensitive receptors and requires demolition of existing buildings). Might help to use a rating scale to quantify the level and magnitude of the impact and note which mitigation measures are applicable to each alternative (included in the text but would be helpful to have in the chart). Is this chart the same one that is referenced on page 1-15?
	Zuniga				General Comment		Need to include all of the original mitigation measures from the Phase IIA EIR and any subsequent deletions or additions so a reader can easily track which mitigation measures are to be employed. It took me 4-5 hours of reading four different documents to figure out exactly what mitigation measures were going to be applied to the project. This situation will create confusion among the public reviewers.
	Zuniga				Utilities		The mitigation measures in the original FEIR, Vol. 2, Book 2, pages 3-16-7 are different than those shown in Vol. 1 Executive Summar, pages ES-93 to ES-94 and referred to in Draft @ section 4.8.5, page 4.8-7.
	Zuniga				Utilities		Item No. 1 has been dropped and there are no longer 6 mitigation measures. Need to clean up the document to ensure the proper number of mitigation measures are shown.
	Zuniga				Utilities		U-8 is OK so long as the project design does not interfere with or create a potential conflict with current or future water use rules.
	Zuniga				Water Quality		Mitigation measure WQ-8, @ page 3-18-37, surface water contamination. Does this measure only apply during the construction phase or is it intended to apply long term during operations of the project? If it is a long term mitigation measure, MTA needs to review and approve this item.

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11/15/2010

5 of 6



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SEGMENT							
No.	Reviewer	City / Agency	Comment Date	Doc Type (Dwg./ Spec/ Report)	Page No. / DWG No.	Discipline	Comment
	Zuniga				Noise Mitigation		N-1 was deleted in the original FEIR, so it should be deleted from the references in this document as well. N-3 needs to state Authority or local jurisdiction is responsible for noise shrouds, not the MTA. The City of South Pasadena is responsible for the noise shrouds installed in that city and the MTA has no responsibility for their design, installation, replacment and may remove them if it is ever decided they become a liability and the same should apply here. Like in the South Pasadena situation, MTA has to be involved in the testing reveiw and approval process with the CPUC to ensure the shrouds meet the AREMA and FTA guidelines before they can be installed at a crossing.
	Zuniga				Noise Mitigation		Sound walls need to be installed using permanent materials as opposed to the kind of materials the City of South Pasadena paid for and is using along the ROW as supplementary sound walls, which were not part of the original project design standards. Anything less than permanent materials like concrete block, will most likely increase MTA's long term maintenance costs, which would not be appropriate under the Trust Agreement.
	Zuniga				Noise Mitigation		N-4 Recommend against using untested materials like experimental rubber base beneath the ballast. If it works great, but how long does it last and what are the long term maintenance costs, which will be transferred to MTA.
	Pardo						1)All projects should conform to Metro Design Rail Design Criteria and Metro Signage Standards, especially using the most recent successful parking garage (Atlantic) signage plans and Division 13 signage and graphics as precedents for this project. Indeed the SEIR says Foothill will adhere to these vetted and approved precedents. The SEIR states that "signage and graphics would be consistent with those provided at existing Metro maintenance facilities." (p 3-11). These standards are current and these projects have recently finished construction or will soon break ground.
	Pardo						Metro design review/coordination is needed on all architecture (M&O Facility and Parking Structures) and engineering (San Gabriel and Colorado St. Bridges) designs.
	Pardo						Historicist design tendencies can be a way to "mitigate" new conditions - for example, the SEIR says that the replacement for the 30s-era Art Deco Colorado Street Bridge may be replaced by a bridge that "re-creates" the detailing of the original (Page 4.1-7). This may set up a conflict since the quality of the detailing probably can't be reproduced to a level that will reflect well on Metro. Alternatively, I would suggest some care may be given to the San Gabriel River bridge. It is a fairly long trestle over a wide wash - and it could be a great opportunity for nice - not extravagant - design. It is visible from the freeway, after all.

D

E

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G

H

11/15/2010

6 of 6



Response to Los Angeles County Metropolitan Transportation Authority

- A) This comment does not raise any specific environmental- or Project-related issues.
- B) This comment does not raise any specific environmental- or Project-related issues.
- C) This comment does not raise any specific environmental- or Project-related issues.
- D) The comments on pages one through six were already submitted by Los Angeles County Metropolitan Transportation Authority and responded to on November 8, 2010, in Response to Comment 6.
- E) Concerns about the Project adhering to the latest Metro Design Criteria and Metro Signage Standards are noted. The design of the Project would adhere to Section 13 and any other applicable section of the Metro Design Criteria. Text to Section 3.1 of the Supplemental EIR has been added to state, "All applicable Metro Design criteria will be adhered to for the design of each Project refinement."
- F) As noted in Response to Comment E above, the design of the Project would adhere to all applicable sections of the Metro Design criteria, which would include design of all architectural and engineering designs. Specific to the North Colorado Bridge design, Mitigation Measure V-4 in Section 4.1.5 of the Supplemental EIR will be revised to state, "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."
- G) In response to your concern over reproducing proper detail for the Colorado Street Bridge, Section 4.1.5 and 4.5.5 of the Supplemental EIR and specifically Mitigation Measure CR-5 state:
- 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, such as the concrete towers at the edges of the abutments and the decorative relieves near the top of the concrete sidewalls, while clearly distinguishing itself from similar bridges of historic origin to avoid any future confusion.

The following sentence has been added to the end of this paragraph for both above noted sections in the Supplemental EIR:



“The work shall be coordinated with the Authority and the City of Arcadia, as well as with a qualified bridge architect or architectural historian.”

- H) The comment is noted. However and as noted in Section 4.5.3.3 of the Supplemental EIR, "Citing its common design, lack of important association, and compromised historical integrity, the previous study concludes that the [San Gabriel] bridge is not eligible for listing in the NRHP or the CRHR or for local designation."

Margaux Vogel

From: Lisa Levy Buch
Sent: Tuesday, December 07, 2010 1:15 PM
To: Margaux Vogel
Subject: SEIR Comment

Follow Up Flag: Follow up
Flag Status: Flagged

From: Mary Saiz [mailto:Mary.S@danco.net]
Sent: Tuesday, December 07, 2010 12:47 PM
To: Christina Cocumelli; Anthony Russell; bartd44@aol.com; bellamamamia3@yahoo.com; boldtfam@gmail.com; chanyuja@aol.com; dzd5150@verizon.net; estthert@aol.com; gina.diccco@gmail.com; jeffliou@gmail.com; jimherrera@verizon.net; mbpasion@gmail.com; mikedo@hotmail.com; nmsartwell@yahoo.com; primdesa06@yahoo.com; rachel@niedev.com; rrperezc@hotmail.com; taingL1@gmail.com; Lisa Levy Buch; ssizemore@ci.monrovia.ca.us
Subject: RE: Anthony Russell 413 B. Due Date Dec. 8 by 5:00

Hi Lisa,

A | My major concern is the safety issues. We live in an upcoming neighborhood. There have been a lot of new homes built on Monrovia in the last 5-10 years. These homes have children in them. I am one of those homes. When I purchased my home, the railroad was not an issue. In fact, that wasn't even a factor in us purchasing our home. The tracks were not in use and the only noise I knew that we had to deal with was the traffic and neighboring shops.

B | Now you are jeopardizing the safety of my family. You are asking us to deal with excessive noise that was not presented when we purchased the home. You are also asking us to lose money on the value of our homes. My question is: | C

D | Would you be willing to do something like this yourself?
 Would you allow the safety of family to be jeopardized? (I have small children.)

I say this because I purchased this home for not only my family, but the future of my family. I did not want to live life renting and have nothing to give my children when I pass. If this Metro becomes a reality, it seems I may be leaving my children with more of a headache than a future.

F | Please reconsider this. Put yourself in our shoes. I really think moving it towards Irwindale would be a great idea. It is setup for something like this. People in that city were aware when they bought their homes it was an industrial area. You should be beautifying our area like the remains homes of Monrovia in the hills. Build a park instead of an all night metro mess. My children would love a park in the area and so would my animals. | E

Thank you for your time,

Mary Saiz
 409A Monrovia Ave
 626-205-8734

Response to Mary Saiz

- A) While this comment does not raise any specific environmental- or Project-related issues, noise impacts associated with operations of the M&O facility and associated trains would be less than significant, and no mitigation is required. Additionally, the purpose of this Supplemental EIR is to "provide decision makers, public agencies, and the general public with an objective and informational document that fully discloses the potential environmental effects" of the proposed Project refinements discussed throughout the Supplemental EIR.
- B) Refer to Response to Comment A above.
- C) Although the commenter includes noise as a concern above, the main point of this comment is the impact on property values. The purpose of an EIR is the determination of whether a project may have a significant effect on the environment. According to Section 15064 (e) of the CEQA Guidelines, economic and social changes resulting from a project shall not be treated as a significant effects on the environment. Therefore, while the comment does not raise any specific environmental issues, the concerns of the commenter will be considered in the overall evaluation of the Project by the Lead Agency.

Changes in property values would not constitute a significant environmental impact under CEQA (see significance criteria in Section 4.3.4.1 in the Supplemental EIR). However, it should be noted that comparison studies of the impact of 12 rail projects (including both heavy rail and light rail) throughout North America show that, in general, proximity to rail transit has a positive impact on property values. The increase in accessibility provided by new rail transit has been cited as a primary contributing factor in increasing property values (Roderick Diaz. Impacts of Rail Transit on Property Values. May 1999, APTA 1999 Rapid Transit Conference Proceedings Paper). While this study does not account for the effect of property values related to the proximity to maintenance facilities, it should be noted that the M&O Facility in Monrovia and the Monrovia LRT Station are within 0.5 miles of each other.

- D) Refer to Response to Comment A above. Additionally, it is assumed that the commenter is refer to property values. The concern with property values is acknowledged. As noted in Response to Comment C above, changes in property values would not constitute a significant environmental impact under CEQA (see significance criteria in Section 4.3.4.1 in the Supplemental EIR). However, it should be noted that comparison studies of the impact of 12 rail projects (including both heavy rail and light rail) throughout North

America show that, in general, proximity to rail transit has a positive impact on property values. The increase in accessibility provided by new rail transit has been cited as a primary contributing factor in increasing property values (Roderick Diaz. Impacts of Rail Transit on Property Values. May 1999, APTA 1999 Rapid Transit Conference Proceedings Paper). While this study does not account for the effect of property values related to the proximity to maintenance facilities, it should be noted that the M&O Facility in Monrovia and the Monrovia LRT Station are within 0.5 miles of each other.

- E) As described in the Supplemental EIR, construction and operation of the M&O Facility 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 as compared to the proposed M&O Facility in Monrovia. As a result, the Construction Authority has determined that the M&O Facility in Monrovia is the environmentally superior alternative.

- F) As noted in Section 3.4.1.1 of the Supplemental EIR, "After construction, landscaping and a small park-like area would be developed on the northwest corner of the site to enhance the visual aesthetics of the M&O Facility and surrounding neighborhood." Furthermore, the design of the M&O Facility in Monrovia would adhere to the latest Metro Design Criteria Section 11: Yards and Shops and Section 4: Guideway and Trackwork as well as the City of Monrovia's General Plan and Update. Text in Section 3.1 of the Supplemental EIR has been added to state, "All applicable Metro Design criteria will be adhered to for the design of each Project refinement." The overall site would be completely enclosed by security fencing and retaining walls with landscaping on the outside perimeter of the fence. As noted in Section 4.1.4.2 of the Supplemental EIR, the fencing, wall, landscaping, and flat geography would limit views of the M&O Facility in Monrovia on the surrounding community and thus reduce "the visual impact of the proposed elements." Furthermore, the application of Mitigation Measures V-1 from the 2007 Final EIR and V-3 from the Supplemental EIR (Section 4.1.5) will further enhance the visual quality of the M&O Facility within the surrounding neighborhood.

