DRAFT
Supplemental Environmental Impact Report for
METRO GOLD LINE FOOTHILL EXTENSION
Azusa to Montclair (SCH No. 2010121069)

Evaluating Station Area Parking Modifications at Glendora, San Dimas, La Verne, Pomona and Claremont

September 2020



Foothill Gold Line

Metro Gold Line Foothill Extension Construction Authority

DRAFT
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
FOR THE
METRO GOLD LINE FOOTHILL EXTENSION

Azusa to Montclair
(SCH No. 2010121069)

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Acronyms and Abbreviations

§	Section
2013 FEIR	*Metro Gold Line Foothill Extension - Azusa to Montclair Final Environmental Impact Report* (Metro Gold Line Foothill Extension Construction Authority, 2013)
2019 SEIR	*Metro Gold Line Foothill Extension - Azusa to Montclair Final Supplemental Environmental Impact Report* (Metro Gold Line Foothill Extension Construction Authority, 2019)
AA	Alternatives Analysis
AB	Assembly Bill
APN	assessor's parcel number
AQMP	Air Quality Management Plan
ATSF	Atchison, Topeka and Santa Fe Railway
Authority Board	Construction Authority Board of Directors
bgs	below ground surface
BMP	best management practice
BNSF	Burlington Northern Santa Fe
Btu	British thermal units
CAAP	Climate Action and Adaptation Plan
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
California OSHA	California Occupational Safety and Health Administration
California Register	National Register of Historic Places
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CNDDB	California Natural Diversity Database
CO	carbon monoxide
CO Protocol	Carbon Monoxide Protocol
CO2	carbon dioxide
CO2e	CO2 equivalent
Construction Authority	Metro Gold Line Foothill Extension Construction Authority
CPTED	Crime Prevention Through Environmental Design
CPUC	California Public Utilities Commission
dBA	a-weighted decibels
diesel PM	diesel particulate matter
DPR	Department of Parks and Recreation

DTSC	California Department of Toxic Substances
EIA	U.S. Energy Information Administration
EIR	Environmental Impact Report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gas
Gold Line	Los Angeles to Pasadena Metro Gold Line
GWP	Global Warming Potential
HCM	Highway Capacity Manual
in/sec	inch(es) per second
LACOFD	Los Angeles County Fire Department
LADWP	Los Angeles Department of Water and Power
LAPD	Los Angeles Police Department
LASD	Los Angeles County Sheriff's Department
LBPD	Long Beach Police Department
Ldn	day-night average sound level
Leq	equivalent noise level
LOS	level of service
LPA	Locally Preferred Alternative
LRT	light rail transit
LT	long-term
LUST	leaking underground storage tank
Metro	Los Angeles County Metropolitan Transportation Authority
MRDC	Metro Rail Design Criteria
MSAT	mobile source air toxics
NAAQS	National Ambient Air Quality Standards
NAHC	California Native American Heritage Commission
National Register	National Register of Historic Places
NHTSA	National Highway Traffic Safety Administration
NO2	nitrogen dioxide
NOA	Notice of Availability
NOP	Notice of Preparation
NOx	nitrous oxides
NPDES	National Pollutant Discharge Elimination System
OSHA	Occupational Safety and Health Administration
PM10	particulate matter less than 10 micrometers in aerodynamic diameter
PM2.5	particulate matter less than 2.5 micrometers in aerodynamic diameter
ppm	parts per million (by volume)
PPV	part(s) per volume
PRC	California Public Resources Code

Project	Metro Gold Line Foothill Extension – Phase 2B project (Azusa to Montclair)
RHNA	Regional Housing Needs Assessment
RPS	Renewables Portfolio Standard
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SAFE	Safer Affordable Fuel Efficient
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
Scoping Plan	Climate Change Scoping Plan. A Framework for Change
SCRRA	Southern California Regional Rail Authority
SCS	Sustainable Communities Strategy
SEIR	Supplemental Environmental Impact Report
SLF	Sacred Lands File
SO2	sulfur dioxide
TAC	Toxic Air Contaminant
TCR	tribal cultural resource
TMP	Traffic Management Plan
TPSS	traction power supply substation
U.S.C.	United States Code
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
VdB	vibration velocity levels in decibels
VMT	vehicle miles traveled
VOC	volatile organic compound
µg/m3	microgram(s) per cubic meter

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Executive Summary

ES.1 Introduction

The Metro Gold Line Foothill Extension Construction Authority (Construction Authority) is an independent transportation planning, design, and construction agency created in 1998 by the California State Legislature to design, contract, and construct the Los Angeles to Pasadena Metro Gold Line (Gold Line) (formerly the Pasadena Blue Line and now referred to as the L-Line), which was later extended to include any mass transit guideway that may be planned east of Sierra Madre Villa Boulevard along the rail right-of-way extending to the City of Montclair. The Construction Authority is responsible for designing and constructing the Metro Gold Line Foothill Extension Project. The Los Angeles County Metropolitan Transportation Authority (Metro) maintains certain oversight responsibilities regarding the design and construction in conjunction with the Construction Authority and will operate the Gold Line.

The Metro Gold Line light rail transit system currently extends from Los Angeles to Azusa and serves the cities and communities along the alignment corridor. The Metro Gold Line Foothill Extension is a phased project that will ultimately extend the existing Metro Gold Line by 24 miles to the east, from the City of Pasadena to the City of Montclair. The Construction Authority, the agency responsible for planning, designing and building the system, evaluated the Metro Gold Line Foothill Extension in two phases: the first phase consisting of 11.5 miles from Pasadena to Azusa (the Pasadena to Azusa Extension – Phase 2A), and the second phase of 12.3 miles between Azusa and Montclair (Azusa to Montclair Extension – Phase 2B). Phase 2A was completed in 2015 and is in operation. In 2013, the Construction Authority certified a Final Environmental Impact Report (2013 FEIR) for the Azusa to Montclair –Phase 2B project. Construction of Phase 2B (referred herein as the "Project") began in December 2017. Following the certification of the 2013 FEIR, the Construction Authority identified a number of refinements to the Project. The Construction Authority has since approved four addenda to the 2013 FEIR, and a supplemental EIR (SEIR) in 2019.

The Construction Authority prepared a Final Supplemental Environmental Impact Report (SEIR) to the 2013 FEIR, which addressed changes to the phasing of construction and operation of the Project (from two phases to three phases) and identified a new traffic/transportation mitigation measure and a minor rail alignment adjustment. The Final SEIR was certified by the Construction Authority Board (Authority Board) in June 2019 and is herein referred to as the 2019 SEIR. In the 2019 SEIR, the Construction Authority approved to construct and operate the Project in three construction phases, rather than the two phases approved as part of Addenda No. 2. The first phase of construction would include 9 miles of the alignment through Los Angeles County, from Azusa-Citrus Station to the Pomona Station. The second phase would include 2.2 miles of the alignment from the Pomona Station to Claremont Station. The third phase would include 1.0 mile of the alignment from Claremont Station to Montclair Station in San Bernardino County. The approved three phased construction would occur across a range of timelines and result in Pomona Station (2019 to 2025, subject to availability of funding from Metro), and Claremont Station (2021 to 2028, subject to availability of funding from Metro) operating as temporary end-of-line (terminus) stations.

The Construction Authority has prepared this Draft Supplemental Environmental Impact Report (SEIR) in response to the proposed Project Modifications. This Draft SEIR evaluates the environmental effects of the Project Modifications to the Project approved by the Construction Authority and described in the 2013 FEIR, its subsequent addenda (but not including the traction power supply substation / Los Angeles Department of Water and Power refinement described in Addendum No. 3 and Modifications No. 6 and No. 7 described in Addendum No. 4), and the 2019 SEIR. The combination of these documents will be hereinafter referred to as "the 2013 FEIR and subsequent environmental actions". This Draft SEIR is intended to provide information to the public, the Construction Authority Board of Directors, and local responsible and trustee agencies regarding the potential significant environmental impacts of the Project Modifications and to identify measures to reduce or eliminate any significant impacts.

The Construction Authority is the lead agency for this Draft SEIR. This Draft SEIR will be used by the Construction Authority and other responsible agencies to provide the information necessary for an environmental review of discretionary actions regarding the Project Modifications, including the issuance or granting of permits, related to construction and operation of the Project.

ES.1.1 Project Modifications

The Project approved by the Construction Authority extends the Metro Gold Line alignment 12.3 miles east, from Azusa-Citrus Station in the city of Azusa to the City of Montclair Transcenter and includes six new stations, one each in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. The Project Modifications do not alter the scope of the Project as approved by the Construction Authority. The Project Modifications include the reduction and reconfiguration of parking facilities at five stations (Glendora, San Dimas, La Verne, Pomona, and Claremont) in accordance with Metro parking policy guidance. The Project Modifications would be included in the first two phases of construction as described above. To accommodate reconfigured parking for Phase 1, surface parking lots would be constructed at the Glendora, San Dimas, La Verne, and Pomona Stations rather than parking structures as contemplated in the currently approved Project. At some of these stations, reconfigured parking would result in associated vehicle and pedestrian access changes. For Phase 2 when the interim end of line would be located at the Claremont Station, reduced and reconfigured parking at this station would be provided via a combination of either a parking structure or a parking lot and leased parking space arrangements. Phase 3 would complete the full build condition to the Montclair end of line station. Parking conditions at stations west of the Montclair Station would be as developed during the first two phases of construction. All parking modifications would be designed and constructed in accordance with the Metro Rail Design Criteria.

The Project elements, including alignment, stations, and grade crossings, would be the same as presented in the 2013 FEIR and subsequent environmental actions, with the exception of the revised parking configurations and associated changes to vehicle and pedestrian access discussed herein. All other features of the Project would remain the same as described in the 2013 FEIR and subsequent environmental actions. This Draft SEIR evaluates the potential impacts of the Project Modifications.

ES.1.2 Transportation

Chapter 3, Transportation, of this Draft SEIR evaluates the potential impacts of the Project Modifications compared to the 2035 build conditions identified in the 2013 FEIR and subsequent environmental actions (the "Approved Project Baseline"). In this manner, the Draft SEIR discloses and evaluates the extent to which the Project Modifications would change transportation impacts as compared to the Project previously approved by the Construction Authority. The transportation analysis and impact determinations are identified in a separate chapter from other CEQA thresholds in order to be consistent with 2019 SEIR and to clearly discuss the evolution of transportation impacts related to CEQA Guidelines.

This Draft SEIR evaluates the transportation impacts of the Project Modifications against the Approved Project Baseline using a methodology similar to the 2013 FEIR and subsequent environmental actions. The 2013 FEIR methodology reflected the standard practice in the traffic engineering profession at the time. Under this methodology, California Environmental Quality Act (CEQA) documents evaluated the impacts of projects on traffic flows using level of service (LOS) based on traffic delay. To be consistent with prior CEQA documentation, this Draft SEIR includes disclosure of changes anticipated to traffic delay and a comparison of the Project Modifications to a No Build scenario, consistent with standard practice for traffic engineering.

Subsequent to the certification of the 2013 FEIR, legislative amendments to CEQA (Public Resources Code, Section [§] 21099) were adopted (December 2018) directing the Office of Planning and Research to develop and adopt amendments using alternative measures of determining transportation impacts. A new section of the CEQA Guidelines (CEQA Guidelines §15064.3) was adopted stating that the use of LOS and similar measurements of traffic delay "will no longer be considered to be an environmental impact under CEQA." However, these adopted amendments also authorized lead agencies to "elect to be governed by the provisions of this section immediately" and applied the new measure of transportation impacts required to apply statewide beginning on July 1, 2020.

The California Natural Resources Agency determined that, in general, transportation impacts are best evaluated by using vehicle miles traveled (VMT). Guidelines §15064.3 also notes that lead agencies should presume that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, would have a less than significant impact. The Resources Agency also determined "Lead agencies have the discretion to choose the most appropriate methodology to analyze a project's vehicle miles traveled."

To maintain consistency with changing CEQA analysis techniques related to transportation, the 2019 SEIR disclosed effects associated with traffic delay via LOS as well as VMT changes that could be anticipated. This Draft SEIR follows the same approach and reports results from detailed evaluation of travel demand forecasting, VMT, and traffic delay. Additionally, environmental determinations regarding significant impacts are based on VMT rather than LOS, even though the prior LOS-based mitigation measures will be carried forward. The transportation analysis also discusses potential effects related to parking, transit, and pedestrian and bicycle circulation. Detailed discussions of the methodology used are provided in the introduction to Chapter 3, Transportation, as well as in Section 3.3, Methodology.

As described in Chapter 3, Transportation, there are no new significant impacts. In addition, LOS impacts identified from previous EIR documents that are based on other CEQA thresholds would be mitigated as previously identified.

ES.1.3 Environmental Impacts

This Draft SEIR evaluates the potential environmental impacts of the Project Modifications compared to the impacts of the Project as evaluated in the 2013 FEIR and subsequent environmental actions. The evaluations also included consideration of possible ways to minimize or mitigate new or more severe significant impacts. Detailed discussions of the regulatory setting, existing conditions, environmental impacts (including evaluation methodology, impact criteria, short-term construction impacts, long-term impacts, and cumulative impacts), mitigation measures, and the level of impact after mitigation for environmental resources are included in this Draft SEIR, with reference to the 2013 FEIR and subsequent environmental actions where appropriate.

Impacts on each environmental resource are analyzed according to (1) the entire Phase 2B project area from Azusa to Montclair but is focused on the five stations where reduced and reconfigured parking would occur, and (2) are analyzed according to their specific geographic applicability, including the potential for phased construction. The study area for the mitigation measures includes only the areas where changes are proposed, in the cities of Glendora, San Dimas, La Verne, Pomona, and Claremont. Table ES-1 presents a summary of impacts of the Project Modifications for each resource as evaluated in this Draft SEIR, and the impacts of the Project as evaluated in the 2013 FEIR and subsequent environmental actions. This allows the reader to understand the extent to which the Project Modifications will result in new or more significant impacts that were identified in the prior CEQA documentation, along with the level of change in the impact of determinations reached.

As shown, no new or more severe impacts have been identified with implementation of the Project Modifications, and the modifications do not result in new significant effects beyond those previously identified for the Project. As such, implementation of the Project Modifications would not result in new or significant impacts per CEQA Guidelines, and no additional alternatives beyond those considered in the 2013 FEIR need to be analyzed.

ES.1.3.1 Short-term Impacts and Mitigation Measures

Short-term impacts were analyzed for all resources, including transportation; air quality; climate change; communities; population, and housing; cultural resources; energy; geologic hazards; land use and planning; noise and vibration; safety and security; visual quality; water resources; growth-inducing impacts; and irreversible and irretrievable commitments of resources. No new or more significant short-term impacts, as compared to the 2013 FEIR and subsequent environmental actions, are expected to occur as a result of the Project Modifications.

Short-term mitigation measures were also reviewed for all resources analyzed. All short-term mitigation measures for construction will be the same as presented in the 2013 FEIR and subsequent environmental actions. No new short-term mitigation measures will be required as a

result of the Project Modifications. Any new impacts would be mitigated by existing measures identified in the 2013 FEIR and subsequent environmental actions.

ES.1.3.2 Long-term Impacts and Mitigation Measures

Long-term impacts were also analyzed for all resources, including transportation, air quality, climate change, communities/population/housing, cultural resources, energy, geologic hazards, land use and planning, noise and vibration, safety and security, visual quality, water resources, growth-inducing impacts, and irreversible and irretrievable commitments of resources. No new or more severe significant impacts were identified. No new long-term mitigation measures will be required as a result of the Project Modifications. Any new impacts would be mitigated by existing measures identified in the 2013 FEIR and subsequent environmental actions.

ES.1.4 Areas of Controversy and Issues Raised by the Public and Agencies

Throughout the environmental review process, the Construction Authority has actively engaged the public and agency representatives through a number of methods, including a virtual public scoping meeting held on June 24, 2020, and by dissemination of Project information and updates to community members and stakeholders. The distribution of this Project information included both formal and informal noticing via distributions from the State Clearinghouse, along with direct mail, e-mail, online updates, e-news, social media, and media advisory and earned media.

To comply with local and state social distancing requirements due to COVID-19, an in-person scoping meeting was not held. The Construction Authority hosted a virtual scoping meeting with a live presentation on GoToWebinar between 5:30 PM – 7:00 PM. The meeting was virtually attended by 165 stakeholders and 12 staff. Formal comments were accepted verbally or via a comment form during the virtual meeting and written comments were accepted via mail or e-mail, in accordance with the Notice of Preparation's 30-day timeline.

Issues raised by the public and agencies include analyzing the environmental effects as it relates to the urban heat island as a result of the Project Modifications. This also includes the various types of landscaping that would be provided to help reduce these effects, if impacts are significant. In addition, concerns related to vehicle access to the Pomona parking lot were identified during the public outreach period. To accommodate those concerns, changes to the concept design were implemented to provide primary access from Garey Avenue and to include a new signalized intersection at Grevillia Street/Garey Avenue. The CEQA determination for these topics are described in Table ES-1 - Summary of Environmental Impacts and Mitigation Measures.

Table ES-1 (Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts) summarizes the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if required). Impacts are categorized as follows:

Significant and Unavoidable: An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a

Statement of Overriding Considerations to be issued if the project is approved per Section 15093 of the CEQA Guidelines.

Less than Significant with Mitigation Incorporated: An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under Section 15091 of the CEQA Guidelines.

Less than Significant: An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.

No Impact: The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Table ES-1 Summary of Impacts: 2013 FEIR, 2019 Final SEIR, and this Draft SEIR

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
TRANSPORTATION							
TRA-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities	Less than Significant with Mitigation Incorporated	Less than Significant with Mitigation Incorporated	No-Impact	CTR-1 through CTR-3	Less than Significant	Short-and long-term impacts are less than significant with mitigation incorporated.	No new or more severe significant impacts, no new mitigation measures
TRA-2: Would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)	No-Impact	No-Impact	No-Impact	No-Impact	No-Impact	No-Impact	No new or more severe significant impacts, no new mitigation measures
AIR QUALITY							
AIR-1: Conflict with or obstruct implementation of the applicable air quality plan	Less than Significant with Mitigation Incorporated	No-Impact	Less than Significant	CON-1 through CON-19	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
AIR-2: Violate any air quality standard or contribute to any existing or	Less than Significant with Mitigation Incorporated	No-Impact	Less than Significant	CON-1 through CON-19	Less than Significant	Short-term construction impacts are less than significant with mitigation	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
projected air quality violations						incorporated. No long-term impacts would occur.	
AIR-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including release of emissions that exceed quantitative thresholds for ozone precursors)	Less than Significant with Mitigation Incorporated	No-Impact	Less than Significant	CON-1 through CON-19	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. No long-term impacts would occur	No new or more severe significant impacts, no new mitigation measures
AIR-4: Expose sensitive receptors (health care facilities, rehabilitation centers, retirement homes, residences, schools, playgrounds, childcare centers, playgrounds) to substantial pollutant	Less than Significant with Mitigation Incorporated	No-Impact	Less than Significant	CON-1 through CON-19	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
concentrations, including air toxics such as diesel particulates							
AIR-5: Create objectionable odors affecting a substantial number of people	Less than Significant with Mitigation Incorporated	No-Impact	Less than Significant	CON-1 through CON-19	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
BIOLOGY							
BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as endangered, threatened, or proposed or critical habitat for these species	Less than Significant with Mitigation Incorporated	Less than Significant	No-Impact	BIO-1, and BIO-3 through BIO-6	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
BIO-2: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate,	Less than Significant with Mitigation Incorporated	Less than Significant	No-Impact	BIO-1, and BIO-3 through BIO-6	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. Long-term impacts are	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or U.S. Fish and Wildlife Service (USFWS)						less than significant.	
BIO-3: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS	Less than Significant with Mitigation Incorporated	Less than Significant	No-Impact	BIO-1, and BIO-3 through BIO-6	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
BIO-4: Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal) through direct removal, filling, hydrological interruption, or other means	No-Impact	No-Impact	No-Impact	No mitigation is required	No-Impact	No-Impact	No new or more severe significant impacts, no new mitigation measures
BIO-5: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites	No-Impact	No-Impact	No-Impact	No mitigation is required	No-Impact	No-Impact	No new or more severe significant impacts, no new mitigation measures
BIO-6: Conflict with any local policies or ordinances protecting	Less than Significant with Mitigation Incorporated	Less than Significant	No-Impact	BIO-1, and BIO-3 through BIO-6	Less than Significant	Short-term construction impacts are less than significant with	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
biological resources, such as a tree preservation policy or ordinance						mitigation incorporated. Long-term impacts are less than significant.	
BIO-7: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan	No-Impact	No-Impact	No-Impact	No mitigation is required	No-Impact	No-Impact	No new or more severe significant impacts, no new mitigation measures
CLIMATE CHANGE							
CC-1: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	CON-9 through CON-19	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
CC-2: Conflict with applicable plan, policy, or regulation adopted for the purpose of	Less than Significant	Less than Significant	No-Impact	No mitigation is required	Less than Significant	Short-term and long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
reducing the emissions of GHGs							
COMMUNITIES, POPULATION, AND HOUSING							
COM-1: Displace a substantial number of existing residential properties or businesses, necessitating the construction of replacement housing or businesses elsewhere	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	S-1 through S-5, and CTR-3	Less than Significant	Short-term construction impacts are less than significant with mitigation measures incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
COM-2: Displace a substantial number of people or businesses, necessitating the construction of replacement housing or business property elsewhere	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	S-1 through S-5, and CTR-3	Less than Significant	Short-term construction impacts are less than significant with mitigation measures incorporated. Long-term impacts are less than significant	No new or more severe significant impacts, no new mitigation measures
COM-3: Induce substantial population growth in an area, either directly or indirectly	No-Impact	Less than Significant	No-Impact	No mitigation is required	Less than Significant	No short-term construction impacts. Long-term impacts are less than significant	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
COMMUNITY FACILITES AND PARKLANDS							
CF-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities	No-Impact	No-Impact	No-Impact	No mitigation is required	No-Impact	No-Impact	No new or more severe significant impacts, no new mitigation measures
CF-2: Need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police and fire protection	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	CTR-3	Less than Significant	Short-term construction impacts are less than significant with mitigation measures incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
CULTURAL RESOURCES							
CUL-1: Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5 of the CEQA Guidelines	Less than Significant with Mitigation Measures Incorporated	No-Impact	Less than Significant	CR-1 and CR-2	Less than significant	Short-term construction impacts are less than significant with mitigation measures incorporated. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
CUL-2: Cause a substantial adverse change in the significance of an archaeological resource, as defined in Section 15064.5 of the CEQA Guidelines	Less than Significant with Mitigation Measures Incorporated	No-Impact	Less than Significant	CR-1 and CR-2	Less than significant	Short-term construction impacts are less than significant with mitigation measures incorporated. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
CUL-3: Disturb any human remains, including those interred outside of formal cemeteries	Less than Significant with Mitigation Measures Incorporated	No-Impact	Less than Significant	CR-1 and CR-2	Less than significant	Short-term construction impacts are less than significant with mitigation measures incorporated. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
ENERGY							
ENE-1: Result in wasteful, inefficient, or unnecessary use of energy, and/or substantially increase energy demand	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	CON-9 through CON-19	Less than significant	Short-term construction impacts are less than significant with mitigation measures incorporated. Long-term impacts are less than significant	No new or more severe significant impacts, no new mitigation measures
ENE-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency	Less than Significant with Mitigation Measures Incorporated	No-Impact	No-Impact	CON-9 through CON-19	Less than significant	Short-term construction impacts are less than significant with mitigation measures incorporated. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
GEOLOGIC HAZARDS							
GEO-1: Expose people or structure to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, or landslides	Less than Significant	Less than Significant	No-Impact	No mitigation is required	Less than Significant	Short-term and long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
GEO-2: Be located in an area of erosive soils, liquefactions, or expansive soils	No Impact	No-Impact	No-Impact	No mitigation is required	No-Impact	No short-term or long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
HAZARDOUS WASTE AND MATERIALS							
HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	HW-1 through HW-6. HW-4 remains valid but is not applicable to the Project Modifications	Less than Significant	Short-term construction impacts are less than significant with mitigation measures incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
HAZ-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	HW-1 through HW-6. HW-4 remains valid but is not applicable to the Project Modifications	Less than Significant	Short-term construction impacts are less than significant with mitigation measures incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
HAZ-3: Emit hazardous emissions or handle hazardous or acutely	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	HW-1 through HW-6 and CTR-3. HW-4 remains	Less than Significant	Short-term construction impacts are less than significant with	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school				valid but is not applicable to the Project Modifications		mitigation measures incorporated. Long-term impacts are less than significant.	
HAZ-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section (§) 65962.5 and, as a result, would it create a significant hazard to the public or the environment	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	No mitigation is required	No-Impact	Short-term construction impacts are less than significant with mitigation measures incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
HAZ-5: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	CTR-3	Less than Significant	Short-term construction impacts are less than significant with mitigation measures incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
HAZ-6: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands	No Impact	No-Impact	No-Impact	No mitigation is required	No-Impact	No short- or long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
LAND USE							
LAN-1: Conflict with any applicable land use plan, policy, or regulation by an agency with jurisdiction over the project (including, but not limited to, a General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an	Less than Significant	Less than Significant	No-Impact	No mitigation is required	No-Impact	Short-term and long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
environmental effect							
LAN-2: Physically divide an established community	Less than Significant	Less than Significant	No-Impact	No mitigation is required	No-Impact	Short-term and long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
LAN-3: Conflict with any applicable habitat conservation plan or natural community conservation plan	No-Impact	No-Impact	No-Impact	No mitigation is required	No-Impact	No short-term or long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
NOISE AND VIBRATION							
NOI-1: Expose persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies	Significant and Unavoidable with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	No-Impact	N-1 and N-2	Less than Significant	Short-term construction impacts are significant and unavoidable with mitigation measures. Long-term impacts are less than significant with mitigation measures incorporated.	No new or more severe significant impacts, no new mitigation measures. Impacts remain significant and unavoidable.
NOI-2: Expose persons to or generate excessive groundborne vibration or groundborne noise levels	Significant and Unavoidable with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	No-Impact	N-1 and N-2	Less than Significant	Short-term construction impacts are significant and unavoidable with mitigation measures. Long-term	No new or more severe significant impacts, no new mitigation measures Impacts remain significant and unavoidable.

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
						impacts are less than significant with mitigation measures incorporated.	
NOI-3: Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project	Significant and Unavoidable with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	No-Impact	N-1 and N-2	Less than Significant	Short-term construction impacts are significant and unavoidable with mitigation measures. Long-term impacts are less than significant with mitigation measures incorporated.	No new or more severe significant impacts, no new mitigation measures. Impacts remain significant and unavoidable.
NOI-4: Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project	Significant and Unavoidable with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	No-Impact	N-1 and N-2	Less than Significant	Short-term construction impacts are significant and unavoidable with mitigation measures. Long-term impacts remain less than significant with mitigation measures incorporated.	No new or more severe significant impacts, no new mitigation measures. Impacts remain significant and unavoidable.

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
SAFETY AND SECURITY							
SAF-1: Create the potential for increased pedestrian and/or bicycle safety risks	Less than Significant with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	No-Impact	SS-1, and SS-3 through SS-10	Less than Significant	Short-term and long-term impacts i are less than significant with mitigation measures incorporated.	No new or more severe significant impacts, no new mitigation measures
SAF-2: Create substantial hazards including station, boarding, or disembarking accidents; right-of-way accidents; collisions between LRT/automobile and LRT/pedestrian; fires; or major structural failures	No-Impact	Less than Significant with Mitigation Measures Incorporated	No-Impact	SS-3 through SS-10	Less than Significant	No short -term impacts would occur. Long-term impacts are less than significant with mitigation measures incorporated.	No new or more severe significant impacts, no new mitigation measures
SAF-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	No-Impact	Less than Significant with Mitigation Measures Incorporated	No-Impact	SS-1, and SS-3 through SS-10	Less than Significant	No short -term impacts would occur. Long-term impacts are less than significant with mitigation measures incorporated.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
SAF-4: Substantially limit the delivery of emergency responses such as police, fire, or emergency services to locations along the proposed alignment	Less than Significant with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	No-Impact	SS-1, and SS-3 through SS-10	Less than Significant	Short-term and long-term impacts are less than significant with mitigation measures.	No new or more severe significant impacts, no new mitigation measures
SAF-5: Create the potential for adverse security conditions including incidents, offenses, crimes, or terrorism	Less than Significant with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	No-Impact	SS-2	Less than Significant	Short-term and long-term impacts are less than significant with mitigation measures.	No new or more severe significant impacts, no new mitigation measures
AESTHETICS							
AES-1: Have a substantial adverse effect on a scenic vista.	No Impact	No Impact	No-Impact	No mitigation required	No-Impact	No short-term or long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
AES-2: Substantially damage scenic resources with a scenic highway, including, but not limited to, trees, rock outcroppings, and historic buildings	Less than Significant with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	Less than Significant	VIS-1 through VIS-5. VIS-6 remains valid but is not applicable to the Project Modifications	Less than Significant	Short-term and long-term impacts are less than significant with mitigation measures.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
AES-3: Substantially degrade the existing visual character or quality of the site and its surroundings	Less than Significant with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	Less than Significant	VIS-1 through VIS-5. VIS-6 remains valid but is not applicable to the Project Modifications	Less than Significant	Short-term and long-term impacts are less than significant with mitigation measures.	No new or more severe significant impacts, no new mitigation measures
AES-4: Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area	Less than Significant with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	Less than Significant	VIS-1 through VIS-5. VIS-6 remains valid but is not applicable to the Project Modifications	Less than Significant	Short-term and long-term impacts are less than significant with mitigation measures.	No new or more severe significant impacts, no new mitigation measures
AES-5: Introduce substantial new shadow effects on sensitive users	Less than Significant with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	Less than Significant	VIS-1 through VIS-5. VIS-6 remains valid but is not applicable to the Project Modifications	Less than Significant	Short-term and long-term impacts are less than significant with mitigation measures.	No new or more severe significant impacts, no new mitigation measures
WATER QUALITY AND RESOURCES							
WAT-1: Violate any water quality standards or waste discharge requirements	Less than Significant	No-Impact	No Impact	No Mitigation is required.	Less than Significant	Short-term construction impacts are less than significant. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
WAT-2: 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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).	Less than Significant	No-Impact	No Impact	No Mitigation is required.	Less than Significant	Short-term construction impacts are less than significant. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
WAT-3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which	Less than Significant	No-Impact	No Impact	No Mitigation is required.	Less than Significant	Short-term construction impacts are less than significant. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
would result in substantial erosion or siltation on or offsite							
WAT-4: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite	Less than Significant	No-Impact	No Impact	No Mitigation is required.	Less than Significant	Short-term construction impacts are less than significant. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
WAT-5: Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff or	Less than Significant	No-Impact	No Impact	No Mitigation is required.	Less than Significant	Short-term construction impacts are less than significant. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
otherwise substantially degrade water quality							
WAT-6: Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map	No-Impact	No-Impact	No Impact	No Mitigation is required.	No-Impact	No short-term or long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
WAT-7: Place structures within a 100-year flood hazard area that would impede or redirect flood flows or expose people or structures to a significant risk or loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam	No-Impact	No-Impact	No Impact	No Mitigation is required.	No-Impact	No short-term or long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
WAT-8: Place structures within an area vulnerable to inundation by seiches, tsunamis, or mudflows	No-Impact	No-Impact	No Impact	No Mitigation is required.	No-Impact	No short-term or long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
WAT-9: Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	No-Impact	No-Impact	No Impact	No Mitigation is required.	No-Impact	No short-term or long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
WAT-10: Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	Less than Significant	No-Impact	No Impact	No Mitigation is required.	Less than Significant	Short-term construction impacts are less than significant. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
WAT-11: Require new or expanded entitlements of water supplies to serve the project	No-Impact	No-Impact	No Impact	No Mitigation is required.	No-Impact	Short-term construction impacts are less than significant. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures

*Notes:
The 2013 FEIR impact determination is based on the Build Alternative. Addenda include the four subsequent approved addenda to the 2013 FEIR
The revisions to impact conclusions are based on a comparison between the 2013 FEIR and subsequent environmental actions. The comparison determination is consistent with Title 14 Code of Federal Regulations Chapter 3, and Guidelines for Implementation of CEQA Section 15163, which determines provisions for conducting a supplemental EIR.
The modifications described in Addenda 1, 2, 3, and 4 would not result in a new significant impact or more severe significant impacts on the resource compared to the Project analyzed in the 2013 EIR.
N/A = not applicable
OSHA = Occupational Safety and Health Administration
Cal OSHA = California Occupational Safety and Health Administration

ES.2 Mitigation

ES.2.1 Short-term Mitigation Measures

ES.2.1.1 Transportation

- **CTR-1.** During final design, site- and street-specific Worksite Traffic Control Plans shall be developed in cooperation with the appropriate departments of transportation in each Azusa-Montclair corridor City and with Los Angeles and San Bernardino Counties and implemented to accommodate required pedestrian and traffic movements. To the extent practical, traffic lanes will be maintained in both directions, particularly during periods of peak traffic operations. Access to homes and businesses shall be maintained throughout the construction period. To the extent feasible, lane closures shall occur during off-peak, weekend or nighttime hours.
- **CTR-2.** Designated haul routes for trucks shall be identified during final design in cooperation with the corridor Cities and implemented throughout the construction process. These routes shall be situated to minimize noise, vibration, and other possible impacts. Following completion of the project, if slight physical damage to surface of the haul route roads is found, the road shall be treated as necessary.
- **CTR-3.** A Traffic Management Control Plan shall be developed and implemented. The Plan shall be developed in close coordination with local jurisdictions, the local emergency response agencies (including fire departments, police departments, and ambulance services), school districts, and other agencies as appropriate. The Plan shall include, but not be limited to:
    - Providing public information through media alerts, flyers, and the Construction Authority's website to alert and inform the community about construction activities and schedules, including planned street and access closures.
    - Providing traveler information through traffic advisor radio, changeable message signs (CMS) that includes detour routes.
    - Creating a hotline for the community with a direct connection to personnel who can answer questions, provide information, and resolve issues. In addition, field offices shall be opened at specific locations identified as best serving the community and neighborhoods.
    - Developing specific street closures and phasing plans, and other measures.
    - Posting advance notices indicating when access would be closed or limited on city streets.
    - Posting signs indicating access routes and alternate access points, as well as announcing that affected businesses are open.
    - Placing newspaper notices to indicate street and access closures.
    - Before any significant rerouting changes are made, fliers shall be provided on buses at least two weeks in advance notifying riders of route modifications. In

addition, hoods shall be placed over bus-stop signs notifying riders of what modifications have been made to the bus route.

- Posting signage indicating detours for bicycles and pedestrians where roadways and/or sidewalks are closed during construction.
- Posting temporary signage warning motorists of pedestrians and bicycles where roadway and/or sidewalk closures create “pinch points” on travel lanes.

ES.2.1.2 Air Quality

- **CON-1.** Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.
- **CON-2**. Track-out shall not extend 25 feet or more from an active operation and track-out shall be removed at the conclusion of each workday.
- **CON-3.** Contractors shall be required to utilize at least one of the measures set forth in South Coast Air Quality Management District Rule 403 section (d)(5) to remove bulk material from tires and vehicle undercarriages before vehicles exist the project site.
- **CON-4**. All haul trucks hauling soil, sand, and other loose materials shall maintain at least six (6) inches of freeboard in accordance with California Vehicle Code Section 23114.
- **CON-5**. All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
- **CON-6**. Traffic speeds on unpaved roads shall be limited to 15 mph. Operations on unpaved surfaces shall be suspended when winds exceed 25 mph.
- **CON-7**. Heavy equipment operations shall be suspended during first and second stage smog alerts.
- **CON-8**. On-site stockpiles of debris or rusty materials shall be covered at all times when not being used. On-site stockpiles of dirt shall be watered at least two times per day or covered at all times when not being used.
- **CON-9**. Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers’ specifications.
- **CON-10**. Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.
- **CON-11**. Construction parking shall be configured to minimize traffic interference.
- **CON-12**. Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours.
- **CON-13**. Construction staging and vehicle parking, including workers’ vehicles, shall be prohibited on streets adjacent to sensitive receptors such as schools, daycare centers, senior facilities, and hospitals.

- **CON-14**. Portable generators shall be low-emitting and use ultra-low sulfur diesel (<15 parts per million) or gasoline.
- **CON-15**. Construction equipment shall use a combination of low sulfur diesel (<15 parts per million) and exhaust emission controls.
- **CON-16**. The construction process shall use equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for the intended job).
- **CON-17**. Contractors shall be prohibited from tampering with construction equipment to increase horsepower or defeat emission control devices.
- **CON-18**. The Construction Authority shall designate a person to ensure the implementation of air quality mitigation measures through direct inspections, records reviews, and complaint investigations.
- **CON-19.** LED lighting shall be used for construction activities taking place at night, to the extent feasible.

ES.2.1.3 Biological Resources/Ecosystems

- **B-1.** During final plan review for each segment of the project, Construction Authority shall review project plans to confirm that none of the drainages would be impacted by the final design. If changes in the design have occurred requiring impacts to drainage(s), the Construction Authority shall retain a qualified biologist/jurisdictional specialist to delineate the jurisdiction of the U.S. Army Corps of Engineering, California Department of Fish and Wildlife, and the Regional Water Quality Control Board. If impacts on jurisdictional resources cannot be avoided, the Construction Authority shall obtain the necessary permits/agreements pursuant to the Clean Water Act and California Fish and Game Code prior to impacting the drainage(s).
- **B-2.** Prior to the construction of each segment of the project, the Construction Authority (or its contractor) shall review project plans to determine whether any trees within the impact area require removal or trimming. If trees requiring removal or trimming are present and fit the requirement for protection by the corresponding city's ordinance, the Construction Authority shall retain a qualified biologist/arborist to determine whether any of the trees meet the requirements of the city's ordinance. Should any trees within the impact area meet the criteria specified in the city ordinance, the trees shall be trimmed (or removed and replaced) according to the specifications of the applicable city ordinance.
- **B-3.** The Construction Authority shall direct the contractor to avoid or minimize removal of vegetation (including ornamental tree and shrub removal) during the breeding season (February 1 to June 30 for nesting raptors and February 15 to September 1 for all other birds). To the extent practicable, the contractor shall conduct vegetation and tree removal activities during the non-breeding season (September 2 through January 31) to limit impacts to nesting birds/raptors.

- **B-4.** In the event that removal of vegetation (including ornamental tree and shrub removal) must occur between February 1 and September 1, the Construction Authority (or contractor) shall retain a qualified biologist to conduct a nesting bird/raptor survey of the project impact area or prior to the initiation of construction. The survey shall be conducted no more than three days prior to the initiation of construction to minimize the potential for nesting following the survey and prior to construction. If the biologist detects any active nests within or adjacent to the project impact area (within 150 feet for nesting birds, within 500 feet for raptors), the area(s) supporting bird nests shall be flagged for protection with a buffer determined at the biologist's discretion based on the sensitivity of the species (minimum buffer of 500 feet for raptors). The Construction Authority shall direct the contractor to avoid any activities within the buffer zone until the nests are no longer occupied as determined by the biologist.
- **B-5.** The Construction Authority shall direct the contractor to check and maintain daily any equipment operated within or adjacent to a drainage (including storm drains and concrete channels) to prevent leaks of materials that, if introduced to water, could be detrimental to water quality and, as a result, to biological resource that occur downstream of the project site. Cement/concrete, asphalt, paint, petroleum products, or other substances that could be hazardous, shall be prevented from entering the soil or waters. Any of these materials placed in an area that may result in the material entering the drainage shall be removed and disposed of at an appropriate site.
- **B-6.** The Construction Authority shall direct the contractor to remove all trash and debris related to the project prior to completion of project activities each day to avoid attracting wildlife to the work site.

ES.2.1.4 Climate Change

- Mitigation measures CON-9 through CON-19 would be incorporated (see Section 4.1.5 of this Draft SEIR).

ES.2.1.5 Communities, Population, and Housing

- **S-1.** Schedules for street closures shall be developed in consultation with the study area cities.
- **S-2**. Advance notice shall be posted on city streets indicating when access would be closed or limited.
- **S-3.** Signs shall be posted indicating access routes and alternate access points, as well as announcing that affected businesses are open.
- **S-4.** Newspaper notices shall be placed to indicate street and access closures.
- **S-5.** The Construction Authority website shall include information regarding planned street and access closures.

ES.2.1.6 Cultural Resources

- **CR-1.** If buried cultural resources are uncovered during construction, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. In the event that any artifact or an unusual amount of bone, shell, or non-native stone is encountered during construction, work will be immediately stopped and relocated to another area. The Construction Authority will stop construction within 100 feet of the exposed resource until a qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and CCR, Title 14, Section 15064.5[f]). Examples of such cultural materials might include ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historic trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with State Historic Preservation Office (SHPO) Guidelines. All construction equipment operators will attend a preconstruction meeting presented by a professional archaeologist retained by the Construction Authority that will review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction.

  In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code Section 7050.5, California Environmental Quality Act (CEQA) Section 15064.5(e), and Public Resources Code Section 5097.98 shall be implemented. No further excavation or disturbance of the area or any nearby area reasonably suspected to overlie adjacent remains until the coroner is contacted and the appropriate steps taken pursuant to Health and Safety Code §7050.5 and Public Resource Code §5097.98. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. If Native American human remains are discovered during project construction, it shall be necessary to comply with state laws relating to the disposition of Native American burials that are under the jurisdiction of the NAHC (Pub. Res. Code Section 5097). For remains of Native American origin, no further excavation or disturbance shall take place until the most likely descendant of the deceased Native American(s) has made a recommendation to the landowner or the person responsible for the excavation work regarding means of treating or disposing of the human remains and any associated grave goods, with appropriate dignity, as provided in the Pub. Res. Code Section 5097.98; or the NAHC is unable to identify a most likely descendant or the descendant fails to make a recommendation within 48 hours after being notified. In consultation with the most likely descendant, the project archaeologist and the Construction Authority shall determine a course of action regarding preservation or excavation of Native American human remains, and this recommendation shall be implemented expeditiously. If a most likely descendent cannot be located or does not make a recommendation, the project archaeologist and the Construction Authority shall determine a course of action

regarding preservation or excavation of Native American human remains, which shall be submitted to the NAHC for review prior to implementation.

- **CR-2.** Project plans shall specify that a qualified paleontologist shall be contacted in the event that potential paleontological resources are discovered. Treatment measures may include monitoring by a qualified paleontologist during construction-related ground disturbing activities if paleontological resources are discovered. The qualified paleontologic monitor shall retain the option to reduce monitoring if, in his or her professional opinion, the sediments being monitored were previously disturbed. Monitoring may also be reduced if the previously described potentially fossiliferous units are not present or, if present, are determined by qualified paleontologic personnel to have a low potential to contain fossil resources. The monitor shall be equipped to salvage fossils and samples of sediments as they are unearthed to avoid construction delays and shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Specimens shall be curated into a professional, accredited museum repository with permanent retrievable storage. A report of findings, with an appended itemized inventory of specimens, shall be prepared and shall signify completion of the program to mitigate impacts on paleontological resources.

ES.2.1.7 Energy

Mitigation measures CON-9 through CON-19 would be incorporated (see Section 4.1.5 of this Draft SEIR).

ES.2.1.8 Hazardous Waste and Materials

Mitigation measure HW-4 remains valid but is not applicable to the Project Modifications.

- **HW-1.** A Soil Management Plan shall be prepared once final construction plans are in place, showing the lateral and vertical extent of soil disturbance. The plan shall establish soil reuse criteria, establish a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify criteria for imported materials.
- **HW-2.** During project final design, specific soil testing shall be conducted and necessary and appropriate specific means for remediation shall be selected and incorporated into construction or contract documents, such as excavation with offsite disposal or onsite reuse in low risk areas, vapor extraction, or in-situ remediation.
- **HW-3.** Risk-based cleanup levels shall be established in the Soil Mitigation Plan, which will be reviewed and approved by the oversight agency. Soil that contains soluble concentrations of metals in excess of the Soluble Threshold Limit Concentration (STLC) is considered a California hazardous waste and shall be removed from the site and disposed of in accordance with federal and state regulations.

- **HW-4.** Groundwater is not anticipated to be encountered, however, if ongoing engineering indicates groundwater may be encountered, testing shall be designed and performed to characterize the groundwater where dewatering is required.
- **HW-5.** Hazardous materials, drums, trash, and debris shall be removed and disposed of in accordance with regulatory guidelines.
- **HW-6.** A health and safety plan shall be developed and implemented for construction personnel. When ground-disturbing activities begin, the Construction Authority shall identify potential contamination, such as, but not limited to, the presence of underground facilities, buried debris, waste, drums, tanks, and stained or odorous soils, Should such materials be encountered, further investigation and analysis shall be conducted and may include the following actions:
    - Removal and disposal – Identify, remove, transport, and dispose of materials in a licensed Class I, II, or III disposal facility as established by waste profiling procedures.
    - Recycling – Treat and/or recycle materials at regulated recycling facilities.
    - Reuse uncontaminated or treated materials on project lands.
    - Segregate and stockpile the material on plastic sheeting.
    - Spray the stockpile with water or a South Coast Air Quality Management District-approved dust or vapor suppressant and cover the stockpile with plastic sheeting the prevent exposure to soil.
    - Provide qualified and trained personnel with personal protective equipment for activities that include, but are not limited to, excavation, segregation, stockpiling, loading, and transporting hazardous substances.

ES.2.1.9 Noise and Vibration

- **N-1.** Construction shall proceed in accordance with the construction specifications for this project, including but not limited to the following:
    - **Noise and Vibration Control Plan.** A Noise and Vibration Control Plan shall be developed that demonstrates how the appropriate noise limits will be achieved. The plan shall include measurements of existing noise, a list of the major pieces of construction equipment that will be used, and predictions of the noise levels at the closest sensitive receptors (including residences, hotels, schools, churches, temples, and similar facilities). The noise and vibration control plan shall include measures to minimize vibration impacts during construction. Appropriate vibration mitigation measures include minimizing the use of tracked vehicles, avoiding vibratory compaction, and monitoring vibration near residences to ensure thresholds are not exceeded. The noise and vibration control plan shall be approved by the Construction Authority prior to initiating construction and implemented during construction.

- **Alternative Construction Procedures.** Where construction cannot be performed in accordance with the requirement of the noise limits, the Construction Authority shall investigate and implement alternative construction measures that would result in lower sound levels.
- **Noise Monitoring.** The Construction Authority shall conduct noise monitoring to demonstrate compliance with contract noise limits.
- **Best Management Practices.** The Construction Authority shall use the following best management practices for noise abatement wherever practical:
    - Use specialty equipment with enclosed engines and/or high performance mufflers when feasible.
    - Locate equipment and staging areas as far as possible from noise-sensitive receptors.
    - Limit unnecessary idling of equipment.
    - Install temporary noise barriers as needed and where feasible.
    - Reroute construction-related truck traffic away from residential street to the extent permitted by the relevant municipality.
    - Avoid impact pile driving where possible. Where geological conditions permit, use quieter alternatives, such as drilled piles or a vibratory pile driver.

- **N-2.** The Construction Authority shall implement complaint resolution procedures, including a contact person and telephone number, to rapidly resolve any construction noise problems.

ES.2.1.10 Safety and Security

- **SS-1.** Work plans, schedules, and traffic control measures shall be coordinated with police and fire service providers prior to and during construction to limit effects on emergency response times.
- **SS-2.** Incorporate security measures at the construction sites and staging areas. Security features would include, but not limited to, closed-circuit television, onsite guards and security teams, lighting focused on potential access points to the site to deter access, and perimeter fencing to prohibit unauthorized individuals from accessing the construction area.

ES.2.1.11 Aesthetics

- **VIS-1.** As determined by a qualified arborist, specimen trees within the existing right-of-way shall be relocated. The relocated trees shall be incorporated into the landscape plan or along adjacent public right-of-way where space permits wherever feasible. In cooperation with the cities, landscape guidelines and design strategies shall be prepared prior to the start of construction or any action to trim or remove heritage trees and

implemented during the construction phase to minimize the loss of deodar cedars and incorporate new landscaping of commensurate quality when called for, consistent with the Metro Rail Design Criteria (MRDC) and in compliance with local jurisdictions' tree preservation ordinances. The MRDC state that landscaping for new facilities shall be designed in conformance with local landscape ordinances and existing plant material shall be preserved, as appropriate.

- **VIS-2.** Temporary construction area screening shall be considered in areas adjacent to roadways, residences, and businesses.
- **VIS-3.** If lighting is required during construction, lighting shall be shielded and directed downward and away from adjacent residential and commercial uses.

ES.2.2 Long-term Mitigation Measures

ES.2.2.1 Transportation

- **LTR-1.** In San Dimas, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to ensure the signalization of the intersection of San Dimas Avenue and Second Street when warranted.
- **LTR-2.** In La Verne, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to ensure the signalization of the intersections of White Avenue and First Street, White Avenue and Second Street, Arrow Highway at the Metrolink crossing, Arrow Highway and E Street, and La Verne Avenue and Arrow Highway when warranted.
- **LTR-3.** In Pomona, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to ensure the signalization of the intersection of Fulton Road and Bonita Avenue when warranted.
- **LTR-4.** (as revised in Addendum 2). In Pomona, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to modify the Garey Avenue and Bonita Avenue intersection. There are two (2) alternative mitigation proposals, the selection of which will depend upon further engineering analysis. (A) The first proposed mitigation is to reconfigure the northbound approach to provide two exclusive left-turn lanes, one through lane, one shared through/right-turn lane, and two (northbound and southbound) buffered bike lanes. The modification would also include reconfiguring the westbound "receiving leg" to keep the existing bike lane and accommodate two through receiving lanes, and alignment of receiving lanes in all directions. Pavement widening, signal and related work is included as determined necessary by the City. Note that this mitigation measure is a modification to the mitigation measure identified in the 2013 FEIR for this intersection. This modification of the mitigation measure is necessary due to the change in the existing condition on Bonita Avenue implemented by the City after completion of the 2013 FEIR, the City's plans to install two (northbound and southbound) buffered bike lanes on Garey Avenue, and the increased traffic added to this location resulting from the Proposed Project. (B) The second proposed mitigation is widening the roadway and potentially the right-of-

way along Bonita Avenue and Garey Avenue to accommodate two exclusive left-turn lanes, one through lane, one shared through/right-turn lane, and two (northbound and southbound) buffered bike lanes for the northbound approach. The modification would also include reconfiguring the westbound "receiving leg" to keep the existing bike lane and accommodate two through receiving lanes, and alignment of receiving lanes in all directions. Pavement widening, signal and related work is included as determined necessary by the City. The Construction Authority shall modify the measure selected in a manner of equivalent or lesser cost determined by the City of Pomona to achieve an equivalent level of mitigation, and in accordance with the locally preferred alternative.

- **LTR-5.** In Claremont, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary to ensure the signalization of the intersection of College Avenue and First Street when warranted.
- **LTR-6.** At the Garey Avenue crossing, the existing Metrolink track circuity shall be recalibrated to eliminate false gate closures.
- **LTR-7.** The signal at the intersection of Garey Avenue and Bonita Avenue shall be interconnected with the railroad signal and allow for preemption when trains are present.
- **LTR-8.** Bonita Avenue shall be protected/permitted in the east/west direction.
- **LTR-9**. At the intersection of Glendora Avenue and Route 66, the eastbound approach will be widened, and a second left-turn lane will be added.

ES.2.2.2 Noise and Vibration

Mitigation measures N-3 through N-5 remain valid for the Project but are not applicable to the Project Modifications. No additional mitigation is required.

ES.2.2.3 Safety and Security

Long-term mitigation measures SS-1 through SS-8 would be incorporated. Note that the long-term mitigation measures have been renumbered as SS-3 through SS-10 to reflect the short-term construction mitigation measures that were added as a part of the 2019 SEIR.

- **SS-3.** All stations and parking facilities shall be equipped with monitoring equipment and/or be monitored by Metro Rail Operations Center staff/LASD Transit Services Bureau Desk Operations personnel on a regular basis.
- **SS-4.** A security plan for LRT operations shall be implemented. The plan shall include both in-car and station surveillance by Metro Rail Operations Center staff/LASD Transit Services Bureau Desk Operation personnel security or other local jurisdiction security personnel.
- **SS-5.** Lighting at all stations shall be to standards that minimize shadows, and all pedestrian pathways leading to/from sidewalks and parking facilities shall be well-illuminated in accordance with Metro Design Criteria.

- **SS-6**. Metro Rail Operations Center staff/LASD Transit Services Bureau Desk Operations personnel shall coordinate and consult with the Los Angeles and San Bernardino County sheriff's department and police departments of the cities adjacent to the alignment to develop and implement safety and security plans for the alignment, parking facilities, and station areas.
- **SS-7.** The station design shall not include design elements that obstruct visibility or observations or provide discrete locations favorable to crime, and pedestrian access to at-grade, below-grade, and above-grade station entrances/exits shall be accessible at ground level, with clear sight lines.
- **SS-8.** Metro Rail Operations Center staff/LASD Transit Services Bureau Desk Operations personnel shall monitor pedestrian crossing activity at all locations with adjacent schools and implement appropriate measures to ensure pedestrian crossing safety, as determined by the CPUC.
- **SS-9**. The Construction Authority shall conduct a hazard analysis before the start of final design, using current safety analysis as a reference. The hazard analysis shall determine a design basis for warning devices, as required by the CPUC.
- **SS-10.** Traffic warning measures, such as signage, shall be provided at locations adjacent to stations to alert motorists to significant pedestrian activity in the area. Traffic warning measures will be per the California Manual of Uniform Traffic Control Devices specifically Part 10, Traffic Controls for Highway-Light Rail Transit Grade Crossing.

ES.2.2.4 Aesthetics

Mitigation measures VIS-4 and VIS-5 would be incorporated from the 2013 FEIR. Mitigation measure VIS-6 remains valid but is not applicable to the Project Modifications. Mitigation measure VIS-7, which was introduced as a new mitigation measure in the 2019 SEIR, is no longer applicable because there are no residential parcels adjacent to the new Pomona Station parking facility site and because a parking structure is no longer proposed.

- **VIS-4.** All lighting at the parking facilities and station locations shall utilize best available technology to reduce spillover to adjacent land uses and shall be directed away from adjacent residences. In addition, landscaping, fences, or other measures to shield adjacent residences from light and glare shall be provided where applicable. All lighting will conform to American National Standards Institute-Illuminating Engineering Society of North America (ANSI-IESNA) standards.
- **VIS-5.** All walls, structures, and fences shall be properly screened or incorporate design features to improve appearance and reduce visual intrusion pursuant to the standards established in the MRDC. The goal of the MRDC is to create site-adapted designs that reflect the specific urban context of each station and that enhance the neighborhood context in which the project is proposed. The MRDC include artwork, signage, advertising, landscaping, and guidelines for the selection of materials and finishes. Station design shall feature materials, landscaping, art, and other elements consistent with MRDC and developed by the station design team that includes architects,

landscape architects, and lighting experts. Surface treatments shall be provided at the face of safety walls and at roadway/pedestrian portals, and landscaping along safety walls outside of the LRT portal shall be provided where feasible to provide wall screening. Per MRDC, artwork will be provided at each station and will be designed by professional artists. According to the MRDC, careful consideration must be given to station compatibility with proposed future development in the neighborhood of each station, and where applicable, future extensions and/or connecting line transfers. Neighborhood culture and character shall be emphasized through artwork. The Designer should become familiar with the general aspects of the entire system in order to determine how his individual project relates to the whole. The Landscape Architect shall coordinate design and production of construction drawings with Designers and Metro Art to ensure that landscaping, facilities architecture, site engineering and station art are visually and functionally compatible. Coordination is particularly important with regard to the design of lighting, paved surfaces, walls and site furnishings. The Construction Authority shall coordinate with Metro Facilities Maintenance group in the review and comment stage of landscape design review submittals.

- **VIS-6.** The final design of the Towne Avenue flyover structure shall include considerations of materials and design refinements to reduce the height of the flyover structure above the surrounding grade to the lowest height feasible.

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Introduction

Background

The Metro Gold Line Foothill Extension Construction Authority (Construction Authority) is an independent transportation planning, design, and construction agency created in 1998 by the California State Legislature to design, contract, and construct the Los Angeles to Pasadena Metro Gold Line (Gold Line) (formerly the Pasadena Blue Line and now referred to as the L-Line), which was later extended to include any mass transit guideway that may be planned east of Sierra Madre Villa Boulevard along the rail right-of-way extending to the City of Montclair. The Construction Authority is responsible for designing and constructing the Metro Gold Line Foothill Extension Project. The Los Angeles County Metropolitan Transportation Authority (Metro) maintains certain oversight responsibilities regarding the design and construction in conjunction with the Construction Authority and will operate the Gold Line.

The Construction Authority evaluated the Metro Gold Line Foothill Extension in two phases: a first phase of 11.5 miles from Pasadena to Azusa (the Pasadena to Azusa Extension – Phase 2A), and a second phase of 12.3 miles between Azusa and Montclair (Azusa to Montclair Extension – Phase 2B). Phase 2A was completed in 2015 and is in operation. In 2013, the Construction Authority certified a Final Environmental Impact Report (2013 FEIR) for the Azusa to Montclair – Phase 2B project. Construction of Phase 2B began in December 2017. The Phase 2B project is referred to herein as the “Project”.

Following the certification of the 2013 FEIR, the Construction Authority identified a number of refinements to the Project. The Construction Authority initially approved four addenda to the 2013 FEIR:

- Addendum No. 1 addressed Project refinements associated with grade separation of Garey Avenue in Pomona and was adopted by the Construction Authority’s Board of Directors (Authority Board) in May 2014.
- Addendum No. 2 addressed Project refinements associated with construction of the Project in two phases and minor technical changes to the engineering design and was adopted by the Authority Board in December 2014.
- Addendum No. 3 addressed minor design changes to the Project and was adopted by the Authority Board in March 2016.
- Addendum No. 4 addressed minor design changes to the Project and was adopted by the Authority Board in May 2018.

The Construction Authority subsequently deleted the refinement of a traction power supply substation (TPSS) location and Los Angeles Department of Water and Power (LADWP) access in the City of Glendora in Addendum No. 3, Modification No. 6 in Addendum No. 4 (a refinement of the parking structure at the San Dimas Station in the City of San Dimas), and Modification No. 7 (a refinement of the Towne Avenue flyover structure in the City of Pomona) in Addendum No. 4 from the list of refinements included in the Project.

The Construction Authority also prepared a Final Supplemental Environmental Impact Report (SEIR) to the 2013 FEIR, which addressed changes to the phasing of construction and operation of the Project (from two phases to three phases) and identified a new traffic/transportation mitigation measure and a minor rail alignment adjustment. The Final SEIR was certified by the Authority Board in June 2019 and is herein referred to as the 2019 SEIR.

Azusa to Montclair Project Definitions

Project. The "Project" is the Phase 2B extension of Gold Line from Azusa to Montclair. It includes Project elements described in the 2013 FEIR, the addenda to the 2013 FEIR, and the 2019 SEIR that were approved by the Authority Board.

Project Modifications. The "Project Modifications" include potential reduction and reconfiguration of parking at five stations (Glendora, San Dimas, La Verne, Pomona, and Claremont) in accordance with Metro parking policy guidance and evaluation of ridership and parking conditions as a result of the reconfigured parking conditions.

Purpose of this Supplemental Environmental Impact Report

The Construction Authority prepared this Draft SEIR to evaluate potential parking changes at the Glendora, San Dimas, La Verne, Pomona, and Claremont Stations. The Construction Authority previously approved parking structures at these stations. As a result of Project refinements and revised Metro parking provision guidance resulting from a parking study completed by Metro, the Construction Authority is now considering whether a change to surface parking lots for the Glendora, San Dimas, La Verne, and Pomona locations, as well as a combination of either a parking structure or parking lot and leased parking space arrangements at Claremont, is warranted. This would reduce the total number of available parking spaces at the various stations. At some of these stations, the potential change from a structure to a surface lot would result in minor changes related to the configuration of vehicle and pedestrian access. The potential reduction and reconfiguration of parking as described in this Draft SEIR are referred to as the "Project Modifications." The Project Modifications also entail multiple scenarios that include interim and full build terminus station conditions.

This Draft SEIR evaluates the environmental effects of the potential modifications to the Project approved by the Construction Authority and described in the 2013 FEIR and subsequent environmental actions (but not including the TPSS/LADWP refinement described in Addendum No. 3 and Modifications No. 6 and No. 7 described in Addendum No. 4),. Like the 2013 FEIR and subsequent environmental actions, this Draft SEIR is intended to provide information to the public, the Authority Board, and responsible and trustee agencies regarding the potential significant environmental impacts of the Project Modifications and to identify measures to reduce or eliminate any significant impacts.

Legal Requirements

This Draft SEIR for the Metro Gold Line Foothill Extension – Phase 2B from Azusa to Montclair Project has been prepared in accordance with the California Environmental Quality Act (CEQA)

(Public Resources Code [PRC], Section [§] 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act (California Code of Regulations [CCR], Title 14, §15000 et seq.).

PRC §21166 states that once an environmental impact report (EIR) has been prepared for a project, no subsequent or supplemental EIR is to be prepared unless one of the following circumstances occurs:

a) Substantial changes are proposed in the project that will require major revision to the environmental impact report.

b) Substantial changes have occurred with respect to the circumstances under which the project is being undertaken, which will require major revisions to the environmental impact report.

c) New information, which was not known and could not have been known at the time of the environmental impact report was certified as completed, has become available.

This Draft SEIR has been prepared due to the need for revisions to the 2013 FEIR and the 2019 SEIR as a result of the Project Modifications. The Draft SEIR compares the potential effects of the Project Modifications to the effects of the Project as evaluated in the 2013 FEIR and modified and evaluated in the various addenda and the 2019 SEIR, and as currently approved by the Authority Board.

Draft Supplemental Environmental Impact Report

The Construction Authority filed a Notice of Preparation (NOP) for the Draft SEIR on June 2, 2020, in accordance with CEQA Guidelines §§15082(a) and 15375 (see Appendix D – Outreach Materials and NOP materials). The NOP began the scoping process for the Project. The Construction Authority notified the public and local agencies of the Construction Authority's decision to prepare the SEIR via robust outreach activities, which included scoping meeting notices, mail announcements, newspaper notices, an updated notice on the Project website (https://foothillgoldline.org/), e-news, social media posts, media.

During the scoping process, the public was encouraged to provide comments on potential environmental impacts that should be studied in the Draft SEIR. A virtual public scoping meeting was held on June 24, 2020, from 5:30 PM to 7:00 PM via the GoToWebinar internet meeting platform. The scoping meeting provided an opportunity for the public to provide comments regarding the Project Modifications and the scope of the SEIR (see Appendix D). 165 members of the public attended some or all of the scoping meeting. The scoping meeting provided a presentation of the proposed Project Modifications, environmental topics of concern and potential impacts of the Project Modifications. The Construction Authority provided the public with an opportunity to provide oral and written comments at the virtual scoping meeting. Written comments were also received via mail and email. The Construction Authority received comment submittals during the scoping period. Comments came from regulatory agencies, cities, and members of the public. Agency letters responding to the NOP were received from the California Native American Heritage Commission, Southern California Regional Rail Authority

(SCRRA)/Metrolink, California Department of Transportation (Caltrans), San Bernardino County Department of Public Works, City of Glendora, City of La Verne, City of San Dimas, City of Pomona, and City of Claremont. Each entity provided comments consistent with its regulatory role and responsibility. The comments submitted to the Construction Authority during the scoping process informed the scope and content of this Draft SEIR. Please refer to Chapter 5 for more information regarding the Construction Authority's scoping efforts.

Project Modifications

The Project as currently approved by the Construction Authority extends the Metro Gold Line alignment 12.3 miles east, from just east of the Azusa-Citrus Station in the city of Azusa to the Montclair Transcenter and includes six new stations, one each in Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. The Project Modifications do not materially alter the scope of the Project as approved by the Construction Authority.

As described above, the 2019 SEIR addressed changes to the phasing of construction and operation of the Project (from two phases to three phases). Phase 1 of construction includes 9.1 miles of the alignment from the Azusa-Citrus Station in Azusa to the Pomona Station. Phase 2 of construction includes 2.2 miles of the alignment from the Pomona Station to the Claremont Station, and Phase 3 of construction includes 1 mile of the alignment from the Claremont Station to the Montclair Station in San Bernardino County. The three phases of construction could occur across a range of timelines and result in the Pomona Station and the Claremont Station operating as temporary end-of-line (terminus) stations during the first and second construction phases. Construction phasing was necessary due to funding constraints.

The Project Modifications in this Draft SEIR contemplate reduced and reconfigured parking at five stations (Glendora, San Dimas, La Verne, Pomona, and Claremont). No modification is proposed for parking at the Montclair Station. To accommodate reconfigured parking for Phase 1 when the interim end of line would be located at the Pomona Station, surface parking lots would be constructed at the Glendora, San Dimas, La Verne, and Pomona Stations rather than the currently approved parking structures. At some of these stations, reconfigured parking would result in associated vehicle and pedestrian access changes. At the four stations included in Phase 1, the number of parking spaces will be reduced from the numbers contemplated in the currently approved Project. For Phase 2 when the interim end of line would be located at Claremont Station, reduced and reconfigured parking would be provided via a combination of either a parking structure or parking lot and leased parking space arrangements. Phase 3 would complete the full build condition to the Montclair end of line station. Parking conditions at stations west of the Montclair Station would be as developed during the first two phases of construction (see Sections 1.2.2.1 through 1.2.2.3 for more detailed information).

Scope of Environmental Analysis in the Supplemental Environmental Impact Report

The Draft SEIR evaluates the potential environmental effects of the Project Modifications in comparison to the effects of the Project as currently approved by the Construction Authority. The study area for the environmental analysis focuses on the five stations where reduced and

reconfigured parking would occur, and the potential for corresponding traffic impacts at all six stations.

The SEIR discusses the following environmental issue areas in detail as they relate to the Project Modifications:

- Transportation
- Air quality
- Biological resources/ecosystems
- Climate change
- Communities, population, and housing, including acquisitions and displacements
- Community facilities and parklands
- Cultural resources
- Energy
- Geologic hazards
- Hazardous waste and materials
- Land use and planning
- Noise and vibration
- Safety and security
- Visual quality
- Water resources
- Growth-inducing impacts
- Irreversible and irretrievable commitments of resources

Potential phasing of project construction is also addressed in the Draft SEIR for specific environmental issues that were determined to have temporary interim conditions that could differ from the long-term full build conditions described for the Project Modifications. These temporary conditions would be in place for two potential interim conditions:

- Completion of Phase 1 construction, Gold Line operation to Pomona
- Completion of Phase 2 construction, Gold Line operation to Claremont

Effects identified for most environmental issues would remain the same as those evaluated for the assessment of long-term operations. However, under the temporary interim operation conditions described above impacts in certain environmental issues areas might vary. These issues are evaluated to disclose effects anticipated to occur under temporary interim operations, should they occur. These issues include:

- Transportation
- Air quality
- Climate change
- Noise and vibration

Intended Use of the Supplemental Environmental Impact Report

This Draft SEIR will be used by the Construction Authority and other responsible agencies to provide the information necessary for an environmental review of discretionary actions regarding the Project Modifications, including the issuance or granting of permits, related to the construction and operation of the Project.

Lead Agency

The Construction Authority is the Lead Agency for this Draft SEIR.

Contact Person

The primary contact person regarding information presented in this Draft SEIR is Ms. Lisa Levy Buch, the Construction Authority's Chief Communication Officer. Ms. Levy Buch can be reached by telephone at (626) 471-9050, by email at llevybuch@foothillgoldline.org, or by mail at:

Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016-3633

Organization of Supplemental Environmental Impact Report

- The Introduction provides an overview of the project background, the proposed Project Modifications, and the organization of this Draft SEIR.
- The Executive Summary provides summary level information on the range of impacts anticipated with the Project Modifications, including information on mitigation measures proposed to reduce impacts.
- Chapter 1 provides a description of the Project as approved by the Construction Authority, and describes the baseline used in the Draft SEIR to evaluate the potential significant effects of the Project Modifications.
- Chapter 2 describes the alternatives considered throughout the environmental documentation process, including those identified in the 2013 FEIR and the rationale for selection of the Project alternatives, inclusive of modifications evaluated in CEQA environmental documentation since the 2013 FEIR.
- Chapter 3 analyzes the potential project level and cumulative transportation effects of the Project Modifications.
- Chapter 4 analyzes the potential project level and cumulative effects of the Project Modifications on environmental resources.
- Chapter 5 describes the public outreach and agency coordination conducted during the preparation of this document.
- Chapter 6 provides a list of the agencies and persons consulted during the preparation of this document.

- Chapter 7 provides a list of the preparers of this Draft SEIR.
- Chapter 8 provides references.

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1 Project Description

Pursuant to CEQA Guidelines Section [§] 15124(c), this project description is intended to provide a general description of the Project's technical, economic, and environmental characteristics.

1.1 Existing and Operational Gold Line System

The Metro Gold Line light rail transit (LRT) system currently extends from eastside Los Angeles at Atlantic Boulevard to Azusa, California, serving cities and communities along the alignment corridor. It is a dual-track system with overhead catenary lines for power. Many (15) of the 27 stations include parking facilities (surface lots and/or structures) for riders arriving by car. The light rail track is mostly at-grade and is generally within the existing Construction Authority right-of-way in a corridor that is shared with Metrolink and Burlington Northern Santa Fe (BNSF) Railways railroad tracks.

1.2 Azusa to Montclair Extension – Phase 2B Project

The Construction Authority approved Phase 2B of the Gold Line system in 2013 to extend the Gold Line from Azusa to Montclair. After the 2013 approval, the Construction Authority decided to construct and operate the Azusa to Montclair portion of the Gold Line system in two phases: Phase 1 from Azusa to Claremont, and Phase 2 from Claremont to Montclair. Construction commenced on Phase 1 in December 2017.

1.2.1 2013 FEIR Project with Addenda and the 2019 SEIR

The 2013 FEIR Project with the modifications evaluated in the four addenda and the 2019 SEIR is a 12.3-mile extension of the Metro Gold Line LRT alignment to the east, with service from the Azusa-Citrus Station in Azusa to the Montclair Transcenter. It includes the analyzed and approved stations in Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. As addressed and evaluated in the 2019 SEIR, due to funding constraints the Construction Authority decided to construct and operate the Azusa to Montclair portion of the Gold Line system in three phases, as opposed to two phases: Phase 1 from Azusa to Pomona, Phase 2 from Pomona to Claremont, and Phase 3 from Claremont to Montclair (Figure 1-1).

As evaluated in the 2013 FEIR, the anticipated travel time would be approximately 18 minutes between Azusa-Citrus Station and Montclair Station. It is anticipated that trains would operate with 10-minute headways during peak periods and 20-minute headways during off-peak periods and would have a projected ridership of approximately 17,800 passengers per day. The projected passenger daily boardings at each proposed station in 2035 from the 2013 FEIR as updated in the 2019 SEIR are as follows[1] (updated passenger boardings are shown in Chapter 3, Transportation):

- Glendora Station – 1,860

[1] Passenger boardings at the Claremont and Montclair Stations did not necessitate updates as part of the 2019 SEIR. The boardings for those two stations are from the 2013 FEIR.

- San Dimas Station – 1,640
- La Verne Station – 2,190
- Pomona Station – 5,950
- Claremont Station – 2,850
- Montclair Station – 6,450

1.2.2 Project Modifications

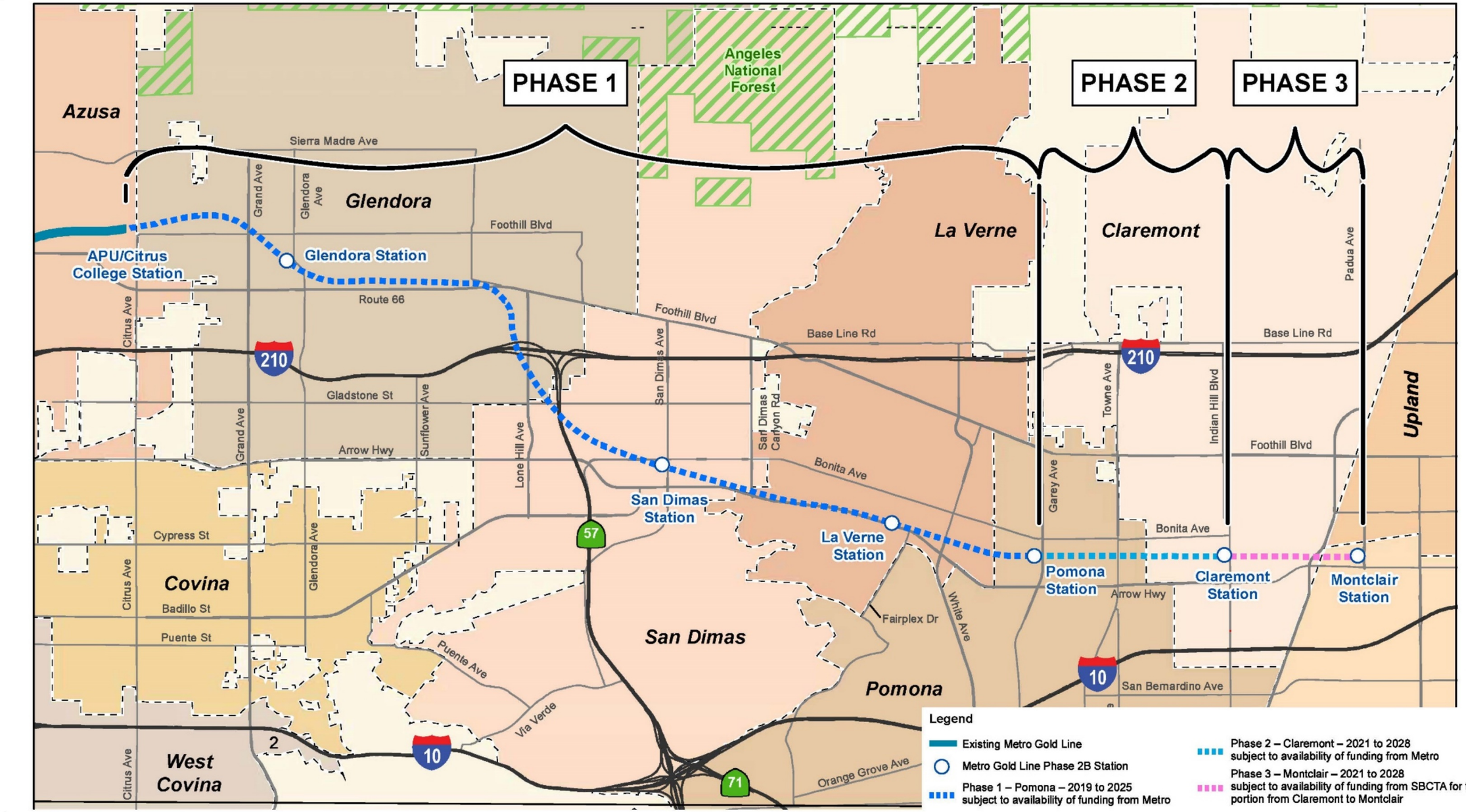
The Construction Authority proposes to reduce and reconfigure parking at five stations (Glendora, San Dimas, La Verne, Pomona, and Claremont) in accordance with Metro parking policy guidance. A summary table of the changes to the number of parking spaces is provided in Table 1-1. To accommodate reconfigured parking for Phase 1, surface parking lots would be constructed at the Glendora, San Dimas, La Verne, and Pomona Stations rather than parking structures as contemplated in the currently approved Project. At some of these stations, reconfigured parking would result in associated vehicle and pedestrian access changes. For Phase 2 when the interim end of line would be located at the Claremont Station, reduced and reconfigured parking at this station would be provided via a combination of either a parking structure or parking lot and leased parking space arrangements. Phase 3 would complete the full build condition to the Montclair end of line station. Parking conditions at stations west of the Montclair Station would be as developed during the first two phases of construction. No modifications are proposed for the parking at the Montclair Station.

Table 1-1. Summary of Parking Changes

	Glendora Parking Facility	San Dimas Parking Facility	La Verne Parking Facility	Pomona Parking Facility	Claremont Parking Facility	Totals
Number of Parking Spaces Proposed in the 2013 FEIR	420	450	600	1,000[1]	1,100	3,570
Number of Parking Spaces as a result of the Project Modifications[2]	302	289	299	530	539	1,959
Difference	(118)	(161)	(301)	(470)	(561)	(1,611)

[1] Approximately 250 spaces exist in a Metrolink parking lot; 750 new spaces are included in 2013 FEIR.
[2] The number of parking spaces as a result of the Project Modifications reflects the parking need at Project completion (i.e., Montclair as terminus station)
Source: Metro 2018

All parking modifications would be designed and constructed in accordance with the Metro Rail Design Criteria. Large parking lots are anticipated to be subdivided into sections to reduce the scale with walkways and landscaping used for this purpose. The parking areas will be open enough to maintain good surveillance. Access for vehicles, transit, and Kiss-and-Ride drop off are all integral parts of the facility designs. Pedestrian and bicycle elements will also be included to accommodate active modes of access between parking lots and stations. All neighboring



Source: Jacobs 2019

0 0.5 1 2 Miles

Figure 1-1
Regional Vicinity Map

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private businesses with parking lots adjacent to the transit stations will provide and enforce restrictions to prohibit transit patrons from using off-street parking. Metro will support the local jurisdictions with these enforcement responsibilities if requested. features, including pedestrian walkways and channelization/signage, will be included to ensure safe routes for passengers between parking areas and stations. Bicycle parking features will be included based on the Metro design criteria.

The Project elements, including alignment, stations, and grade crossings, would be the same as presented in the 2013 FEIR and subsequent environmental actions, with the exception of the revised parking configurations and associated changes to vehicle and pedestrian access discussed herein. All other features of the Project would remain the same as described in the 2013 FEIR and subsequent environmental actions. This Draft SEIR evaluates the potential impacts of the Project Modifications identified below.

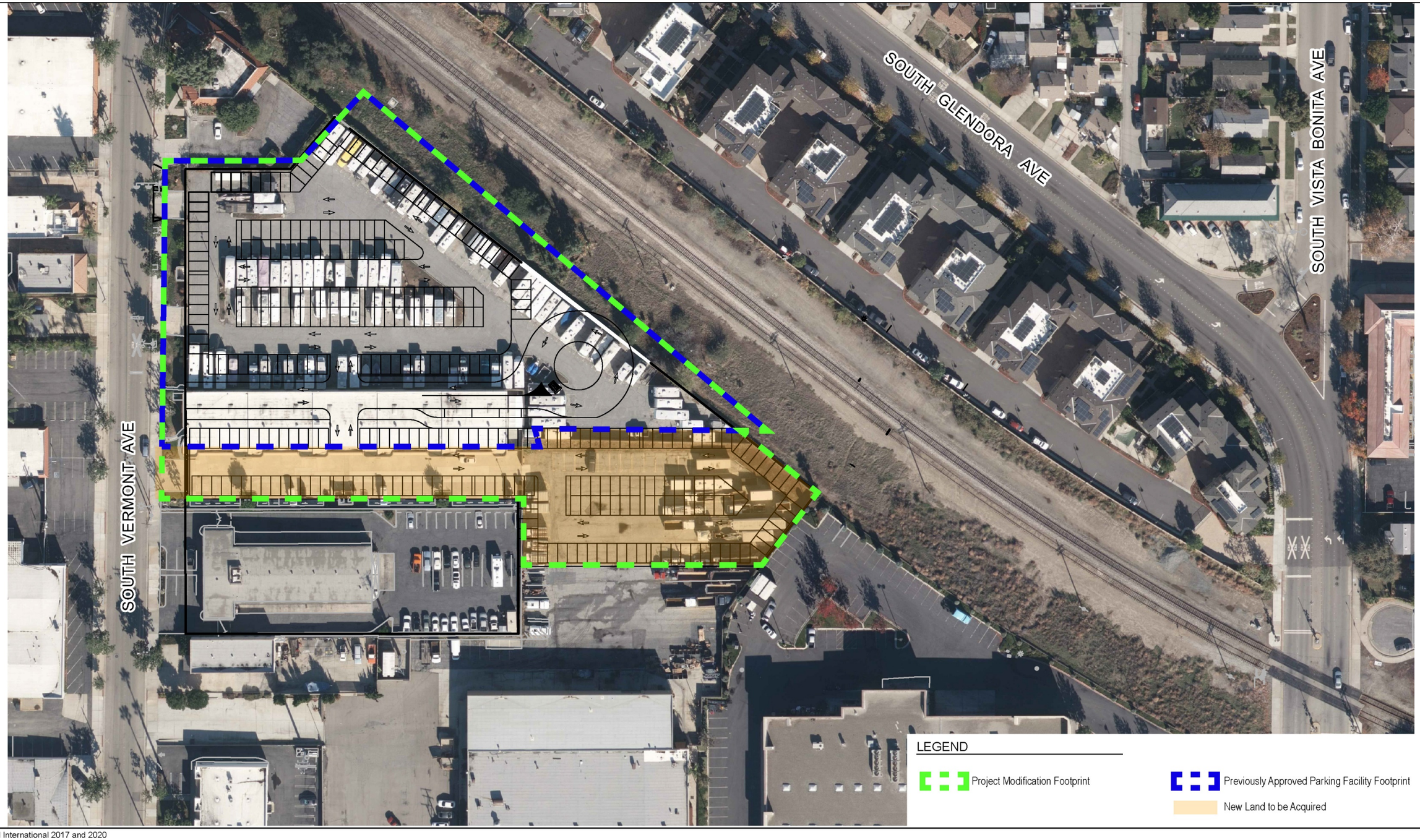
1.2.2.1 Phase 1 Project Modifications

Parking facilities at the Glendora, San Dimas, La Verne, and Pomona Stations would be constructed during Phase 1 of the Project.

- **Glendora Station Parking Facility Reconfiguration:** To accommodate a surface parking lot at the Glendora Station, the Construction Authority proposes to potentially expand the parking facility from the 2013 FEIR and Addendum No. 4 approved site to include approximately 1.08 acres of additional property south of the station for a total size of approximately 3.58 acres (Figure 1-2A). The existing land use of the additional property to be included is industrial. The total number of parking spaces would be approximately 302, a reduction of approximately 118 parking spaces compared to the approved Project. There would be no changes to vehicle or pedestrian access. As previously approved, vehicle access to the Glendora Station parking facility would be from South Vermont Avenue, and pedestrian access to the station platform would be from both the north, which is at-grade, and from the south via an underpass. The revised Glendora parking facility would also include a turnabout that is closer to the station platform than previously approved to better accommodate pick up and drop off. Pedestrian access is shown in Figure 1-2B.
- **San Dimas Station Parking Facility Reconfiguration:** To accommodate a surface parking lot at the San Dimas Station, the Construction Authority proposes to potentially expand and relocate a portion of the 2013 FEIR approved site. The reconfigured parking facility would contain the western portion of the 2013 FEIR approved site but be positioned southward to East Arrow Highway, instead of eastward to Walnut Avenue as previously approved (Figure 1-3A). The revised parking configuration would require 3.36 acres of land, 1.16 acres more than that required for the configuration included in the 2013 FEIR. The existing land use of the additional property to be included is industrial. The revised San Dimas parking facility would also include a turnabout to allow for pick up and drop off. The total number of parking spaces would be approximately 289, a reduction of approximately 161 spaces compared to the approved Project. Due to the reconfiguration of the parking facility, vehicle access is potentially proposed from East

Arrow Highway, instead of from Walnut Avenue as previously proposed. Pedestrian access to the station platform would be via an undercrossing on the east side of the station and from San Dimas Avenue on the west side. There would also be pedestrian walkways from Walnut Avenue and East Arrow Highway to the undercrossing, in addition to the pedestrian walkway from San Dimas Avenue as proposed in the 2013 FEIR. Pedestrian access is shown in Figure 1-3B.

- **La Verne Station Parking Facility Reconfiguration:** No additional property would be needed to accommodate a surface parking lot at the La Verne Station (Figure 1-4A). The parking facility would require the same land parcels in the same location as those identified for the previously proposed parking structure in the 2013 FEIR and Addendum No. 3. The total number of parking spaces would be approximately 299, a reduction of approximately 301 spaces compared to the approved Project. There would be no change to vehicle access; vehicle access would be from East Arrow Highway. The previously proposed turnabout would be in the same general location. Due to the reconfiguration of the parking facility, pedestrian access is now potentially proposed as an at-grade crossing, instead of an underpass. Pedestrian access is shown in Figure 1-4B.
- **Pomona Station Parking Facility Reconfiguration:** To accommodate a surface parking lot at the Pomona Station, the Construction Authority proposes to potentially relocate and expand the parking facility from the 2013 FEIR approved site. The parking facility was previously approved north of the station on an approximate 1.5-acre site. The revised parking facility is potentially proposed to be located south of the station, diagonally southeast of the existing Metrolink parking lot (Figure 1-5A). The relocated parking facility is on an approximate 3.86-acre site bounded by Santa Fe Street to the north, Garey Avenue to the east, West Grevillia Street to the south, and Pine Street to the west. The existing land use is primarily industrial and commercial. Vehicle access would be from Garey Avenue and West Grevillia Street. A new signalized fully directional intersection would be created at Garey Avenue and West Grevillia Street, while access to and from the parking facility directly from Garey Avenue would be right-in/right-out only. A bus turnabout would be located north of the parking facility at the end of Santa Fe Street; through traffic at Garey Avenue would be closed as part of the Project Modifications. Due to the relocation of the parking facility and incorporation of the bus turnabout, there would no longer be vehicle access between Pine Street and Garey Avenue via Santa Fe Street or Magnolia Street. The total number of parking spaces would be approximately 300 spaces, a reduction of approximately 450 spaces compared to the approved Project. However, approximately 250 additional spaces would be accommodated via the existing Metrolink lot, for a total of approximately 550 spaces. Pedestrian access from the relocated parking facility would be via a pedestrian path that would extend east from the station platform to Garey Avenue and continue south on the Garey Avenue sidewalk to the parking lot. Pedestrian access from the east would be via an at-grade crossing, instead of a grade separated crossing. Pedestrian access is shown in Figure 1-5B.



Source: Hill International 2017 and 2020

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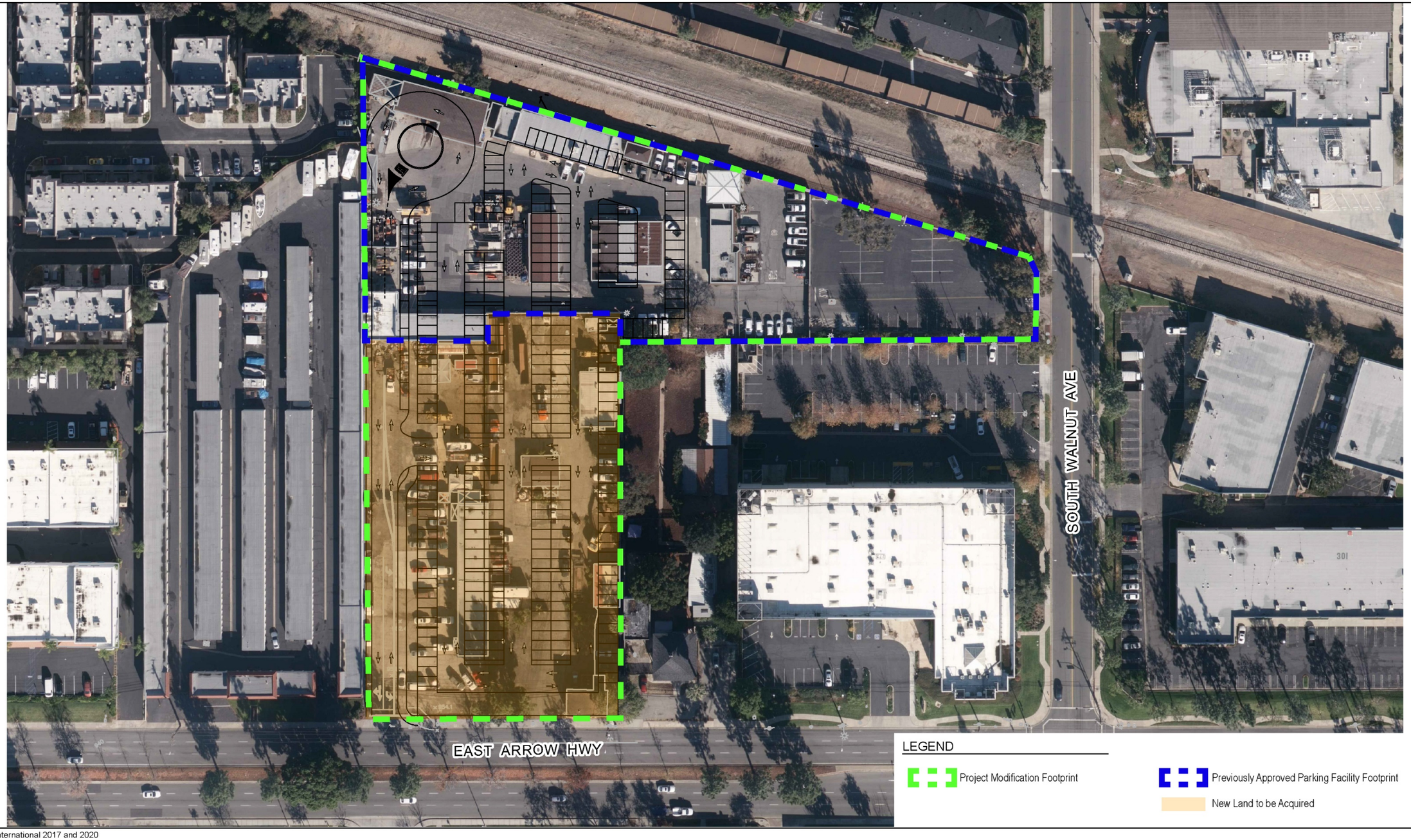
Figure 1-2A
Glendora Station Parking Facility Reconfiguration

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Source: Hill International 2017 and 2020

Figure 1-2B
Glendora Station Parking Facility Reconfiguration with Pedestrian Access



Source: Hill International 2017 and 2020

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Figure 1-3A
San Dimas Station Parking Facility Reconfiguration

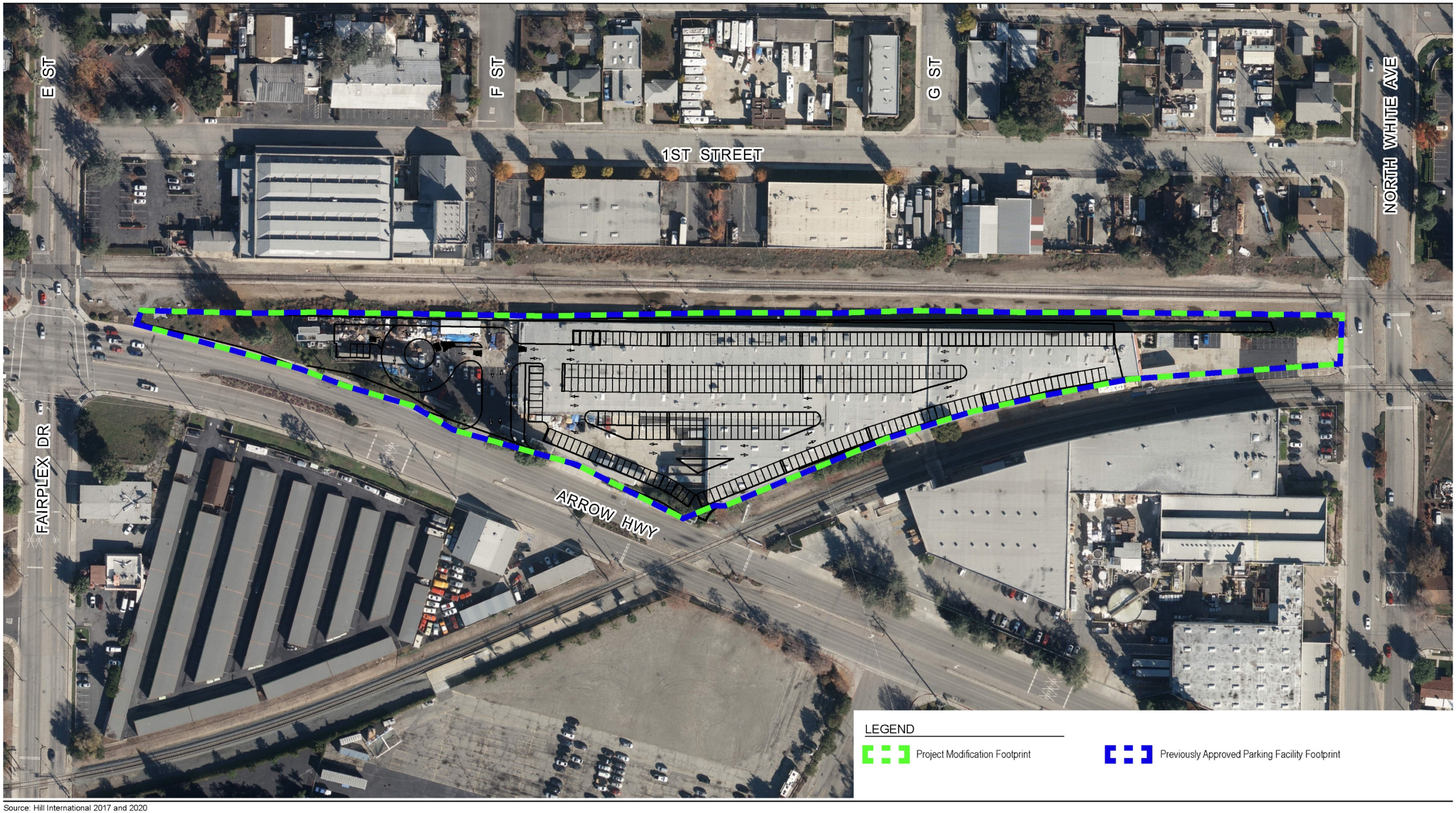


Source: Hill International 2017 and 2020

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Figure 1-3B
San Dimas Station Parking Facility Reconfiguration with Pedestrian Access

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Source: Hill International 2017 and 2020

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Figure 1-4A
La Verne Station Parking Facility Reconfiguration

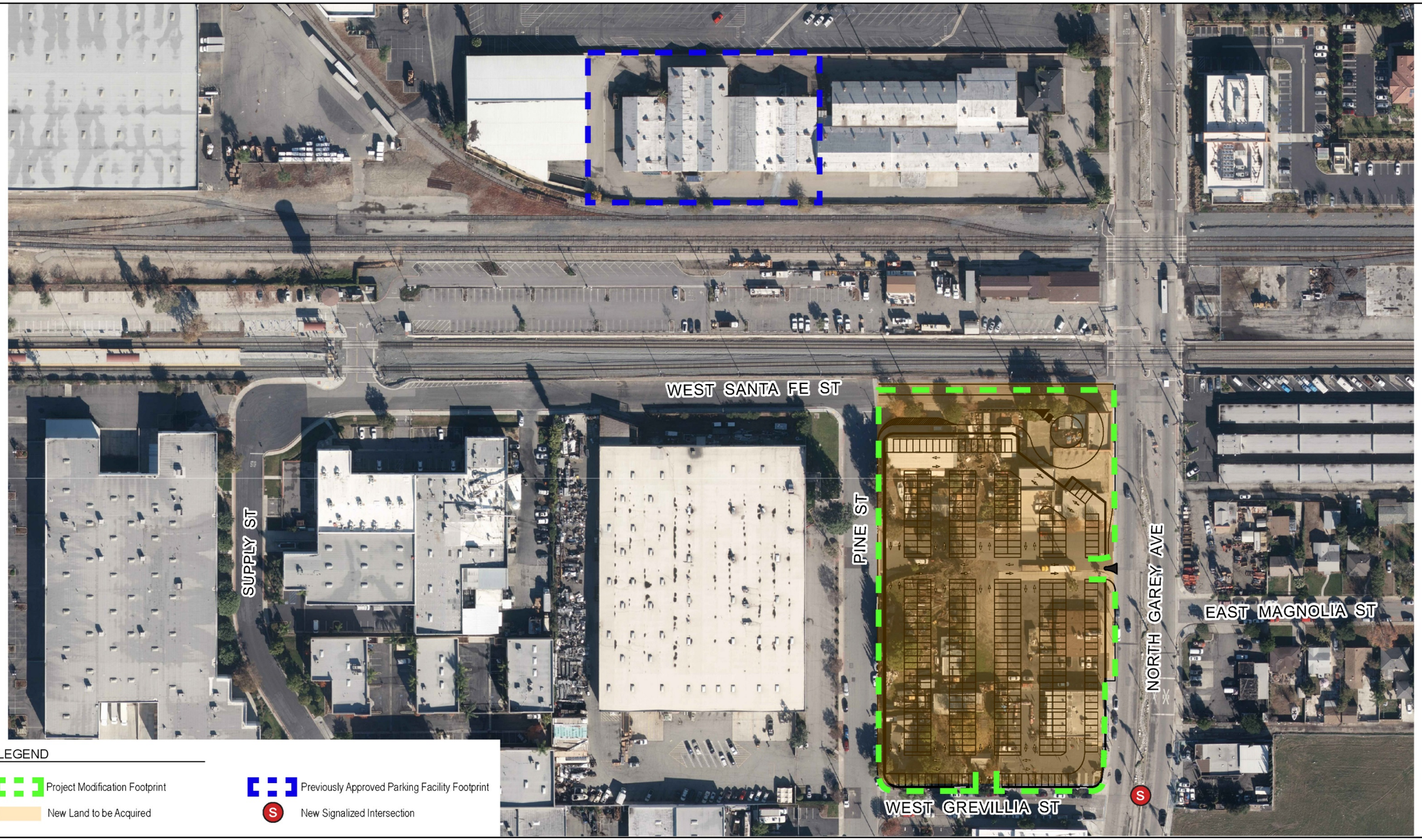


Source: Hill International 2017 and 2020

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Figure 1-4B
La Verne Station Parking Facility Reconfiguration with Pedestrian Access

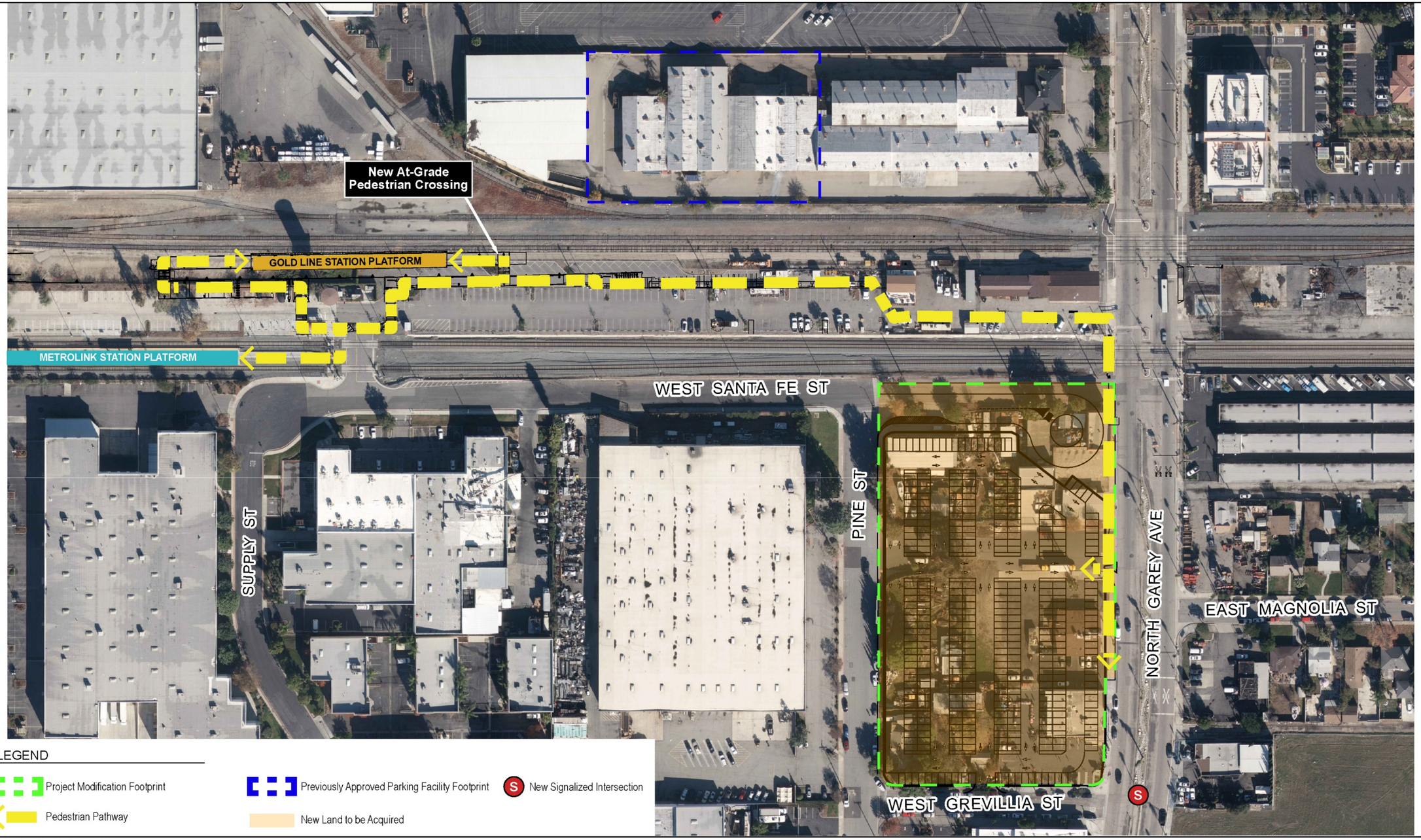
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Source: Hill International 2017 and 2020

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Figure 1-5A
Pomona Station Parking Facility Reconfiguration



Source: Hill International 2017 and 2020

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Figure 1-5B
Pomona Station Parking Facility Reconfiguration with Pedestrian Access

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1.2.2.2 Phase 2 Project Modifications

The Claremont Station parking facility would be constructed during Phase 2 of the Project.

- **Claremont Station Parking Facility Scenario:** To accommodate reduced parking at the Claremont Station at the completion of Phase 2, two scenarios are proposed and evaluated in this Draft SEIR. Under either scenario, the total number of parking spaces would be approximately 539, a reduction of approximately 561 spaces compared to the approved Project. Under Phase 2 Scenario A, the parking facility would remain a parking structure and in the same location as approved by the 2013 FEIR and Addendum No. 2 (Figure 1-6A). Under Phase 2 Scenario B, approximately 375 of the 539 parking spaces would be accommodated in the same location as the 2013 FEIR and Addendum No. 2 approved site but would be provided via a surface parking lot instead of parking structure. The remaining 164 parking spaces not provided within the parking lot would be leased at one or more off-site parking site(s) within an approximately 0.25-mile radius of the Claremont Station (Figure 1-6B). A limited review of current parking conditions surrounding the Claremont Station location revealed that adequate available lease parking spaces could be provided at present. The precise location(s) for leased parking would be determined based on Construction Authority review of parking space availability immediately prior to Phase 2B operations, should this scenario be selected. Under either scenario, vehicle access would be the same as previously approved because the site currently consists of an existing Metrolink surface lot. The reconfigured parking facility under either scenario would include a new pedestrian crosswalk just north of the right-of-way on North College Avenue. Pedestrian access is shown in Figure 1-6C.

1.2.2.3 Phase 3 Project Modifications

The remainder of the LRT track and improvements to the existing Montclair Transcenter would be constructed during Phase 3 of the Project.

- **Montclair Transcenter Scenario:** No reduction in parking would occur at the Montclair parking facility. As discussed in the 2013 FEIR, there are currently more than 1,600 parking spaces at the Montclair Transcenter. The existing parking is sufficient to serve parking demand with the addition of Gold Line service. The effects on parking demand, transportation and traffic conditions, and ridership for stations west of Montclair are evaluated as part of the evaluation of Project Modifications.

All other design features of the Project would remain the same as described in the 2013 FEIR and subsequent environmental actions (with the exception of the TPSS/LADWP refinement in Addendum No. 3 and Modification No. 6 and Modification No.7 in Addendum No. 4).

This Draft SEIR evaluates the potential for new or more significant environmental impacts of the Project Modifications as compared to the Project impacts disclosed in the 2013 FEIR and subsequent environmental actions.

1.2.2.4 Construction Methods

Construction methods for the Project Modifications would be consistent with approved construction methods outlined in the 2013 FEIR (Section 1.4). Major Project elements include:

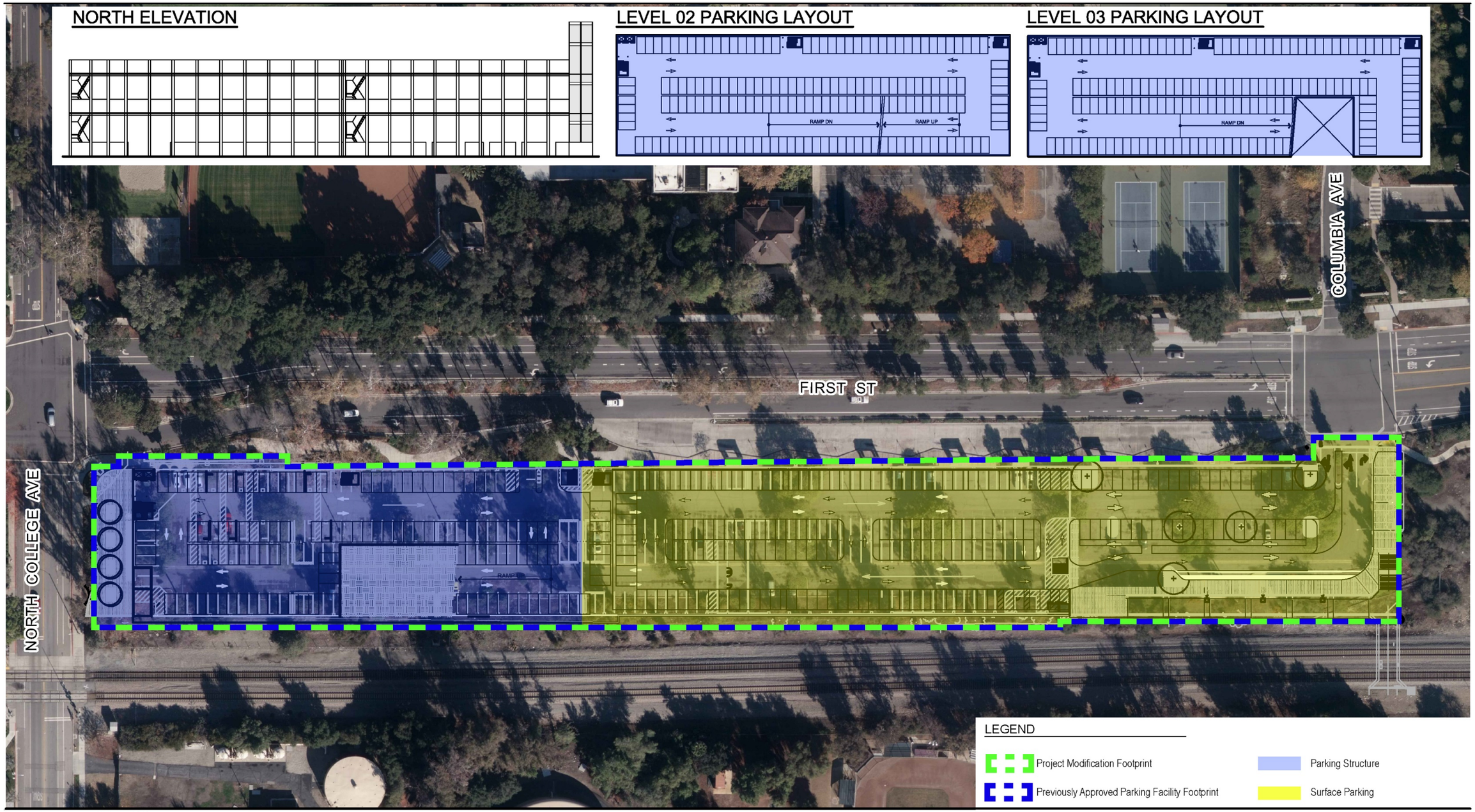
- Demolition and reconstruction of existing structures
- Roadway improvements
- Relocation of the existing freight tracks within the existing right-of-way
- Construction of new bridges and the renovation/widening of existing bridges
- Construction of at-grade trackwork and stations
- Construction of pedestrian accessways in and around the stations
- Installation of specialty system work, such as overhead contact electrification systems and communications and signaling systems
- Construction of traction power supply substation facilities
- Construction of parking structures[2]
- Construction of sound walls

1.2.3 Anticipated Permits and Approvals

Anticipated permits and approvals necessary to implement the Project were outlined in the 2013 FEIR (Section 3.17) and several were secured prior to the start of construction. The following agencies may use this Draft SEIR in the event additional permits or discretionary approvals are required for the Project Modifications.

- California Department of Fish and Wildlife (CDFW) – Streambed Alteration Agreement (1602)
- California Department of Toxic Substances (DTSC) – Disposal of hazardous materials
- California Department of Transportation (Caltrans) – Approvals regarding bridge protection, encroachment permit for construction
- California Public Utilities Commission (CPUC) – Grade Crossing General order 88B
- Corridor Cities – Permits for street improvements and utility relocations, parking sites, tree removal
- Los Angeles County and San Bernardino County Flood Control Districts – Permits for railroad bridges over flood control channels
- Los Angeles County Metropolitan Transportation Authority (Metro) – Project funding, design, and operations

[2] Note, reconfiguring station parking from parking structures to surface parking lots would result in less construction (duration and equipment) than originally assumed in the 2013 FEIR, whereas all other construction activities generally would remain unchanged by the Project Modifications.

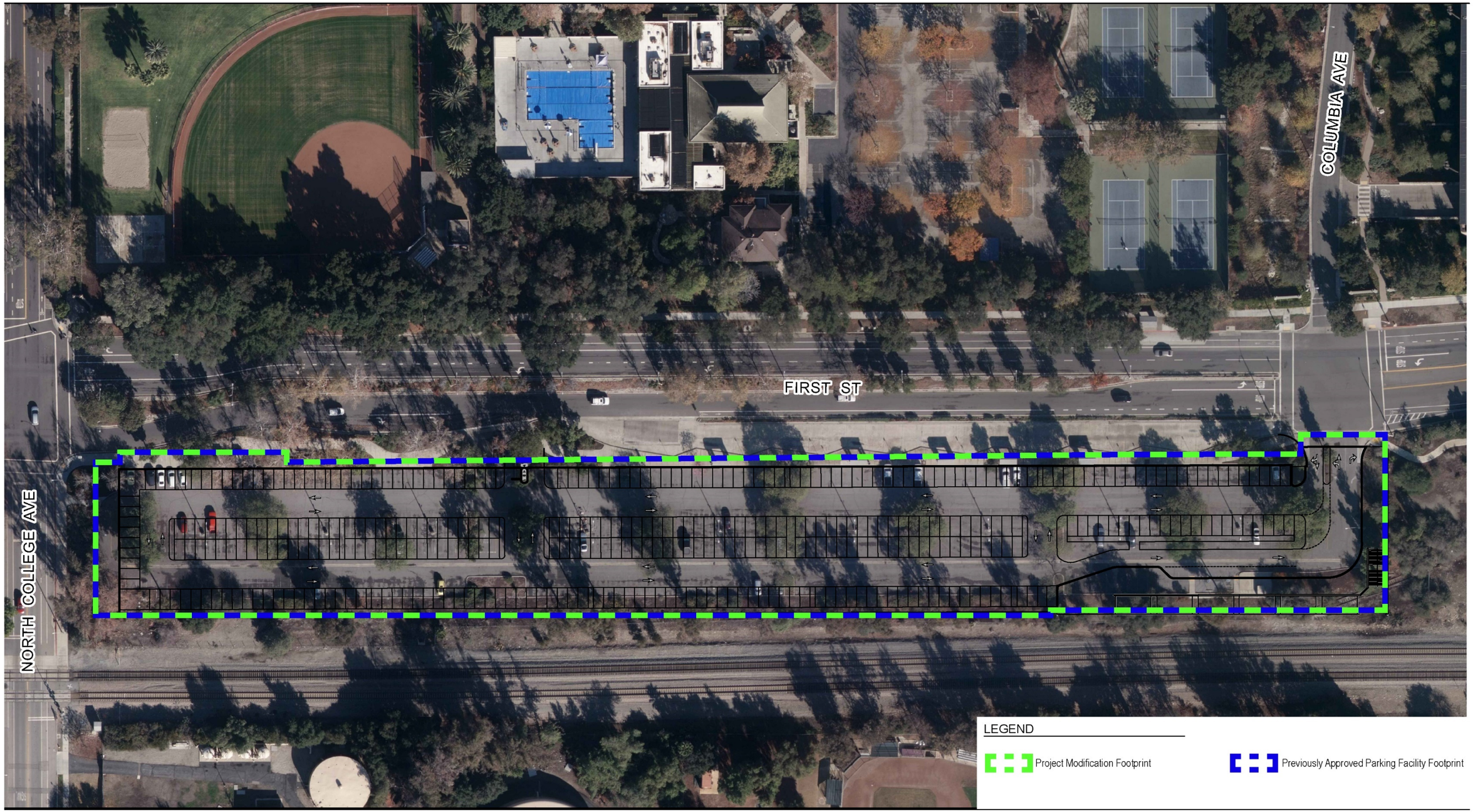


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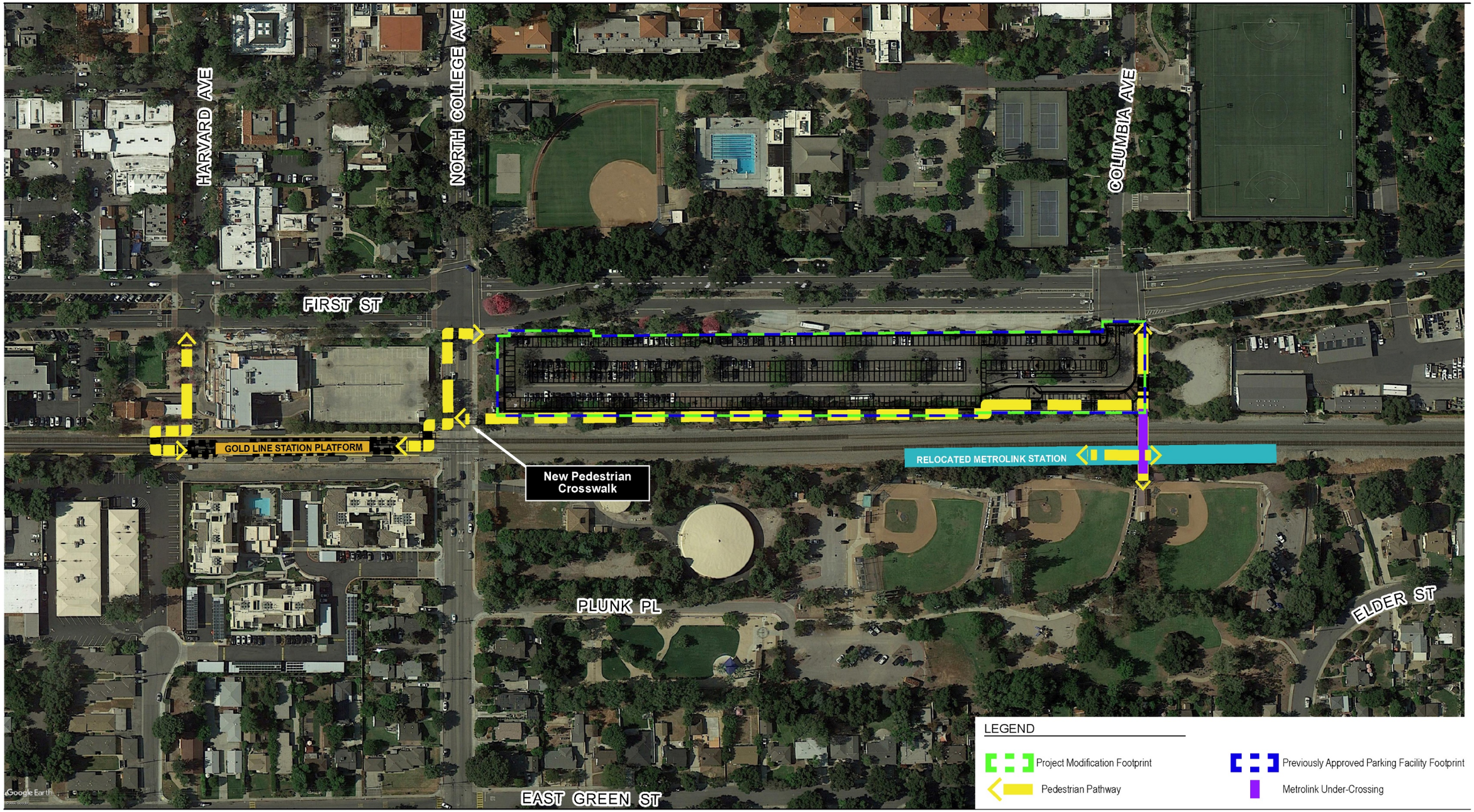
Figure 1-6A
Claremont Station Parking Facility Reconfiguration, Scenario A

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Source: Hill International 2017 and 2020

Figure 1-6B
Claremont Station Parking Facility Reconfiguration, Scenario B



Source: Hill International 2017 and 2020

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Figure 1-6C
Claremont Station Parking Facility Reconfiguration with Pedestrian Access

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- Los Angeles and Santa Ana Regional Water Quality Control Boards – National Pollutant Discharge Elimination System Permits, Standard Urban Stormwater Mitigation Plan, Stormwater Pollutant Prevention Plan, Water Quality Management Plan
- Metropolitan Water District of Southern California – Project design review in area of Metropolitan's facilities
- South Coast Air Quality Management District (SCAQMD) – Rule 403 Section (d)(5) (construction period)
- U.S. Army Corps of Engineers (USACE) – 404 Permit (Clean Water Act)

1.3 Project Objectives

As stated in the 2013 FEIR, the existing transportation infrastructure in the Azusa to Montclair corridor area primarily connects commuters to regional destinations but does not provide functional or practical inter-city public transit service for trips made within the corridor. The area is underserved by existing transit options, which are generally oriented toward short trips made within cities or long trips to destinations far outside the area. This transportation infrastructure will be further strained by forecasted future regional and local growth, and the project objectives address these conditions. The project objectives would serve the cities and communities within the Azusa to Montclair corridor area and meet the travel demand of the area's residents and employees, and include the following:

- Enhance city-to-city mobility by providing high frequency, reliable, and direct transit connections to downtown areas
- Improve the area's transportation capacity
- Provide transportation improvements that connect the area to the regional transit system
- Encourage auto trip diversions and new transit trip activity in the area

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2 Project Alternatives

2.1 Alternative Development Process

As described in the 2013 FEIR, the Construction Authority conducted an extensive and comprehensive development, screening, and selection process that involved a wide range of alternatives initially evaluated in the Metro Gold Line Phase II Extension Pasadena to Claremont Alternatives Analysis (AA) Final Draft Report (January 2003). The Locally Preferred Alternative (LPA) identified from the AA was carried forward for CEQA analysis that culminated with the 2013 FEIR. The CEQA process completed in 2013 included analysis of the LPA compared against a No Build Alternative as well as a Transportation Systems Management (TSM) Alternative.

The approved Project includes five new parking structures in Glendora, San Dimas, La Verne, Pomona, and Claremont, each providing a number of parking spaces estimated to meet peak period demand through 2035. No parking structure is proposed in Montclair, where an existing surface lot provides sufficient parking to meet anticipated demand through 2035. Following the 2013 FEIR and subsequent environmental actions, the Construction Authority considered reductions and reconfigured parking at five stations (Glendora, San Dimas, La Verne, Pomona, and Claremont) in accordance with Metro parking policy guidance. Project Modifications to the five stations are described in Section 1.2.2 and are evaluated throughout this Draft SEIR in comparison to the impacts identified for the approved Project in the 2013 FEIR and subsequent environmental actions.

No additional or more severe impacts have been identified as a result of the Project Modifications beyond those identified in prior environmental documents; therefore, no further alternatives have been evaluated. If decision makers decline to approve the Project Modifications evaluated in this Draft SEIR, the approved Project with subsequent modifications as described in the 2013 FEIR and subsequent environmental actions would remain as currently approved.

2.1.1 Alternatives Previously Considered

No Build Alternative

The No Build Alternative was evaluated as part of the CEQA process that culminated with the 2013 FEIR. It included all existing highways and bus and rail (Metrolink) transit networks within the corridor area. This alternative considered the existing conditions for these networks, as well as future regional growth. The alternative did not include any new major transportation infrastructure improvements since no such improvements within the corridor area (other than the proposed Metro Gold Line Foothill Extension from Azusa to Montclair) were considered in the adopted Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The No Build Alternative was used as a baseline for comparing the transportation and environmental impacts that could result from the project and project alternatives. This alternative would result in fewer local impacts compared to the TSM Alternative and the Project; however, this alternative would not

have provided the desired levels of mobility, accessibility, and reliability for the corridor communities. This alternative was dismissed in favor of the Project as it did not meet the Project objectives. It was not further evaluated in subsequent CEQA documentation since the approved Project constitutes the current baseline.

TSM Alternative

The TSM Alternative was evaluated as part of the CEQA process that culminated with the 2013 FEIR. It included a rapid bus system serving the corridor area cities via existing arterial streets that generally followed the Metro right-of-way used for the Project. The TSM Alternative would have linked the Metro Gold Line Azusa-Citrus Station and the City of Montclair, with intermediate stops in Glendora, San Dimas, La Verne, Pomona, and Claremont. This alternative included enhanced bus shelters, queue jumper lanes, and traffic signal synchronizations. While the TSM Alternative did not involve construction and thus would have had fewer impacts than the Build Alternative, it was dismissed in favor of the Project as it did not meet the Project objectives. It was not further evaluated in subsequent CEQA documentation since the approved Project constitutes the current baseline.

2.1.2 Alternatives Considered in Draft SEIR

Through the previous alternatives analysis and CEQA processes, the range of alternatives was narrowed down to one feasible option, which is described below.

Approved Project

The approved Project is a 12.3-mile extension of the Metro Gold Line LRT alignment to the east, with service from the Azusa-Citrus Station to the Montclair Transcenter, within the existing Metro right-of-way. The Project includes stations in Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair, as shown in Figure 1-1. As described in the 2013 FEIR, this alternative would provide the greatest benefits to mobility for the residents and businesses in the corridor area and most effectively achieves the project objectives. Additionally, the Project would provide improved service reliability as well as reduced travel times for transit riders traveling between the corridor cities and adjacent areas west of the corridor. For these reasons, the Project, as currently approved, is the only alternative evaluated in this Draft SEIR in comparison to the proposed Project Modifications.

The alternatives analysis in the 2013 FEIR considered in conjunction with the information in this Draft SEIR regarding the Project Modifications, constituted consideration of a range of reasonable alternatives. Further, in the context of the Project Modifications, the “no project” alternative is the Approved Project as fully analyzed in the 2013 FEIR and subsequent environmental actions.

3 Transportation

3.1 Introduction

The Project Modifications would change the ridership levels at each of the six Project stations by reconfiguring five of the six station parking facilities (Glendora, San Dimas, La Verne, Pomona, and Claremont). Reconfigured parking would result in a reduction in available parking. In some cases, reconfigured parking results in the need for different vehicle and pedestrian access than previously proposed. Changes to ridership levels due to the potential Project Modifications would reduce traffic volumes and parking demands at the Project stations than previously proposed. In turn, intersection operations would be affected in the vicinity of these five stations.

This Draft SEIR evaluates the traffic impacts of the potential Project Modifications against the 2035 build conditions identified in the 2013 FEIR (the “Approved Project Baseline”). The Draft SEIR discloses and evaluates the extent to which the potential Project Modifications would change transportation impacts as compared to the Project previously approved by the Construction Authority.

This Draft SEIR evaluates the transportation impacts of the Project against the approved Project Baseline using a methodology similar to the 2013 FEIR and subsequent environmental actions. The 2013 FEIR methodology reflected the standard practice in the traffic engineering profession at the time and that was also employed in many CEQA documents. Under this methodology, CEQA documents evaluated the impacts of projects on traffic flows using level of service (LOS) based on traffic delay. This Draft SEIR evaluation, consistent with the methodologies described above, includes a comparison of the Project Modifications to a No Build scenario, consistent with standard practice for traffic engineering.

Subsequent to the 2013 FEIR, budget and funding expectations necessitated consideration of phased construction for portions of the Project between Azusa and Montclair. Three potential construction phases were ultimately identified. Phase 1 extends the Metro Gold Line from Azusa to Pomona, Phase 2 extends the Project from Pomona to Claremont, and Phase 3 extends the Project from Claremont to Montclair. The 2019 SEIR evaluated impacts associated with Phase 1 of the Project from Azusa to Pomona and the 2014 Addendum 2 evaluated the project impacts for Phases 1 and 2 combined from Azusa to Claremont. The 2013 FEIR analyzed the full build alternative, which represents Phases 1, 2, and 3 combined. The transportation analysis for this Draft SEIR was conducted for the full build alternative to the terminus of the Metro Gold Line Foothill Extension at the Montclair Station to be consistent and comparable to the full build results from the 2013 FEIR.

In addition to the full build approved Project to Montclair, detailed transportation analysis was conducted for Phases 1 and 2 for this Draft SEIR. This section includes the findings of the transportation analysis during the interim Phases 1 and 2 and compares them to the prior analysis conducted for Phases 1 and 2 in the 2019 SEIR and 2014 Addendum 2, respectively.

3.2 Regulatory Setting

3.2.1 State Regulations

Subsequent to the certification of the 2013 FEIR, the California Legislature adopted amendments to CEQA (Public Resources Code [PRC] §21099) directing the Office of Planning and Research to develop and adopt amendments to the CEQA Guidelines using alternative measures for transportation impacts. In December 2018, the Resources Agency of the State of California adopted a new section of the CEQA Guidelines (CEQA Guidelines §15064.3) that states LOS and similar measurements of traffic delay "will no longer be considered to be an environmental impact under CEQA" (California Natural Resources Agency, Final Statement of Reasons for Regulatory Action, Amendments to the State CEQA Guidelines, OAL Notice File No. Z-2018-0116-12, p. 15 ["Final Statement of Reasons"]). However, the Resources Agency authorized lead agencies to "elect to be governed by the provisions of this section immediately" and said the new measure of transportation impacts required by §15064.4 will apply statewide beginning on July 1, 2020.

The California Resources Agency determined that, in general, transportation impacts are best evaluated by using vehicle miles traveled (VMT). Guidelines §15064.3 also notes that lead agencies should presume that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, would have a less than significant impact. The Resources Agency also determined "Lead agencies have the discretion to choose the most appropriate methodology to analyze a project's vehicle miles traveled."

The changes to the CEQA Guidelines in §15064.3 reflect statewide legislative policies and mandates establishing a goal of large reductions in greenhouse gas (GHG) emissions by 2050, and reductions in the state's contributions to climate change. The California Air Resources Board (CARB) implemented the climate change legislation by adopting a regulatory strategy known as the Scoping Plan that seeks large reductions in VMT by, among other actions, encouraging transit alternatives to the private automobile, and encouraging infill development in areas served by public transit. Other legislation (Senate Bill [SB] 375) directed CARB to adopt regional targets for reducing GHG emissions applicable to the transportation sector in the major metropolitan regions in the state. The 2016 RTP/SCS adopted by SCAG meets the CARB GHG emissions reductions targets. The Project, and other transit projects in the region, are key elements of the regional strategy to reduce VMT and achieve the state's GHG emission reduction goals. The 2016 RTP/SCS estimates a 7.4 percent reduction in daily per capita VMT in 2040 (SCAG 2016). In Los Angeles County, the reduction is 8.9 percent. The RTP/SCS focuses on transportation investments (particularly in transit) and land use strategies to reduce VMT, so it is important that individual projects support those efforts.

The 2013 FEIR and subsequent environmental actions conducted traffic LOS analysis based on delay and parking analysis as the studies were conducted prior to the application of CEQA Guidelines §15064.3 and SB 743. It is standard practice for an SEIR to use the same transportation analysis as the FEIR that precedes it in order to ensure consistency in comparison and control for changes resulting from only the project modifications. Consequently, this Draft SEIR includes a traffic LOS analysis and parking analysis for the purpose of

comparison to previous analysis and informing jurisdictions of potential impacts. However, given that the publication of this document follows the July 1, 2020, date on which CEQA Guidelines §15064.3 and SB 375 apply, this Draft SEIR applies VMT as the determining factor for CEQA impacts and does not consider traffic delay to be an environmental impact under CEQA.

3.2.2 Project Modifications Study Area Determination

The Project location and study area are illustrated in Figure 1-1 in Chapter 1. The study area for VMT analysis has been conducted at two scales: regional and focused. Regional VMT analysis has been collected at the six-county SCAG boundary, including Los Angeles, Orange, Ventura, Imperial, Riverside, and San Bernardino Counties. The focused VMT analysis has been collected for a 2-mile radius from all build alternative stations from Glendora to Montclair and the existing Azusa Station. The study area for VMT analysis conducted for Phases 1 and 2 is reduced to include only the stations included in each respective phase.

The traffic LOS analysis has been conducted at intersections that could be impacted by the Project Modifications. The travel demand model output indicated there would be measurable changes in automobile trips at the Glendora, San Dimas, La Verne, Pomona, and Claremont Stations. Intersections near Montclair station were not analyzed as the Project Modifications would not affect this station and conditions would be the same as in the full build alternative in the 2013 FEIR. To assess potential impacts for the Project Modifications, 112 intersections were identified for evaluation, including 90 previously evaluated in the 2013 FEIR, 13 added as part of the analysis for the 2019 SEIR, and nine new intersections added to evaluate the impacts of the Project Modifications. The study areas for traffic LOS analysis conducted for Phase 1 and 2 includes only the intersections around the stations included in each respective phase.

Parking analysis, transit analysis, and pedestrian and bicycle circulation analysis for existing facilities within the immediate area of the Project Modifications and stations, including the Glendora, San Dimas, La Verne, Pomona, and Claremont parking facilities are also included.

3.2.3 Environmental Impacts

3.2.3.1 Evaluation Methodology

This section describes the methodology for VMT analysis, transit analysis, and pedestrian and bicycle circulation analysis. In addition, transportation impacts related to hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), as well as inadequate emergency access is described in Section 4.12.3. Although no longer required to be part of CEQA analysis, travel demand forecasting, traffic operations, and parking impacts are described in Section 3.3 for additional information. Results of the application of the methodology are applied in the subsequent subsections. Detailed assumptions and analyses are provided in Appendix B, Traffic Analysis Technical Memorandum.

Vehicle Miles Traveled

As noted above, §15064.3 of the CEQA Guidelines now provides for the use of VMT to evaluate the transportation impacts of transit projects, instead of LOS and other measures of traffic flow, under CEQA. §15064.3(c) states that "a lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide." The focus of the new guidelines is to eliminate LOS and other measures of traffic flow as a method for evaluating the significance of transportation impacts under CEQA. Instead, the guidelines now direct lead agencies to use VMT as the CEQA measure of transportation impacts.

The Governor's Office of Planning and Research issued a "Technical Advisory on Evaluating Transportation Impacts" (December 2018). It includes a specific directive that:

> Transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less than significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid transit projects, and bicycle and pedestrian infrastructure projects. Streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multi modal transportation networks, and facilitating mixed-use development.

The presumption of a less than significant impact suggests that detailed VMT analysis is not required for the Metro Gold Line Foothill Extension. However, to confirm that assumption, the Measure R travel demand model was used to assess whether the Project Modifications would continue to result in reduced VMT. That assessment was conducted on a regional level and for Phase 1 and Phase 2 conditions. It is appropriate to assess VMT at a regional level because the purpose of using VMT as a measure of transportation impacts is to assess the extent to which a project (or, as here, the Project Modifications) would reduce or increase regional travel (and thus regional GHG emissions).

In addition to the regional VMT analysis, a focused VMT analysis was conducted using a 2-mile buffer around the proposed Metro Gold Line Foothill Extension stations, as illustrated in Figure 3-1, including all build alternative stations from Glendora to Montclair and the existing Azusa station. The focused VMT analysis captures the effects of travel changes specific to the affected area. However, any increase of VMT within the study area would not constitute a CEQA impact so long as the overall regional VMT decreases as compared to No Build Alternative.

Transit

This Draft SEIR includes a qualitative assessment of transit impacts for existing transit services within the immediate area of the Project Modifications, including the Glendora, San Dimas, La Verne, Pomona, and Claremont parking facilities and ingress/egress from the parking facilities to the station platforms.

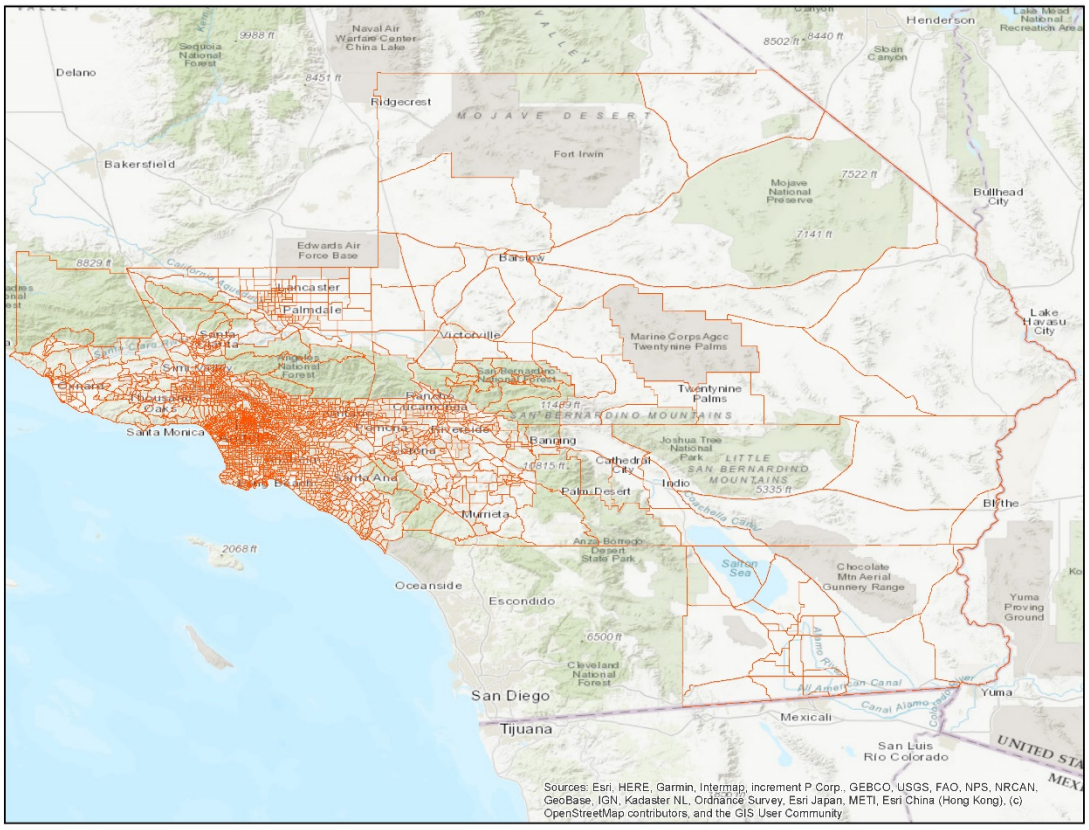


Figure 3-1. Regional Vehicle Miles Traveled Study Area Evaluation

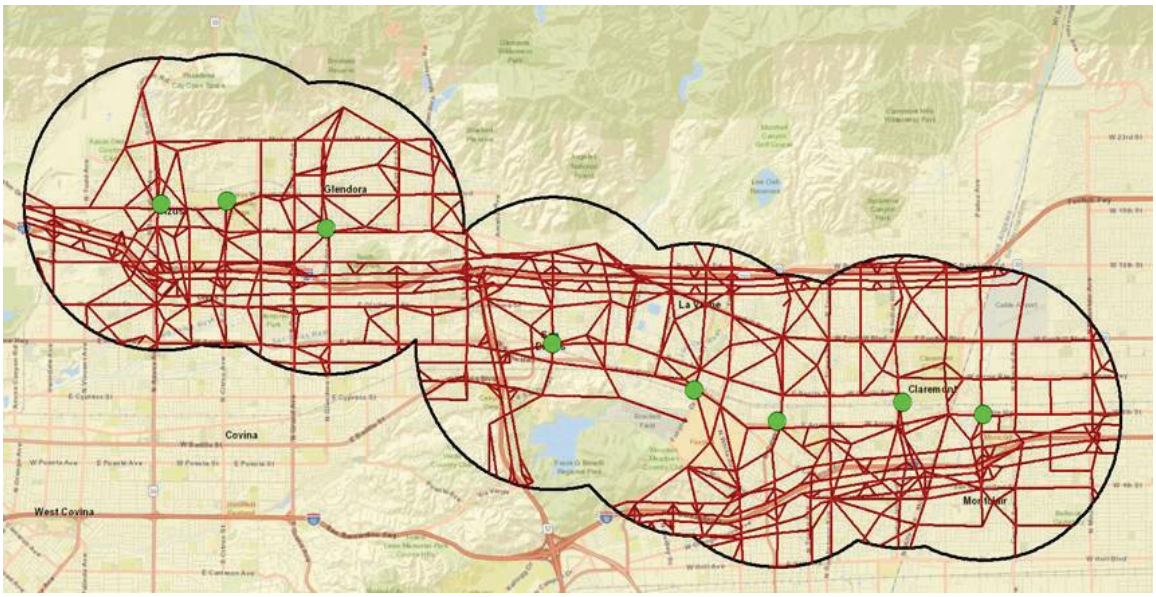


Figure 3-2. Focused Vehicle Miles Traveled Study Area Evaluation

Bicycle and Pedestrian

This Draft SEIR includes a qualitative assessment of pedestrian and bicycle circulation impacts for existing pedestrian and bicycle infrastructure within the immediate area of the Project Modifications, including the Glendora, San Dimas, La Verne, Pomona, and Claremont parking facilities and ingress/egress from the parking facilities to the station platforms.

3.2.3.2 Impact Criteria

Vehicle Miles Travelled

Transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less than significant impact on transportation. As a consequence, there are no specific CEQA impact criteria related to VMT that would apply to the Project or the Project Modifications. The inclusion of VMT information in this Draft SEIR is intended to demonstrate the anticipated level of VMT reduction that would be associated with the Project Modifications at the regional and Study Area level of analysis as compared to the No Build Alternative. The VMT information is also presented to maintain consistency of approach with the 2019 SEIR that was prepared for the Project.

Transit Bicycle and Pedestrian

Evaluation of the Project Modifications' transportation impacts uses the same criteria as described in the 2013 FEIR. Transportation impacts are considered significant if the Project Modifications would:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities
- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)

3.2.3.3 Short-term Construction Impacts

Short-term construction impacts would remain largely as described in the 2013 FEIR. Construction of surface parking facilities instead of the parking structures included in the approved Project would result in a lower level of construction activity and likely shorter construction duration during station area construction.

The anticipated impacts primarily include temporary lane closures and detours as a result of construction activities. These temporary impacts would be limited by scheduling certain construction activities during night hours, outside of the AM and PM peak commuting periods and through the use of clearly signed detour routes where necessary. The Project Modifications would not result in changes to anticipated short-term construction impacts except for the specific locations where temporary closures or detours would be necessary as a result of the change in parking facility footprint and location. Short-term construction mitigation measures CTR-1, through CTR-3, copied below, would be incorporated from the 2013 FEIR. No additional mitigation is required.

- **CTR-1.** During final design, site- and street-specific Worksite Traffic Control Plans shall be developed in cooperation with the appropriate departments of transportation in each Azusa-Montclair corridor City and with Los Angeles and San Bernardino Counties and implemented to accommodate required pedestrian and traffic movements. To the extent practical, traffic lanes will be maintained in both directions, particularly during periods of peak traffic operations. Access to homes and businesses shall be maintained throughout the construction period. To the extent feasible, lane closures shall occur during off-peak, weekend or nighttime hours.
- **CTR-2.** Designated haul routes for trucks shall be identified during final design in cooperation with the corridor Cities and implemented throughout the construction process. These routes shall be situated to minimize noise, vibration, and other possible impacts. Following completion of the project, if slight physical damage to surface of the haul route roads is found, the road shall be treated as necessary.
- **CTR-3.** A Traffic Management Control Plan shall be developed and implemented. The Plan shall be developed in close coordination with local jurisdictions, the local emergency response agencies (including fire departments, police departments, and ambulance services), school districts, and other agencies as appropriate. The Plan shall include, but not be limited to:
    - Providing public information through media alerts, flyers, and the Construction Authority's website to alert and inform the community about construction activities and schedules, including planned street and access closures.
    - Providing traveler information through traffic advisor radio, changeable message signs (CMS) that includes detour routes.
    - Creating a hotline for the community with a direct connection to personnel who can answer questions, provide information, and resolve issues. In addition, field offices shall be opened at specific locations identified as best serving the community and neighborhoods.
    - Developing specific street closures and phasing plans, and other measures.
    - Posting advance notices indicating when access would be closed or limited on city streets.
    - Posting signs indicating access routes and alternate access points, as well as announcing that affected businesses are open.
    - Placing newspaper notices to indicate street and access closures.
    - Before any significant rerouting changes are made, fliers shall be provided on buses at least two weeks in advance notifying riders of route modifications. In addition, hoods shall be placed over bus-stop signs notifying riders of what modifications have been made to the bus route.
    - Posting signage indicating detours for bicycles and pedestrians where roadways and/or sidewalks are closed during construction.

- Posting temporary signage warning motorists of pedestrians and bicycles where roadway and/or sidewalk closures create “pinch points” on travel lanes.

3.2.3.4 Long-Term Impacts

VMT Impacts

Table 3-1 presents the projected VMT for the Southern California region and study area for the approved Project compared to the No Build Alternative.

Table 3-1. Summary of Vehicle Miles Traveled (Region and Study Area)

Alternative	Vehicle Miles Traveled (miles per day)	
	Region	Study Area
No Build (to Azusa)*	537,968,460	10,563,900
Approved Project*	537,473,260	10,517,100
Change in VMT for Approved Project vs. No Build	-495,200	-46,800
Montclair (2020 SEIR Project Modifications)**	537,597,655	10,523,826
Change in VMT for Montclair Extension vs. No Build	-370,805	-40,074

Source: *No Build and Approved Project: As reported in 2019 SEIR, WSP 2018.

Source: **Project Modifications: Reflects parking reduction. AECOM 2020.

The Project Modifications would result in a reduction of 370,805 VMT per day for the region and 40,074 VMT per day for the study area compared to the No Build Alternative. The Project Modifications result in a smaller VMT reduction than the approved Project at 495,200 VMT per day for the region and 46,800 per day for the study area. The relative decrease in reduced VMT (124,395 VMT/day regionally and 6,726 VMT/day in the study area) is due to decreased ridership associated with reduced parking. The decrease in transit trips results in a decrease in vehicles taken off the road (lower VMT reduction with the Project Modifications as compared to the Project as approved). However, the Project with the Project Modifications will result in a significant reduction in VMT for both the region and study area as compared to the No Build Alternative. As a result, no new or significant impacts would occur to VMT.

VMT Results Phase 1 Pomona

Table 3-2 presents the projected VMT for the Southern California region and study area for the interim Phase 1 with the Project Modifications compared to the No Build Alternative.

Table 3-2. Summary of Vehicle Miles Traveled (Region and Study Area)

Alternative	Vehicle Miles Traveled (miles per day)	
	Region	Study Area
No Build (to Azusa)*	537,968,460	10,563,900
Approved Project*	537,473,260	10,517,100
Change in VMT for Approved Project vs. No Build	-495,200	-46,800
Pomona Extension (2020 SEIR Project Modifications Phase 1)**	537,805,631	10,546,303
Change in VMT for Pomona Extension vs. No Build	-162,829	-17,597

Source: *No Build and Approved Project: As reported in 2019 SEIR, WSP, 2018.

Source: **Project Modifications: Reflects parking reduction. AECOM 2020.

The Project Modifications also result in a decrease in VMT for the region and study area during the Phase 1 interim condition, consistent with the Project with the Project Modifications. The reduced VMT would be less than the Full Build Project due to decreased ridership. However, the Project with the Project Modifications maintains a reduction in VMT for both the region and study area during the Phase 1 condition. Therefore, the Project Modifications are demonstrated to result in reduction of VMT. As a result, no new or significant impacts would occur to VMT during the Phase 1 interim condition.

VMT Results Phase 2 Claremont

Table 3-3 presents the projected VMT for the Southern California region and study area for the interim Phase 2 with the Project Modifications compared to the No Build Alternative.

Table 3-3. Summary of Vehicle Miles Traveled (Region and Study Area)

Alternative	Vehicle Miles Traveled (miles per day)	
	Region	Study Area
No Build (to Azusa)*	537,968,460	10,563,900
Approved Project*	537,473,260	10,517,100
Change in VMT for Approved Project vs. No Build	-495,200	-46,800
Claremont Extension (2020 SEIR Project Modifications Phase 2)**	537,755,392	10,539,739
Change in VMT for Claremont Extension vs. No Build	-213,068	-24,161

Source: *No Build and Approved Project: As reported in 2019 SEIR, WSP 2018.

Source: **Project Modifications: Reflects parking reduction. AECOM 2020.

The Project Modifications also result in a decrease in VMT for the region and study area during the Phase 2 interim condition, consistent with the Project with the Project Modifications. The reduced VMT would be less than the bull build Project due to decreased ridership. However, the

Project with the Project Modifications maintain a reduction in VMT for both the region and study area during the Phase 2 condition. Therefore, the Project Modifications are demonstrated to result in reduction of VMT. As a result, no new or significant impacts would occur to VMT during the Phase 2 interim condition.

Transit Impacts

The Project and the Project Modifications will include several elements that will enhance transit, including the provision of Transit Plazas at the Glendora and La Verne Stations, bus turn-outs, and shuttle/rideshare pick-up/drop-off areas.

The Project Modifications reduce parking capacity at six stations, resulting in a slight decrease in Project ridership. However, the decreased parking capacity will result in an increase in bus transfers and Metrolink transfers for patrons accessing the stations in lieu of Park & Ride. Therefore, the Project Modifications would result in enhancements to transit infrastructure and an increase in overall bus and commuter rail ridership in the study area compared to the approved Project. As such, this would be beneficial for transit riders in the region and study area. Phases 1 and 2 of the Project would reduce ridership in the study area from the approved Project but would still provide significant transit enhancements and increased transit usage over the No Build Alternative. Therefore, the Phase 1 and 2 conditions would be beneficial to transit riders in the region and study area.

Table 3-4 provides a comparison of the projected average daily boardings at each proposed station for the Project Modifications compared to the Project. Numbers shown in the table include boardings and alightings.

Table 3-4. Project Ridership of the Approved Project and Project Modifications

Station	Project Ridership (2035 Daily)		
	Approved Project*	Project Modifications**	Change***
Glendora	1,860	1,663	-197
San Dimas	1,780	1,484	-296
La Verne	1,840	1,793	-47
Pomona	3,010	3,414	404
Claremont	2,840	2,371	-469
Montclair	6,440	6,479	39
Total	17,770	17,204	-566

Source: *Approved Project: As reported in 2013 FEIR, WSP 2011.

Source: **Project Modifications: Reflects parking reduction. AECOM 2020.

Source: ***Change: Reflects the ridership effects of parking reductions. AECOM 2020.

Note: Includes all trips on or off at each station. Numbers are rounded to the nearest whole value.

The Project Modifications result in a reduction in station ridership at four of the six stations where parking is reduced (Glendora, San Dimas, La Verne, and Claremont). The ridership increases at the Pomona station compared to the approved Project, despite parking reductions.

The increase in ridership at the Pomona station reflects the general level of accessibility of the station when vehicle access for parking is limited on the Project. Modes of access to the Pomona station such as walking, and transit see increased volumes and some ridership is diverted from other stations to Pomona as a result of the reduction in parking. The projected ridership increases slightly at the Montclair Station. However, the Project Modifications would provide infrastructure that supports alternative modes of access for bicycles and pedestrians, as well as a location for pick-up/drop-off, which could result in increased ridership. As a result, the Project Modifications would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, nor would the Project Modifications conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Therefore, no new or more severe impacts would occur.

Refer to the Travel Demand Modeling Technical Memorandum in Appendix A for additional information.

Phase 1 Ridership Results

Table 3-5 provides a comparison of the projected average daily boardings at each proposed station for the Project Modifications compared to the Project. Numbers shown in the table include boardings and alightings.

Table 3-5. Project Ridership of the Approved Project and Project Modifications – Phase 1

Station	Project Ridership (2035 Daily) Phase 1 (Pomona)		
	Approved Project*	Project Modifications**	Change***
Glendora	1,860	1,739	-121
San Dimas	1,640	1,479	-161
La Verne	2,190	1,929	-261
Pomona	5,950	5,757	-193
Total	11,640	10,904	-736

Source: *Approved Project: 2019 SEIR, WSP 2018.

Source: **Project Modifications: Reflects parking reduction. AECOM 2020.

Source: ***Change: Reflects the ridership effects of parking reductions. AECOM 2020.

Note: Includes all trips on or off at each station for Metro Gold Line Foothill Extension Phase 2B. Excludes Metrolink.

Numbers are rounded to the nearest whole value.

The Project Modifications result in a reduction in station ridership at all four stations in Phase 1 compared to the previous Phase 1 analysis conducted in the 2019 SEIR. However, the Project Modifications would provide infrastructure that supports alternative modes of access for bicycles and pedestrians, as well as a location for pick-up/drop-off, which could result in increased ridership. As a result, the Project Modifications would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, nor would the Project Modifications conflict or be inconsistent with CEQA

Guidelines section 15064.3, subdivision (b). Therefore, no new or more severe impacts would occur.

Phase 2 Ridership Results

Table 3-6 provides a comparison of the projected average daily boardings at each proposed station for the Project Modifications compared to the Project. Numbers shown in the table include boardings and alightings.

Table 3-6. Project Ridership of the Approved Project and Project Modifications – Phase 2

Station	Project Ridership (2035 Daily) Phase 2 (Claremont)		
	Approved Project*	Project Modifications**	Change***
Glendora	1,798	1,658	-140
San Dimas	1,611	1,459	-152
La Verne	2,097	1,839	-258
Pomona	4,187	3,984	-203
Claremont	4,343	4,278	-65
Total	14,036	13,218	-818

Source: *Approved Project: 2014 Addendum 2: AECOM 2014.

Source: **Project Modifications: Reflects parking reduction. AECOM 2020.

Source: ***Change: Reflects the ridership effects of parking reductions. AECOM 2020.

Note: Includes all trips on or off at each station for Metro Gold Line Foothill Extension Phase 2B. Excludes Metrolink.

Numbers are rounded to the nearest whole value.

The Project Modifications would result in a reduction in station ridership at all five stations in Phase 2 compared to the previous Phase 2 analysis conducted in the 2014 FEIR Addendum 2. However, the Project Modifications would provide infrastructure that supports alternative modes of access for bicycles and pedestrians, as well as a location for pick-up/drop-off, which could result in increased ridership. As a result, the Project Modifications would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, nor would the Project Modifications conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Therefore, no new or more severe impacts would occur.

Pedestrian and Bicycle Impacts

Transit accessible elements such as bike shelters/racks, and bike and pedestrian access pathways would be included as part of the Project in the immediate vicinity of the station areas. These first/last mile elements would improve pedestrian and bicycle circulation and safety for both riders and automobile users. These elements include bike shelters/racks, bike/pedestrian access paths, provision of right-of-way for future bike path (Carroll Street in Glendora and Monte Vista in San Dimas), and bike lane striping (Arrow Hwy E Street to White Avenue). The

Project Modifications would not impede or prevent these elements from being incorporated during project construction. Therefore, the Project Modifications would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

The Project Modifications would result in the reconfiguration of six parking facilities and would require some modifications to pedestrian ingress and egress within the parking areas. The Project Modifications would relocate the parking facility at the Pomona Station, thus requiring a new pathway for access between the parking facility and the station platform.

The Project Modifications at the Glendora, San Dimas, La Verne, and Claremont Stations are generally inside the proposed footprints from the 2013 FEIR, so no additional impacts to pedestrian and bicycle facilities were identified at those locations.

Phases 1 and 2 of the Project would reduce Project ridership in the study area from the approved Project but would still include transit enhancements to pedestrian and bicycle circulation over the No Build Alternative. Therefore, the Phase 1 and Phase 2 conditions would be a beneficial effect to pedestrian and bicycle circulation. The Project Modifications would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Additionally, the Project Modifications would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). As such, no new or significant impacts would occur.

3.2.4 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR provides a regional cumulative impact assessment for transportation improvements through 2035. The RTP/SCS Final Program EIR concludes that cumulative traffic and transportation impacts would be significant because of the regional increase in VMT. As reported above, the Project Modifications and the approved Project both result in a decrease in VMT when compared to the No Build Alternative in 2035. Therefore, the Project Modifications would not contribute to any significant cumulative impact and would instead improve regional and project area VMT. In conclusion, the Project Modifications would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Additionally, the Project Modifications would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). As such, no new or significant impacts would occur.

3.2.5 Mitigation Measures and Recommendations

No additional mitigation measures are required as a result of the Project Modifications because no new impacts have been identified with the Project Modifications. However, all mitigation measures previously identified in the 2013 FEIR and subsequent environmental actions would remain in place. Although congestion and operational impacts are no longer addressed through CEQA, the Construction Authority would maintain mitigation measures related to traffic operations and demand, as included in the 2013 FEIR and subsequent environmental actions.

Therefore, as previously approved as mitigation, the following long-term mitigation measures (LTR-1 through LTR-9) will continue to be implemented:

- **LTR-1.** In San Dimas, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to ensure the signalization of the intersection of San Dimas Avenue and Second Street when warranted.
- **LTR-2.** In La Verne, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to ensure the signalization of the intersections of White Avenue and First Street, White Avenue and Second Street, Arrow Highway at the Metrolink crossing, Arrow Highway and E Street, and La Verne Avenue and Arrow Highway when warranted.
- **LTR-3.** In Pomona, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to ensure the signalization of the intersection of Fulton Road and Bonita Avenue when warranted.
- **LTR-4.** (as revised in Addendum 2). In Pomona, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to modify the Garey Avenue and Bonita Avenue intersection. There are two (2) alternative mitigation proposals, the selection of which will depend upon further engineering analysis. (A) The first proposed mitigation is to reconfigure the northbound approach to provide two exclusive left-turn lanes, one through lane, one shared through/right-turn lane, and two (northbound and southbound) buffered bike lanes. The modification would also include reconfiguring the westbound "receiving leg" to keep the existing bike lane and accommodate two through receiving lanes, and alignment of receiving lanes in all directions. Pavement widening, signal and related work is included as determined necessary by the City. Note that this mitigation measure is a modification to the mitigation measure identified in the 2013 FEIR for this intersection. This modification of the mitigation measure is necessary due to the change in the existing condition on Bonita Avenue implemented by the City after completion of the 2013 FEIR, the City's plans to install two (northbound and southbound) buffered bike lanes on Garey Avenue, and the increased traffic added to this location resulting from the Proposed Project. (B) The second proposed mitigation is widening the roadway and potentially the right-of-way along Bonita Avenue and Garey Avenue to accommodate two exclusive left-turn lanes, one through lane, one shared through/right-turn lane, and two (northbound and southbound) buffered bike lanes for the northbound approach. The modification would also include reconfiguring the westbound "receiving leg" to keep the existing bike lane and accommodate two through receiving lanes, and alignment of receiving lanes in all directions. Pavement widening, signal and related work is included as determined necessary by the City. The Construction Authority shall modify the measure selected in a manner of equivalent or lesser cost determined by the City of Pomona to achieve an equivalent level of mitigation, and in accordance with the locally preferred alternative.
- **LTR-5.** In Claremont, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary to ensure the signalization of the intersection of College Avenue and First Street when warranted.

- **LTR-6.** At the Garey Avenue crossing, the existing Metrolink track circuity shall be recalibrated to eliminate false gate closures.
- **LTR-7.** The signal at the intersection of Garey Avenue and Bonita Avenue shall be interconnected with the railroad signal and allow for preemption when trains are present.
- **LTR-8.** Bonita Avenue shall be protected/permitted in the east/west direction.
- **LTR-9**. At the intersection of Glendora Avenue and Route 66, the eastbound approach will be widened, and a second left-turn lane will be added.

3.2.6 Level of Impact After Mitigation

With the incorporation of mitigation measures from the 2013 FEIR, the Project Modifications would not result in new significant transportation impacts. Therefore, impacts of the Project Modifications would be less than significant. The conclusions from the analysis of transportation in the 2013 FEIR and subsequent environmental actions remain unchanged. Based on the foregoing:

- The Project Modifications, with mitigation measures, will not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities
- The Project Modifications, with mitigation measures, will not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)

3.3 Supplemental Analysis (Not required for CEQA analysis)

3.3.1 Traffic Operations Methodology

As noted above, §15064.3 of the CEQA Guidelines does not consider traffic LOS an impact. However, to be consistent with previous analysis performed in the 2013 FEIR and subsequent environmental actions, this Draft SEIR conducts LOS traffic analysis for comparison purposes using the same methodology applied in the 2013 FEIR and subsequent environmental actions.

Traffic delay was evaluated at signalized intersections and LOS was evaluated by the average delay at the intersections compared to the No Build Alternative. For all-way, stop-controlled (unsignalized) intersections, the overall intersection delay and LOS were reported. For one-way or two-way stop-controlled intersections, the delay and LOS for the worst approach were reported. LOS and delay were calculated using the Highway Capacity Manual (HCM) 2000 report outputs from Synchro (version 10). At some intersections, limitations of the HCM 2000 methodology were encountered. For those intersections, HCM 2010 methodologies were used for reporting.

The 2013 FEIR and subsequent environmental actions used Los Angeles County thresholds, which use numerical impact thresholds to evaluate impacts of a project as compared to the future No Build condition for determining the impacts of the Project Modifications. The methodology is based on the Los Angeles County Traffic Impact Study Guidelines (County of

Los Angeles 1997). Using that methodology, an intersection is considered to have significant impacts if the change in delay from the No Build scenario is equal to or greater than the values shown in Table 3-7.

Table 3-7: Los Angeles County Intersection Impact Thresholds

Control Type	Final LOS with Project	Increase in Delay from No Build (seconds/vehicle)
Unsignalized	C	4 or more
	D	2 or more
	E/F	1.5 or more
Signalized	C	6 or more
	D	4 or more
	E/F	2.5 or more

Source: Los Angeles County 1997

In addition to Los Angeles County thresholds, the 2019 SEIR also used the City of Pomona criteria. These guidelines for traffic impact analysis are based on the Pomona Traffic Impact Study Guidelines (City of Pomona 2012), which describe the criteria for project impacts as follows:

Signalized intersections:

- Impact occurs if an intersection is projected to operate at LOS D or better in the No Build scenario and degrades to LOS E or worse in the Build scenario or
- An intersection operating at LOS E or F in the No Build scenario has an increase in delay in the Build scenario

Unsignalized intersections:

- Impact occurs if an intersection is projected to operate at LOS D or better in the No Build scenario and degrades to LOS E or worse in the Build scenario; or
- The project contributes additional traffic to an intersection operating at LOS E or F in the No Build scenario; and
- One or both of the following are met:
    - the project adds 10 or more trips to any approach
    - the intersection meets peak hour traffic signal warrants after the project added trips

Refer to the Traffic Analysis Technical Memorandum in Appendix B for additional information on traffic operations analysis methodology.

3.3.2 Intersections Evaluated

The model output indicated measurable changes in station demand in all stations, except for Montclair, due to the Project Modifications. Table 3-8 presents the intersections evaluated for traffic impacts, including 90 intersections analyzed in the 2013 FEIR and the additional 22 intersections not analyzed in the 2013 FEIR. The new intersections were identified for analysis due to the proposed project modifications.

Table 3-8: Project Modifications Study Area Intersections

Number	Study Area Intersection
1	Barranca Avenue / Bennett Avenue
2	Barranca Avenue / Foothill Boulevard
3	Grand Avenue / Foothill Boulevard
4	Vermont Avenue E / Ada Avenue
5	Vermont Avenue / Route 66
6	Vermont Avenue / Foothill Boulevard
7	Vermont Avenue W / Ada Avenue
8	Glendora Avenue / Foothill Boulevard
9	Glendora Avenue / Ada Avenue
10	Glendora Avenue / Route 66
11	Pasadena Avenue / Lemon Avenue
12	Pasadena Avenue / Route 66
13	Glenwood Avenue / Lemon Avenue
14	Glenwood Avenue / Route 66
15	Elwood Avenue / Lemon Avenue
16	Elwood Avenue / Route 66
17	Lorraine Avenue / Lemon Avenue
18	Lorraine Avenue / Route 66
19	Lone Hill Avenue / Auto Centre Drive
20	Barranca Avenue / Sierra Madre Avenue
21	Glendora Avenue / Sierra Madre Avenue
22	Lone Hill Avenue / Glendora Marketplace
101	Barranca Avenue / Elderberry Drive
102	Grand Avenue / Ada Avenue
103	Grand Avenue / Route 66
104	Vermont Avenue / Carroll Avenue
105	Glendora Avenue / Carroll Avenue
106	Glendora Avenue / Avalon Apartments
107	Glendora Avenue / Walnut Avenue
108	Walnut Avenue / Vista Bonita Avenue
109	Glenwood Avenue / Foothill Boulevard
110	Elwood Avenue / Foothill Boulevard
23	Lone Hill Avenue / Gladstone Street
24	SR 57 SB / Arrow Highway
25	SR 57 NB / Arrow Highway & Bonita Avenue
26	Eucla Avenue / Fifth Street
27	Eucla Avenue / Second Street
28	Eucla Avenue / Bonita Avenue
29	Eucla Avenue / Arrow Highway

Number	Study Area Intersection
30	Acacia Street / Fifth Street
31	Acacia Street / Second Street
32	Acacia Street / Bonita Avenue
33	Cataract Avenue / Second Street
34	Cataract Avenue / Bonita Avenue
35	Monte Vista Avenue / Second Street
36	Monte Vista Avenue / Bonita Avenue
37	San Dimas Avenue / Second Street
38	San Dimas Avenue / Bonita Avenue
39	San Dimas Avenue / Arrow Highway
40	Walnut Avenue / Bonita Avenue
41	Walnut Avenue / Arrow Highway
42	San Dimas Canyon Rd / Bonita Avenue
43	San Dimas Canyon Rd / Arrow Highway
201	San Dimas Avenue / First Street
202	San Dimas Avenue / Railway Street
203	San Dimas Avenue / Commercial Street
44	Wheeler Avenue / Third Street
45	Arrow Highway / Wheeler Avenue
46	A Street / Third Street
47	A Street / First Street
48	Arrow Highway / A Street
49	D Street / Third Street
50	D Street / First Street
51	D Street / Arrow Highway
52	E Street / Third Street
53	E Street / Second Street
54	E Street / First Street
55	Fairplex Drive/E Street & Arrow Highway
56	White Avenue / Third Street
57	White Avenue / Second Street
58	White Avenue / First Street
59	White Avenue / Sierra Way
60	White Avenue / Arrow Highway
61	D Street / Bonita Avenue
62	White Avenue / Foothill Boulevard
63	White Avenue / Bonita Avenue
64	La Verne Avenue / Arrow Highway
65	White Avenue / McKinley Avenue
66	N. Fulton Rd / Bonita Avenue
67	Fulton Rd / Arrow Highway
68	Garey Avenue / Bonita Avenue
69	Garey Avenue / Santa Fe Street
70	Garey Avenue / Arrow Highway
71	Towne Avenue / Bonita Avenue
72	Towne Avenue / Towne Center Drive
73	Towne Avenue / Arrow Highway
74	Garey Avenue / Harrison Avenue
1001	S. Fulton Rd / Metrolink W Driveway
1002	Santa Fe Street / Metrolink S Driveway

Number	Study Area Intersection
1003	Bonita Avenue / Jacaranda Way
1004	Arrow Highway / Pine Street
1005	Garey Avenue / Street B
1006	Street A / Bonita Avenue
1007	Garey Avenue / Grevillia Street
1008	Pine Street / Grevillia Street
1009	Arrow Highway / Amberson Street
75	Indian Hill Boulevard / Bonita Avenue
76	Indian Hill Boulevard / First Street
77	Indian Hill Boulevard / Santa Fe Street
78	Indian Hill Boulevard / Arrow Highway
79	College Avenue / Bonita Avenue
80	College Avenue / First Street
81	College Avenue / Arrow Highway
82	Claremont Boulevard / First Street
83	Mills Avenue & Claremont Boulevard / Arrow Highway
84	Monte Vista Avenue / Arrow Route
85	Monte Vista Avenue / Richton Street
86	Monte Vista Avenue / Arrow Highway
87	Fremont Avenue / Arrow Highway
88	Central Avenue / Arrow Route
89	Central Avenue / Richton Street & 9th Street
90	Central Avenue / Arrow Highway

Note: The numbering system has been retained from the 2013 FEIR for consistency. The added intersections have an assigned number greater than 100.

3.3.3 Model Calibrations

The traffic analysis conducted for this Draft SEIR was calibrated to accommodate changes in the existing conditions and modeling software that have occurred since the 2013 FEIR. Refer to the Travel Demand Technical Memorandum in Appendix A for more information related to the model calibrations.

- Modeling Software Updates: Due to updates to the traffic modeling software since 2013 and lane configurations in the built environment, it was necessary to adjust the previous Synchro intersections to the No Build and Build Alternatives to calibrate the model.
- No Build Alternative Adjustments: The No Build Alternative was updated from the 2013 FEIR No Build scenario to include updated information regarding lane geometrics and phasing of intersection signals since the completion of the 2013 FEIR. Additional updates were made to the 2019 SEIR No Build scenario model to reflect current plans.
- FEIR Build Alternative Adjustments: Changes in the roadway network and signal timing done as improvements outside of the approved Project since 2013 were included. Some examples include roadway widenings, modified lane channelization's, lane reconfigurations at intersections, and changes to left-turn phasing. Where major housing developments were built since 2013, trips were added to the 2013 FEIR traffic forecasts.

Any changes to original traffic patterns and/or any new analysis (specifically new intersections) were captured in this FEIR Build Alternative to represent the most recent version of the approved Project.

- Project Modifications: In addition to the intersection geometry and signal timing details from the FEIR Build (with model updates), two additional modifications to the geometric coding of the model were introduced. The permanent closure of Intersection 69 (Garey Avenue/Santa Fe Street) and the signalization of Intersection 1007 (Garey Avenue/ Grevillia Street).

3.3.4 Parking Analysis Methodology

This Draft SEIR includes a qualitative assessment of parking impacts for existing on-street parking within the immediate area of the Project Modifications and stations, including the Glendora, San Dimas, La Verne, Pomona, and Claremont parking facilities.

The travel demand model and parking analysis constrain the Park & Ride mode of station access to the number of available spaces provided by the Metro Foothill Gold Line Extension project. This means that the model restricts the number of Park& Ride trips to the station parking and all additional boardings at the station would arrive by alternative modes of access, such as Kiss & Ride (including TNCs), bus, biking and walking. As such, reduced parking spaces would be expected to result in reduced ridership at the stations.

The travel demand model does not allow for overflow parking onto adjacent streets or private businesses. The model is based on the Project Description that states all jurisdictions will provide a parking management plan that would prohibit on-street parking for transit patrons and that these restrictions would be enforced by local jurisdictional law enforcement to prohibit overflow parking in nearby neighborhoods. Additionally, the parking analysis is based on the Project Description that states all neighboring private businesses with parking lots adjacent to the transit stations will provide and enforce restrictions to prohibit transit patrons from using off-street parking. Metro will support the local jurisdictions with these enforcement responsibilities if requested.

3.3.5 Regional Forecasting

The travel demand model uses official socioeconomic projections for the region adopted by the applicable Metropolitan Planning Organization (here, SCAG) and the transportation network (i.e., roads, highways, bus, and rail transit) described in the approved RTP to develop estimates of the amount of travel (i.e., trips) occurring between different locations in the area, the market share of each transportation mode, and the routing of these trips over the highway and transit networks. The model projects trips by mode (i.e., auto, bus, and rail) and by facility including usage of individual transit routes or station (ridership).

The 2013 FEIR and subsequent environmental actions used Metro's "Measure R" regional travel demand model (Corridors Base Model, called CBM09). It is standard practice for an SEIR to use the same travel demand model as the FEIR that precedes it in order to ensure consistency in comparison and control for changes resulting from only the project modifications.

As such, this Draft SEIR uses the CBM09 model for travel demand analysis to be consistent with the analysis conducted for the 2013 FEIR and subsequent environmental actions. The CBM09 model represents all Measure R projects anticipated to be operational by the year 2035, as well as other projects included in the approved 2012 RTP/SCS. The CBM09 travel demand model demographic data include the socioeconomic data from SCAG's 2012 RTP/SCS.

Subsequent to the 2013 FEIR, Metro updated the agency's travel demand model to incorporate socioeconomic data from SCAG's 2016 RTP/SCS, titled CBM18 model. The CBM18 model is used for planning studies initiated after 2018. However, since the 2013 FEIR was conducted using the CBM09 model, this Draft SEIR uses the same CBM09 model for consistency.

The travel demand model was calibrated to incorporate Metro's updated parking policy, which includes the application of parking charges to moderate parking demand at stations. A charge of $3 per day was applied to all parking facilities along the Project. The travel demand results present the effects of both parking reductions and parking charges at all Park & Ride facilities on the Metro Gold Line Foothill Extension project.

The travel demand modeling for this Draft SEIR was conducted for the full build alternative to the terminus of the Metro Gold Line Foothill Extension at Montclair station to be consistent with and comparable to the full build-out results from the 2013 FEIR. Travel demand modeling was also conducted for partial build-out of the Project with Phase 1 to Pomona Station and Phase 2 to Claremont Station for determining impacts during the interim project phases. The travel demand model for Phases 1 and 2 was conducted using the same methodology as described above for the full build alternative.

3.3.6 Traffic Demand

3.3.6.1 Build Alternative Traffic Demand Results

Table 3-9 provides a comparison of daily automobile trips to and from each proposed station. The total daily automobile trips include the sum of Park & Ride and Kiss & Ride modes of access to the stations. For the stations at Pomona, Claremont, and Montclair, the automobile access includes the trips for both Metro Gold Line and Metrolink service because the model combines the travel demand for both transit services at these stations.

The Project Modifications result in a reduction in automobile trips to the stations compared to the approved Project. The reduced Park & Ride access trips results in fewer vehicles coming into and out of the station area, resulting in less traffic compared to the approved Project.

3.3.6.2 Phase 1 Traffic Demand Results

Table 3-10 provides a comparison of daily automobile trips to and from each proposed station for the interim Phase 1 to Pomona. The total daily automobile trips include the sum of Park & Ride and Kiss & Ride modes of access to the stations. For the stations at Pomona, the automobile access includes the trips for both Metro Gold Line and Metrolink service because the model combines the travel demand for both transit services at this station.

Table 3-9. Automobile Access of Approved Project and Project Modifications – Full Build

Station	Total Automobile Trips (2035 Daily)		
	Approved Project*	Project Modifications**	Change***
Glendora	407	364	-43
San Dimas	477	362	-115
La Verne	679	373	-306
Pomona	1,571	1,081	-490
Claremont	1,154	856	-298
Montclair	1,855	1,853	-2
Total	6,143	4,889	-1,254

Source: *Approved Project: As reported in 2014 Addendum 2 and 2019 SEIR, WSP 2014/18.

Source: **Project Modifications: Reflects parking reduction. AECOM 2020.

Source: ***Change: Reflects the automobile trip effects of parking reductions. AECOM 2020.

Note: Includes auto trips for both Park & Ride and Kiss & Ride modes of access for Gold Line and Metrolink

Table 3-10. Automobile Access of Approved Project and Project Modifications- Phase 1

Station	Total Automobile Trips (2035 Daily) Phase 1 (Pomona)		
	Approved Project*	Project Modifications**	Change***
Glendora	480	370	-110
San Dimas	527	378	-149
La Verne	692	430	-262
Pomona	1,294	1,180	-114
Total	2,993	2,358	-635

Source: *Approved Project: 2019 SEIR, WSP 2018.

Source: **Project Modifications: Reflects parking reduction. AECOM 2020.

Source: ***Change: Reflects the ridership effects of parking reductions. AECOM 2020.

Note: Includes auto trips for both park-and-ride and kiss-and-ride modes of access for Gold Line and Metrolink

The Project Modifications result in a reduction in automobile trips to the stations compared to the approved Project for all stations in the interim Phase 1. The reduced Park & Ride access trips results in fewer vehicles coming into and out of the station area, resulting in less traffic compared to the approved Project.

3.3.6.3 Phase 2 Traffic Demand Results

Table 3-11 provides a comparison of daily automobile trips to and from each proposed station in the interim Phase 2 to Claremont. The total daily automobile trips include the sum of Park & Ride and Kiss & Ride modes of access to the stations. For the stations at Pomona and

Claremont, the automobile access includes the trips for both Metro Gold Line and Metrolink service because the model combines the travel demand for both transit services at these stations.

Table 3-11. Automobile Access of Approved Project and Project Modifications- Phase 2

Station	Total Automobile Trips (2035 Daily) Phase 2 (Claremont)		
	Approved Project*	Project Modifications**	Change***
Glendora	494	362	-132
San Dimas	551	381	-170
La Verne	697	408	-289
Pomona	1,819	1,150	-669
Claremont	1,653	937	-716
Total	5,214	3,238	-1,976

Source: *Approved Project: 2014 Addendum 2: AECOM 2014.

Source: **Project Modifications: Reflects parking reduction. AECOM 2020.

Source: ***Change: Reflects the ridership effects of parking reductions. AECOM 2020.

Note: Includes auto trips for both park-and-ride and kiss-and-ride modes of access for Gold Line and Metrolink

The Project Modifications result in a reduction in automobile trips to the stations compared to the approved Project for all stations in the interim Phase 2. The reduced Park & Ride access trips results in fewer vehicles coming into and out of the station area, resulting in less traffic compared to the approved Project.

3.3.6.4 Long-term Impacts

Tables 3-12 and 3-13 present delay and LOS ranking for the following three scenarios:

- 2013 FEIR Build Alternative (approved Project)
- FEIR Build Alternative with the model updates discussed in Section 3.3.3
- Build Alternative with Project Modifications

Table 3-12: Comparison of Approved Project, Approved Project (with Model Updates), and Project Modifications for AM Peak Hour Intersection Operations

Number	Study Area Intersection	Control	FEIR Approved Project		FEIR Approved Project with Model Updates		Project Modifications	
			LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]
1	Barranca Avenue / Bennett Avenue	S	C	20.9	A	9.7	A	9.7
2	Barranca Avenue / Foothill Boulevard	S	B	11.1	B	13.1	B	13.2
3	Grand Avenue / Foothill Boulevard	S	C	29.9	C	28.4	C	28.4
4	Vermont Avenue E / Ada Avenue	U	B	13.3	A	8.6	A	8.6
5	Vermont Avenue / Route 66	S	A	7.5	B	19.3	B	19.3
6	Vermont Avenue / Foothill Boulevard	S	A	7.5	B	12.4	B	12.4
7	Vermont Avenue W / Ada Avenue	U	B	12.3				
8	Glendora Avenue / Foothill Boulevard	S	C	28.1	C	20.4	C	20.4
9	Glendora Avenue / Ada Avenue	U	B	12.3	B	12.3	B	12.3
10	Glendora Avenue / Route 66	S	C	22.8	C	31.6	C	31.6
11	Pasadena Avenue / Lemon Avenue	U	A	7.9	A	7.9	A	7.9
12	Pasadena Avenue / Route 66	S	B	12.4	C	22.7	C	23.2
13	Glenwood Avenue / Lemon Avenue	U	B	10.1	B	11.7	B	11.7
14	Glenwood Avenue / Route 66	S	B	14.7	B	18.4	B	18.4
15	Elwood Avenue / Lemon Avenue	U	B	10.8	B	13.2	B	13.2
16	Elwood Avenue / Route 66	S	B	15.5	C	24.7	C	24.7
17	Lorraine Avenue / Lemon Avenue	U	C	19.8	C	21.9	C	21.9
18	Lorraine Avenue / Route 66	S	B	19.1	C	24.6	C	24.6
19	Lone Hill Avenue / Auto Centre Drive	S	B	15.4	B	17.8	B	17.8
20	Barranca Avenue / Sierra Madre Avenue	U	C	19.8	C	16.7	C	16.7
21	Glendora Avenue / Sierra Madre Avenue	U	E	43.3	E	44.9	E	45.1
22	Lone Hill Avenue / Glendora Marketplace	S	B	15.2	B	13.4	B	13.4
101	Barranca Avenue / Elderberry Drive	U			B	11.0	B	11.0
102	Grand Avenue / Ada Avenue	S			A	4.4	A	4.4
103	Grand Avenue / Route 66	S			D	41.8	D	41.9
104	Vermont Avenue / Carroll Avenue	U			B	11.1	B	11.1
105	Glendora Avenue / Carroll Avenue	U			C	19.1	C	19.1
106	Glendora Avenue / Avalon Apartments	U			B	11.6	B	11.6
107	Glendora Avenue / Walnut Avenue	U			B	14.8	B	14.8
108	Walnut Avenue / Vista Bonita Avenue	U			B	10.6	B	10.6
109	Glenwood Avenue / Foothill Boulevard[b]	U			F	51.0	F	51.0
110	Elwood Avenue / Foothill Boulevard	U/S			A	8.8	A	8.8
23	Lone Hill Avenue / Gladstone Street	S	B	18.6	C	23.4	C	23.5
24	SR 57 SB / Arrow Highway	S	A	7.4	C	29.6	C	29.7
25	SR 57 NB / Arrow Highway & Bonita Avenue	S	C	27.5	D	42.9	D	42.7
26	Eucla Avenue / Fifth Street	U	A	7.4	A	7.8	A	7.8
27	Eucla Avenue / Second Street	U	A	9.8	A	9.8	A	9.8
28	Eucla Avenue / Bonita Avenue	S	A	4.8	B	13.1	B	13.1
29	Eucla Avenue / Arrow Highway	S	A	8.8	B	18.3	B	18.3
30	Acacia Street / Fifth Street	U	A	9.2	A	9.2	A	9.2
31	Acacia Street / Second Street	U	A	9.1	A	9.1	A	9.1
32	Acacia Street / Bonita Avenue	U	B	10.6	A	9.9	A	9.9

Number	Study Area Intersection	Control	FEIR Approved Project		FEIR Approved Project with Model Updates		Project Modifications	
			LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]
33	Cataract Avenue / Second Street	U	B	10.0	B	10.0	A	10.0
34	Cataract Avenue / Bonita Avenue[b]	U/S	A	6.1	B	20.0	B	19.9
35	Monte Vista Avenue / Second Street	U	A	9.5	A	9.5	A	9.4
36	Monte Vista Avenue / Bonita Avenue	U	C	17.7	B	14.0	B	14.0
37	San Dimas Avenue / Second Street	U	C	20.5	B	13.9	B	13.9
38	San Dimas Avenue / Bonita Avenue	S	B	12.2	C	20.6	C	20.7
39	San Dimas Avenue / Arrow Highway	S	C	34.1	D	35.2	C	34.5
40	Walnut Avenue / Bonita Avenue	S	A	6.8	B	12.1	B	12.1
41	Walnut Avenue / Arrow Highway	S	B	13.5	C	21.7	C	21.8
42	San Dimas Canyon Rd / Bonita Avenue	S	A	7.3	C	26.8	C	26.8
43	San Dimas Canyon Rd / Arrow Highway	S	C	27.6	C	33.7	C	33.9
201	San Dimas Avenue / First Street	U						
202	San Dimas Avenue / Railway Street	U/S						
203	San Dimas Avenue / Commercial Street	U/S						
44	Wheeler Avenue / Third Street	U	C	16.7	C	18.2	C	18.2
45	Arrow Highway / Wheeler Avenue	S	D	50.6	D	35.1	C	34.9
46	A Street / Third Street	U	B	10.4	B	10.4	B	10.4
47	A Street / First Street	U	A	9.5	A	9.5	A	9.4
48	Arrow Highway / A Street	U/S	A	9.8	B	14.9	B	13.5
49	D Street / Third Street	U	B	10.2	B	10.2	A	9.9
50	D Street / First Street	U	A	9.9	A	9.9	A	9.7
51	D Street / Arrow Highway	S	C	22.2	C	30.2	C	28.1
52	E Street / Third Street	U	B	10.6	B	10.7	B	10.4
53	E Street / Second Street	U	C	15.6	B	10.9	B	10.5
54	E Street / First Street	U	B	13.6	B	13.5	B	12.5
55	Fairplex Drive/E Street & Arrow Highway	S	C	27.3	C	28.7	C	28.2
56	White Avenue / Third Street	U	E	39.8	C	16.9	C	15.7
57	White Avenue / Second Street	U	D	28.0	B	14.8	B	14.6
58	White Avenue / First Street	U	D	33.1	C	16.2	C	15.9
59	White Avenue / Sierra Way	U	B	14.8	B	14.3	B	12.9
60	White Avenue / Arrow Highway	S	C	31.9	C	32.5	D	35.3
61	D Street / Bonita Avenue	S	A	8.2	C	33.5	C	33.5
62	White Avenue / Foothill Boulevard	S	C	29.4	C	28.3	C	28.3
63	White Avenue / Bonita Avenue	S	B	14.3	C	33.6	C	33.1
64	La Verne Avenue / Arrow Highway	U/S	F	141.3	B	14.9	B	14.9
65	White Avenue / McKinley Avenue	S	B	10.8	C	20.4	C	20.4
66	N. Fulton Rd / Bonita Avenue	U	D	31.2	B	14.5	B	13.1
67	Fulton Rd / Arrow Highway	U	D	28.4	D	25.9	C	19.7
68	Garey Avenue / Bonita Avenue	S	C	36.7	D	44.4	C	21.8
69	Garey Avenue / Santa Fe Street	U	A	9.3	A	9.7		
70	Garey Avenue / Arrow Highway	S	C	30.1	C	30.0	C	29.3
71	Towne Avenue / Bonita Avenue	S	B	24.5	C	21.6	A	9.7
72	Towne Avenue / Towne Center Drive	U	D	29.7	A	9.6	A	9.4
73	Towne Avenue / Arrow Highway	S	D	45.5	D	46.4	D	49.1
74	Garey Avenue / Harrison Avenue	S	A	8.7	A	8.4	A	8.2
1001	S. Fulton Rd / Metrolink W Driveway	U/S			A	3.1	A	1.6

Number	Study Area Intersection	Control	FEIR Approved Project		FEIR Approved Project with Model Updates		Project Modifications	
			LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]
1002	Santa Fe Street / Metrolink S Driveway	U			A	9.0	A	8.9
1003	Bonita Avenue / Jacaranda Way	U			F	> 100.0	C	18.1
1004	Arrow Highway / Pine Street[b]	U			B	12.8	B	12.6
1005	Garey Avenue / Street B	U			B	13.2	B	11.9
1006	Street A / Bonita Avenue	U			C	22.9	C	15.2
1007	Garey Avenue / Grevillia Street	U/S			B	12.5	A	2.0
1008	Pine Street / Grevillia Street	U			A	9.0	A	9.1
1009	Arrow Highway / Amberson Street	S			C	20.0	C	19.6
75	Indian Hill Boulevard / Bonita Avenue	S	A	8.0	C	20.4	C	20.4
76	Indian Hill Boulevard / First Street	S	B	10.9	B	10.8	B	10.9
77	Indian Hill Boulevard / Santa Fe Street	U	B	11.2	B	12.1	B	11.9
78	Indian Hill Boulevard / Arrow Highway	S	C	21.8	C	25.1	C	24.9
79	College Avenue / Bonita Avenue	U	B	10.9	B	10.4	B	10.3
80	College Avenue / First Street[b]	U/S	C	19.9	C	18.2	B	17.0
81	College Avenue / Arrow Highway	S	B	11.1	B	11.7	B	11.4
82	Claremont Boulevard / First Street	S	A	4.3	A	7.0	A	6.8
83	Mills Avenue & Claremont Boulevard / Arrow Highway	S	C	22.4	C	25.1	C	25.3
84	Monte Vista Avenue / Arrow Route	S	B	13.3	B	16.7	B	16.7
85	Monte Vista Avenue / Richton Street	S	A	5.4	A	7.1	A	7.1
86	Monte Vista Avenue / Arrow Highway	S	B	19.1	C	23.8	C	23.8
87	Fremont Avenue / Arrow Highway	S	A	1.7	B	12.8	B	12.8
88	Central Avenue / Arrow Route	S	B	13.0	B	18.8	B	18.8
89	Central Avenue / Richton Street & 9th Street	S	B	13.1	B	19.4	B	19.4
90	Central Avenue / Arrow Highway	S	B	15.8	B	19.0	B	19.0

Notes:

1 -Shaded cells are shown for intersections that were not evaluated in the 2013 FEIR (Intersections 101 to 110, 201 to 203, and 1001 to 1009), intersections that were only evaluated in the higher volume PM peak period (Intersections 201 to 203), or intersections that will be closed as part of the Project Modifications (Intersection 7 and 69).
-In Pomona and Claremont, for intersections 66 to 83, the LOS and delay for the FEIR approved Project are from Addendum No. 2.

[a] Delay is reported in seconds per vehicle using HCM 2000 methodologies for signalized and unsignalized intersections.

[b] HCM 2010 methodology was applied due to HCM 2000 limitations with intersection geometry or to maintain technical consistency.

S = Signalized

U = Unsignalized

U/S = an intersection that is unsignalized for the No Build and will be signalized as part of the approved Project and/or Project Modifications.

Table 3-13: Comparison of Approved Project, Approved Project (with Model Updates), and Project Modifications for PM Peak Hour Intersection Operations

Number	Study Area Intersection	Control	FEIR Approved Project		FEIR Approved Project with Model Updates		Project Modifications	
			LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]
1	Barranca Avenue / Bennett Avenue	S	B	12.4	A	6.1	A	6.1
2	Barranca Avenue / Foothill Boulevard	S	A	8.4	B	11.3	B	11.3
3	Grand Avenue / Foothill Boulevard	S	C	28.5	C	27.8	C	27.9
4	Vermont Avenue E / Ada Avenue	U	C	15.3	B	10.3	B	12.2
5	Vermont Avenue / Route 66	S	A	9.1	B	19.4	B	19.4
6	Vermont Avenue / Foothill Boulevard	S	A	7.7	B	13.9	B	13.5
7	Vermont Avenue W / Ada Avenue	U	B	13.2				
8	Glendora Avenue / Foothill Boulevard	S	C	28.1	C	22.1	C	22.0
9	Glendora Avenue / Ada Avenue	U	C	15.3	C	15.4	C	15.3
10	Glendora Avenue / Route 66	S	C	32.4	D	49.7	D	49.3
11	Pasadena Avenue / Lemon Avenue	U	A	7.8	A	7.8	A	7.8
12	Pasadena Avenue / Route 66	S	B	11.2	B	17.4	B	17.4
13	Glenwood Avenue / Lemon Avenue	U	B	11.3	B	13.1	B	13.1
14	Glenwood Avenue / Route 66	S	B	13.0	B	18.3	B	17.6
15	Elwood Avenue / Lemon Avenue	U	B	11.0	C	15.6	C	15.6
16	Elwood Avenue / Route 66	S	B	18.1	C	20.4	C	20.4
17	Lorraine Avenue / Lemon Avenue	U	B	13.7	C	15.3	C	15.3
18	Lorraine Avenue / Route 66	S	B	11.6	C	23.3	C	20.9
19	Lone Hill Avenue / Auto Centre Drive	S	C	22.7	C	27.0	C	27.1
20	Barranca Avenue / Sierra Madre Avenue	U	C	15.5	B	14.1	B	14.1
21	Glendora Avenue / Sierra Madre Avenue	U	B	14.2	B	14.3	B	14.3
22	Lone Hill Avenue / Glendora Marketplace	S	C	23.1	C	21.2	C	21.2
101	Barranca Avenue / Elderberry Drive	U			B	10.5	B	10.5
102	Grand Avenue / Ada Avenue	S			A	6.9	A	6.8
103	Grand Avenue / Route 66	S			D	40.9	D	40.9
104	Vermont Avenue / Carroll Avenue	U			B	12.8	B	12.7
105	Glendora Avenue / Carroll Avenue	U			D	25.7	D	25.7
106	Glendora Avenue / Avalon Apartments	U			B	12.0	B	12.0
107	Glendora Avenue / Walnut Avenue	U			C	20.8	C	20.8
108	Walnut Avenue / Vista Bonita Avenue	U			B	11.3	B	11.3
109	Glenwood Avenue / Foothill Boulevard[b]	U			D	34.0	D	34.0
110	Elwood Avenue / Foothill Boulevard	U/S			A	7.9	A	7.9
23	Lone Hill Avenue / Gladstone Street	S	C	25.5	C	28.5	C	28.5
24	SR 57 SB / Arrow Highway	S	B	19.4	E	78.2	E	76.2
25	SR 57 NB / Arrow Highway & Bonita Avenue	S	C	29.1	F	96.4	F	95.9
26	Eucla Avenue / Fifth Street	U	A	7.4	A	8.0	A	8.0
27	Eucla Avenue / Second Street	U	B	10.5	B	10.6	B	10.6
28	Eucla Avenue / Bonita Avenue	S	A	8.0	B	12.9	B	13.0
29	Eucla Avenue / Arrow Highway	S	B	11.7	C	20.9	C	20.9
30	Acacia Street / Fifth Street	U	A	9.3	A	9.3	A	9.3
31	Acacia Street / Second Street	U	A	9.1	A	9.1	A	9.1
32	Acacia Street / Bonita Avenue	U	C	24.4	B	12.2	B	12.2

Number	Study Area Intersection	Control	FEIR Approved Project		FEIR Approved Project with Model Updates		Project Modifications	
			LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]
33	Cataract Avenue / Second Street	U	B	10.3	B	10.3	B	10.2
34	Cataract Avenue / Bonita Avenue[b]	U/S	A	5.2	C	23.9	C	23.9
35	Monte Vista Avenue / Second Street	U	A	9.9	A	9.9	A	9.9
36	Monte Vista Avenue / Bonita Avenue	U	E	47.9	C	20.3	C	20.4
37	San Dimas Avenue / Second Street	U	E	38.2	C	17.0	C	16.9
38	San Dimas Avenue / Bonita Avenue	S	B	19.2	C	28.4	C	28.5
39	San Dimas Avenue / Arrow Highway	S	D	48.3	D	41.6	D	41.4
40	Walnut Avenue / Bonita Avenue	S	B	14.4	B	15.5	B	15.5
41	Walnut Avenue / Arrow Highway	S	B	12.9	C	20.5	B	19.7
42	San Dimas Canyon Rd / Bonita Avenue	S	A	9.0	C	28.3	C	28.3
43	San Dimas Canyon Rd / Arrow Highway	S	C	28.1	C	31.8	C	31.8
201	San Dimas Avenue / First Street	U			C	19.7	C	19.8
202	San Dimas Avenue / Railway Street	U/S			A	3.6	A	3.6
203	San Dimas Avenue / Commercial Street	U/S			A	3.0	A	3.0
44	Wheeler Avenue / Third Street	U	C	15.7	C	17.6	C	17.6
45	Arrow Highway / Wheeler Avenue	S	D	37.8	C	32.2	C	32.4
46	A Street / Third Street	U	B	10.8	B	10.8	B	10.8
47	A Street / First Street	U	B	10.0	B	10.1	B	10.1
48	Arrow Highway / A Street	U/S	D	39.9	B	14.8	B	14.7
49	D Street / Third Street	U	C	15.4	C	15.4	B	14.5
50	D Street / First Street	U	B	12.7	B	12.5	B	12.0
51	D Street / Arrow Highway	S	C	30.4	C	28.0	C	28.0
52	E Street / Third Street	U	C	16.0	B	10.7	B	11.3
53	E Street / Second Street	U	C	16.9	C	15.9	B	14.2
54	E Street / First Street	U	B	13.7	B	12.4	B	11.9
55	Fairplex Drive/E Street & Arrow Highway	S	C	33.3	C	33.8	C	29.8
56	White Avenue / Third Street	U	F	95.9	C	22.9	C	22.2
57	White Avenue / Second Street	U	F	121.4	C	20.6	C	19.9
58	White Avenue / First Street	U	F	142.2	D	28.1	C	24.2
59	White Avenue / Sierra Way	U	C	19.6	C	19.5	C	18.8
60	White Avenue / Arrow Highway	S	C	31.7	D	37.5	D	36.2
61	D Street / Bonita Avenue	S	B	10.8	C	34.0	C	33.8
62	White Avenue / Foothill Boulevard	S	D	39.6	D	37.4	D	37.6
63	White Avenue / Bonita Avenue	S	B	17.9	D	48.0	D	46.6
64	La Verne Avenue / Arrow Highway	U/S	F	652.8	C	25.5	C	23.9
65	White Avenue / McKinley Avenue	S	B	14.1	C	22.7	C	22.7
66	N. Fulton Rd / Bonita Avenue	U	F	161.0	C	22.3	C	18.0
67	Fulton Rd / Arrow Highway	U	E	47.0	C	23.7	C	19.2
68	Garey Avenue / Bonita Avenue	S	C	20.3	E	62.7	C	27.0
69	Garey Avenue / Santa Fe Street	U	B	11.8	B	11.0		
70	Garey Avenue / Arrow Highway	S	C	31.9	D	52.5	D	44.0
71	Towne Avenue / Bonita Avenue	S	B	15.3	B	14.3	B	12.2
72	Towne Avenue / Towne Center Drive	U	E	46.0	B	10.3	A	9.6
73	Towne Avenue / Arrow Highway	S	D	46.8	D	47.6	D	47.4
74	Garey Avenue / Harrison Avenue	S	A	5.7	A	6.5	A	6.6
1001	S. Fulton Rd / Metrolink W Driveway	U/S			A	4.1	A	2.9

Number	Study Area Intersection	Control	FEIR Approved Project		FEIR Approved Project with Model Updates		Project Modifications	
			LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]
1002	Santa Fe Street / Metrolink S Driveway	U			A	9.0	A	8.9
1003	Bonita Avenue / Jacaranda Way	U			F	> 100.0	C	18.2
1004	Arrow Highway / Pine Street[b]	U			B	11.4	B	11.5
1005	Garey Avenue / Street B	U			C	15.1	B	11.3
1006	Street A / Bonita Avenue	U			E	41.7	C	19.8
1007	Garey Avenue / Grevillia Street	U/S			B	13.4	A	6.9
1008	Pine Street / Grevillia Street	U			A	8.8	A	9.2
1009	Arrow Highway / Amberson Street	S			F	85.8	F	64.3
75	Indian Hill Boulevard / Bonita Avenue	S	B	10.5	C	24.3	C	24.3
76	Indian Hill Boulevard / First Street	S	B	17.5	B	16.5	B	16.5
77	Indian Hill Boulevard / Santa Fe Street	U	B	13.2	B	13.2	B	13.2
78	Indian Hill Boulevard / Arrow Highway	S	D	37.5	D	41.1	D	41.1
79	College Avenue / Bonita Avenue	U	C	15.5	B	14.2	B	13.7
80	College Avenue / First Street[b]	U/S	F	80.0	B	17.0	B	16.3
81	College Avenue / Arrow Highway	S	B	12.0	B	12.5	B	12.5
82	Claremont Boulevard / First Street	S	B	13.3	B	13.6	B	12.8
83	Mills Avenue & Claremont Boulevard / Arrow Highway	S	C	28.7	C	34.7	C	33.7
84	Monte Vista Avenue / Arrow Route	S	B	14.7	B	18.7	B	18.7
85	Monte Vista Avenue / Richton Street	S	A	10.0	B	17.6	B	17.6
86	Monte Vista Avenue / Arrow Highway	S	C	32.9	D	36.5	D	36.5
87	Fremont Avenue / Arrow Highway	S	A	4.1	B	15.4	B	15.4
88	Central Avenue / Arrow Route	S	C	21.8	C	24.8	C	24.8
89	Central Avenue / Richton Street & 9th Street	S	B	15.2	B	17.2	B	17.2
90	Central Avenue / Arrow Highway	S	C	31.3	C	25.7	C	25.7

Notes:
[1] -Shaded cells are shown for intersections that were not evaluated in the 2013 FEIR (Intersections 101 to 110, 201 to 203, and 1001 to 1009), intersections that were only evaluated in the higher volume PM peak period (Intersections 201 to 203), or intersections that will be closed as part of the Project Modifications (Intersections 7 and 69).
-In Pomona and Claremont, for intersections 66 to 83, the LOS and delay for the FEIR approved Project are from Addendum No. 2.
[a] Delay is reported in seconds per vehicle using HCM 2000 methodologies for signalized and unsignalized intersections.
[b] HCM 2010 methodology was applied due to HCM 2000 limitations with intersection geometry or to maintain technical consistency.
S = Signalized
U = Unsignalized
U/S = an intersection that is unsignalized for the No Build and will be signalized as part of the approved Project and/or Project Modifications.

Table 3-12 shows all intersections are projected to operate at an acceptable LOS (D or better) in the AM peak hour with the Project Modifications, with the exception of:

- Glendora Avenue/Sierra Madre Avenue (LOS E)
- Glenwood Avenue/Foothill Boulevard (LOS F)

Table 3-13 shows all intersections are projected to operate at an acceptable LOS (D or better) in the PM peak hour with the Project Modifications, with the exception of:

- Glenwood Avenue/Foothill Boulevard (LOS D)
- SR 57 SB/Arrow Highway (LOS E)
- SR 57 NB/Arrow Highway and Bonita Avenue (LOS F)
- Arrow Highway/Amberson Street (LOS F)

To determine the LOS impacts per the Los Angeles County thresholds of significance for traffic impacts, the intersection operating conditions with the Project Modifications were compared to the No Build scenario to identify locations with potential impacts. Tables 3-14 and 3-15 provide the AM and PM peak hour conditions for the Project Modifications and No Build scenarios.

Table 3-14 shows three intersections have potential impacts with the Project Modifications in the AM peak hour:

- Intersection 43 – San Dimas Canyon Rd/Arrow Highway
- Intersection 45 – Arrow Highway/Wheeler Avenue
- Intersection 51 – D Street/Arrow Highway

Table 3-15 shows six intersections have potential impacts with the Project Modifications in the PM peak hour:

- Intersection 10 – Glendora Avenue/Route 66
- Intersection 15 – Elwood Avenue/Lemon Avenue
- Intersection 43 – San Dimas Canyon Rd/Arrow Highway
- Intersection 45 – Arrow Highway/Wheeler Avenue
- Intersection 51 – D Street/Arrow Highway
- Intersection 70 – Garey Avenue/Arrow Highway

From the six intersections that were identified as potential impacts in one or both peak periods, four intersections (San Dimas Canyon Road/Arrow Highway, Arrow Highway/Wheeler Avenue, D Street/Arrow Highway, and Glendora Avenue/Route 66) were also identified as potential impacts of the approved Project in the 2013 FEIR and subsequent environmental actions.

In Glendora, San Dimas, and La Verne, four intersections (Elwood Avenue/Lemon Avenue, San Dimas Canyon Road/Arrow Highway, Arrow Highway/Wheeler Avenue, and D Street/Arrow Highway) meet the Los Angeles County impact criteria. However, in No Build and for the Project Modifications, the intersections are projected to operate at LOS C or better (for both AM and PM peak hours). It is standard traffic engineering practice to consider an intersection (signalized or unsignalized) performing at LOS C or better acceptable.[3] Because these intersections are projected to operate at LOS C or better, a new or more severe significant impact was not identified.

[3] Caltrans identifies the transition of LOS C and LOS D as the target LOS in state highway facilities in the *Guide for the Preparation of Traffic Impact Studies* (2002). LOS C in signalized intersections, per the HCM, corresponds to traffic conditions where volume-to-capacity ratio is less than 1.0, vehicle progression is still favorable, and intersection control delay is between 20 and 35 seconds per vehicle. LOS C in unsignalized intersections, per the HCM, corresponds to traffic conditions where volume-to-capacity ratio is less than 1.0 and intersection control delay is between 15 and 25 seconds per vehicle.

Table 3-14 AM Peak Hour Intersection Impacts Summary

No.	Intersection Name	Control	Jurisdiction	No Build		FEIR Approved Project		FEIR Approved Project (with updated model)		Project Modifications		Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated Approved Project)	Approved Build vs. No Build Original Impact?[d]	Project Modifications (vs. Model Updated No Build)[c,d]
				LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	2020 FEIR	Project Modifications			
1	Barranca Ave / Bennett Ave	S	Glendora	A	9.4	C	20.9	A	9.7	A	9.7	0.3	0.3	0.0	NO	NO
2	Barranca Ave / Foothill Blvd	S	Glendora	B	13.5	B	11.1	B	13.1	B	13.2	-0.4	-0.3	0.1	NO	NO
3	Grand Ave / Foothill Blvd	S	Glendora	C	30.5	C	29.9	C	28.4	C	28.4	-2.1	-2.1	0.0	NO	NO
4	Vermont Ave E / Ada Ave	U	Glendora	B	12.2	B	13.3	A	8.6	A	8.6	-3.6	-3.6	0.0	NO	NO
5	Vermont Ave / Route 66	S	Glendora	B	18.5	A	7.5	B	19.3	B	19.3	0.8	0.8	0.0	NO	NO
6	Vermont Ave / Foothill Blvd	S	Glendora	B	13.0	A	7.5	B	12.4	B	12.4	-0.6	-0.6	0.0	NO	NO
7	Vermont Ave W / Ada Ave	U	Glendora	B	11.6	B	12.3								NO	
8	Glendora Ave / Foothill Blvd	S	Glendora	C	20.5	C	28.1	C	20.4	C	20.4	-0.1	-0.1	0.0	NO	NO
9	Glendora Ave / Ada Ave	U	Glendora	B	12.3	B	12.3	B	12.3	B	12.3	0.0	0.0	0.0	NO	NO
10	Glendora Ave / Route 66	S	Glendora	C	32.5	C	22.8	C	31.6	C	31.6	-0.9	-0.9	0.0	NO	NO
11	Pasadena Ave / Lemon Ave	U	Glendora	A	7.9	A	7.9	A	7.9	A	7.9	0.0	0.0	0.0	NO	NO
12	Pasadena Ave / Route 66	S	Glendora	C	22.7	B	12.4	C	22.7	C	23.2	0.0	0.5	0.5	NO	NO
13	Glenwood Ave / Lemon Ave	U	Glendora	B	10.0	B	10.1	B	11.7	B	11.7	1.7	1.7	0.0	NO	NO
14	Glenwood Ave / Route 66	S	Glendora	C	21.6	B	14.7	B	18.4	B	18.4	-3.2	-3.2	0.0	NO	NO
15	Elwood Ave / Lemon Ave	U	Glendora	B	10.7	B	10.8	B	13.2	B	13.2	2.5	2.5	0.0	NO	NO
16	Elwood Ave / Route 66	S	Glendora	C	21.2	B	15.5	C	24.7	C	24.7	3.5	3.5	0.0	NO	NO
17	Lorraine Ave / Lemon Ave	U	Glendora	C	20.0	C	19.8	C	21.9	C	21.9	1.9	1.9	0.0	NO	NO
18	Lorraine Ave / Route 66	S	Glendora	C	24.2	B	19.1	C	24.6	C	24.6	0.4	0.4	0.0	NO	NO
19	Lone Hill Ave / Auto Centre Dr	S	Glendora	B	20.0	B	15.4	B	17.8	B	17.8	-2.2	-2.2	0.0	NO	NO
20	Barranca Ave / Sierra Madre Ave	U	Glendora	C	16.5	C	19.8	C	16.7	C	16.7	0.2	0.2	0.0	NO	NO
21	Glendora Ave / Sierra Madre Ave	U	Glendora	E	49.2	E	43.3	E	44.9	E	45.1	-4.3	-4.1	0.2	NO	NO
22	Lone Hill Ave / Glendora Marketplace	S	Glendora	B	13.5	B	15.2	B	13.4	B	13.4	-0.1	-0.1	0.0	NO	NO
101	Barranca Ave / Elderberry Dr	U	Glendora	B	10.8			B	11.0	B	11.0	0.2	0.2	0.0		NO
102	Grand Ave / Ada Ave	S	Glendora	A	5.4			A	4.4	A	4.4	-1.0	-1.0	0.0		NO
103	Grand Ave / Route 66	S	Glendora	D	39.7			D	41.8	D	41.9	2.1	2.2	0.1		NO
104	Vermont Ave / Carroll Ave	U	Glendora	B	11.1			B	11.1	B	11.1	0.0	0.0	0.0		NO
105	Glendora Ave / Carroll Ave	U	Glendora	C	19.0			C	19.1	C	19.1	0.1	0.1	0.0		NO
106	Glendora Ave / Avalon Apartments	U	Glendora	B	10.7			B	11.6	B	11.6	0.9	0.9	0.0		NO
107	Glendora Ave / Walnut Ave	U	Glendora	B	14.6			B	14.8	B	14.8	0.2	0.2	0.0		NO
108	Walnut Ave / Vista Bonita Ave	U	Glendora	B	10.5			B	10.6	B	10.6	0.1	0.1	0.0		NO

No.	Intersection Name	Control	Jurisdiction	No Build		FEIR Approved Project		FEIR Approved Project (with updated model)		Project Modifications		Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated Approved Project)	Approved Build vs. No Build Original Impact?[d]	Project Modifications (vs. Model Updated No Build)[c,d]
				LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	2020 FEIR	Project Modifications			
109	Glenwood Ave / Foothill Blvd[b]	U	Glendora	F	58.6			F	51.0	F	51.0	-7.6	-7.6	0.0		NO
110	Elwood Ave / Foothill Blvd	U/S	Glendora	F	190.0			A	8.8	A	8.8	-181.2	-181.2	0.0		NO
23	Lone Hill Ave / Gladstone St	S	San Dimas	C	24.0	B	18.6	C	23.4	C	23.5	-0.6	-0.5	0.1	NO	NO
24	SR 57 SB / Arrow Hwy	S	San Dimas	C	29.9	A	7.4	C	29.6	C	29.7	-0.3	-0.2	0.1	NO	NO
25	SR 57 NB / Arrow Hwy & Bonita Ave	S	San Dimas	D	42.5	C	27.5	D	42.9	D	42.7	0.4	0.2	-0.2	NO	NO
26	Eucla Ave / Fifth St	U	San Dimas	A	7.8	A	7.4	A	7.8	A	7.8	0.0	0.0	0.0	NO	NO
27	Eucla Ave / Second St	U	San Dimas	A	9.7	A	9.8	A	9.8	A	9.8	0.1	0.1	0.0	NO	NO
28	Eucla Ave / Bonita Ave	S	San Dimas	B	13.1	A	4.8	B	13.1	B	13.1	0.0	0.0	0.0	NO	NO
29	Eucla Ave / Arrow Hwy	S	San Dimas	B	17.9	A	8.8	B	18.3	B	18.3	0.4	0.4	0.0	NO	NO
30	Acacia St / Fifth St	U	San Dimas	A	9.2	A	9.2	A	9.2	A	9.2	0.0	0.0	0.0	NO	NO
31	Acacia St / Second St	U	San Dimas	A	9.1	A	9.1	A	9.1	A	9.1	0.0	0.0	0.0	NO	NO
32	Acacia St / Bonita Ave	U	San Dimas	B	10.2	B	10.6	A	9.9	A	9.9	-0.3	-0.3	0.0	NO	NO
33	Cataract Ave / Second St	U	San Dimas	A	9.9	B	10.0	B	10.0	A	10.0	0.1	0.1	0.0	NO	NO
34	Cataract Ave / Bonita Ave[b]	U/S	San Dimas	B	12.8	A	6.1	B	20.0	B	19.9	7.2	7.1	-0.1	NO	NO
35	Monte Vista Ave / Second St	U	San Dimas	A	9.3	A	9.5	A	9.5	A	9.4	0.2	0.1	-0.1	NO	NO
36	Monte Vista Ave / Bonita Ave	U	San Dimas	B	14.1	C	17.7	B	14.0	B	14.0	-0.1	-0.1	0.0	NO	NO
37	San Dimas Ave / Second St	U	San Dimas	B	14.0	C	20.5	B	13.9	B	13.9	-0.1	-0.1	0.0	NO	NO
38	San Dimas Ave / Bonita Ave	S	San Dimas	C	25.5	B	12.2	C	20.6	C	20.7	-4.9	-4.8	0.1	NO	NO
39	San Dimas Ave / Arrow Hwy	S	San Dimas	D	36.6	C	34.1	D	35.2	C	34.5	-1.4	-2.1	-0.7	NO	NO
40	Walnut Ave / Bonita Ave	S	San Dimas	B	11.8	A	6.8	B	12.1	B	12.1	0.3	0.3	0.0	NO	NO
41	Walnut Ave / Arrow Hwy	S	San Dimas	C	21.5	B	13.5	C	21.7	C	21.8	0.2	0.3	0.1	NO	NO
42	San Dimas Canyon Rd/ Bonita Ave	S	San Dimas	C	27.0	A	7.3	C	26.8	C	26.8	-0.2	-0.2	0.0	NO	NO
43	San Dimas Canyon Rd/ Arrow Hwy	S	San Dimas	C	22.3	C	27.6	C	33.7	C	33.9	11.4	11.6	0.2	**YES**	**YES/NO[e]**
201	San Dimas Ave / First St	U	San Dimas													
202	San Dimas Ave / Railway St	U/S	San Dimas													
203	San Dimas Ave / Commercial St	U/S	San Dimas													
44	Wheeler Ave / Third St	U	La Verne	C	18.0	C	16.7	C	18.2	C	18.2	0.2	0.2	0.0	NO	NO
45	Arrow Hwy / Wheeler Ave	S	La Verne	C	22.7	D	50.6	D	35.1	C	34.9	12.4	12.2	-0.2	**YES**	**YES/NO[e]**
46	A St / Third St	U	La Verne	B	10.3	B	10.4	B	10.4	B	10.4	0.1	0.1	0.0	NO	NO
47	A St / First St	U	La Verne	A	9.3	A	9.5	A	9.5	A	9.4	0.2	0.1	-0.1	NO	NO
48	Arrow Hwy / A St	U/S	La Verne	F	273.1	A	9.8	B	14.9	B	13.5	-258.2	-259.6	-1.4	NO	NO
49	D St / Third St	U	La Verne	A	9.6	B	10.2	B	10.2	A	9.9	0.6	0.3	-0.3	NO	NO

No.	Intersection Name	Control	Jurisdiction	No Build		FEIR Approved Project		FEIR Approved Project (with updated model)		Project Modifications		Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated Approved Project)	Approved Build vs. No Build Original Impact?[d]	Project Modifications (vs. Model Updated No Build)[c,d]
				LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	2020 FEIR	Project Modifications			
50	D St / First St	U	La Verne	A	9.6	A	9.9	A	9.9	A	9.7	0.3	0.1	-0.2	NO	NO
51	D St / Arrow Hwy	S	La Verne	B	18.8	C	22.2	C	30.2	C	28.1	11.4	9.3	-2.1	YES	YES/NO[e]
52	E St / Third St	U	La Verne	B	10.1	B	10.6	B	10.7	B	10.4	0.6	0.3	-0.3	NO	NO
53	E St / Second St	U	La Verne	B	10.0	C	15.6	B	10.9	B	10.5	0.9	0.5	-0.4	NO	NO
54	E Street / First St	U	La Verne	B	11.6	B	13.6	B	13.5	B	12.5	1.9	0.9	-1.0	NO	NO
55	Fairplex Dr/E St & Arrow Hwy	S	La Verne	C	29.0	C	27.3	C	28.7	C	28.2	-0.3	-0.8	-0.5	NO	NO
56	White Ave / Third St	U	La Verne	B	14.9	E	39.8	C	16.9	C	15.7	2.0	0.8	-1.2	YES	NO
57	White Ave / Second St	U	La Verne	B	14.8	D	28.0	B	14.8	B	14.6	0.0	-0.2	-0.2	NO	NO
58	White Ave / First St	U	La Verne	C	15.6	D	33.1	C	16.2	C	15.9	0.6	0.3	-0.3	YES	NO
59	White Ave / Sierra Way	U	La Verne	B	10.7	B	14.8	B	14.3	B	12.9	3.6	2.2	-1.4	NO	NO
60	White Ave / Arrow Hwy	S	La Verne	C	31.7	C	31.9	C	32.5	D	35.3	0.8	3.6	2.8	NO	NO
61	D St / Bonita Ave	S	La Verne	C	33.5	A	8.2	C	33.5	C	33.5	0.0	0.0	0.0	NO	NO
62	White Ave / Foothill Blvd	S	La Verne	C	28.1	C	29.4	C	28.3	C	28.3	0.2	0.2	0.0	NO	NO
63	White Ave / Bonita Ave	S	La Verne	C	32.2	B	14.3	C	33.6	C	33.1	1.4	0.9	-0.5	NO	NO
64	La Verne Ave / Arrow Hwy	U/S	La Verne	E	41.0	F	141.3	B	14.9	B	14.9	-26.1	-26.1	0.0	YES	NO
65	White Ave / McKinley Ave	S	La Verne	B	17.2	B	10.8	C	20.4	C	20.4	3.2	3.2	0.0	NO	NO
66A	N. Fulton Rd / Bonita Ave	U	Pomona	C	22.1	D	31.2	B	14.5	B	13.1	-7.6	-9.0	-1.4	YES	NO
67	Fulton Rd / Arrow Hwy	U	Pomona	C	20.8	D	28.4	D	25.9	C	19.7	5.1	-1.1	-6.2	YES	NO
68	Garey Ave / Bonita Ave	S	Pomona	B	19.4	C	36.7	D	44.4	C	21.8	25.0	2.4	-22.6	YES	NO
69	Garey Ave / Santa Fe St	U	Pomona	B	10.3	A	9.3	A	9.7						NO	
70	Garey Ave / Arrow Hwy	S	Pomona	C	28.4	C	30.1	C	30.0	C	29.3	1.6	0.9	-0.7	NO	NO
71	Towne Ave / Bonita Ave	S	Pomona	A	9.6	B	24.5	C	21.6	A	9.7	12.0	0.1	-11.9	YES	NO
72	Towne Ave / Towne Center Dr	U	Pomona	D	26.0	D	29.7	A	9.6	A	9.4	-16.4	-16.6	-0.2	YES	NO
73	Towne Ave / Arrow Hwy	S	Pomona	D	45.3	D	45.5	D	46.4	D	49.1	1.1	3.8	2.7	NO	NO
74	Garey Ave / Harrison Ave	S	Pomona	A	8.6	A	8.7	A	8.4	A	8.2	-0.2	-0.4	-0.2	NO	NO
1001	S. Fulton Rd / Metrolink W Driveway	U/S	Pomona	A	9.5			A	3.1	A	1.6	-6.4	-7.9	-1.5		NO
1002	Santa Fe St / Metrolink S Driveway	U	Pomona	A	8.9			A	9.0	A	8.9	0.1	0.0	-0.1		NO
1003	Bonita Ave / Jacaranda Way	U	Pomona	C	17.6			F	>100.0[g]	C	18.1	>100.0[g]	0.5	-100.0[g]		NO
1004	Arrow Hwy / Pine Street[b]	U	Pomona	B	12.4			B	12.8	B	12.6	0.4	0.2	-0.2		NO
1005	Garey Ave / Street B	U	Pomona	B	11.8			B	13.2	B	11.9	1.4	0.1	-1.3		NO
1006	Street A / Bonita Ave	U	Pomona	B	14.8			C	22.9	C	15.2	8.1	0.4	-7.7		NO
1007	Garey Ave / Grevillia St	U/S	Pomona	B	12.5			B	12.5	A	2.0	0.0	-10.5	-10.5		NO
1008	Pine Street / Grevillia St	U	Pomona	A	8.9			A	9.0	A	9.1	0.1	0.2	0.1		NO
1009	Arrow Hwy / Amberson St	S	Pomona	C	19.1			C	20.0	C	19.6	0.9	0.5	-0.4		NO
75	Indian Hill Blvd / Bonita Ave	S	Claremont	C	20.3	A	8.0	C	20.4	C	20.4	0.1	0.1	0.0	NO	NO
76	Indian Hill Blvd / First St	S	Claremont	B	11.1	B	10.9	B	10.8	B	10.9	-0.3	-0.2	0.1	NO	NO

No.	Intersection Name	Control	Jurisdiction	No Build		FEIR Approved Project		FEIR Approved Project (with updated model)		Project Modifications		Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated Approved Project)	Approved Build vs. No Build Original Impact?[d]	Project Modifications (vs. Model Updated No Build)[c,d]
				LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	2020 FEIR	Project Modifications			
77	Indian Hill Blvd / Santa Fe St	U	Claremont	B	11.2	B	11.2	B	12.1	B	11.9	0.9	0.7	-0.2	NO	NO
78	Indian Hill Blvd / Arrow Hwy	S	Claremont	C	25.2	C	21.8	C	25.1	C	24.9	-0.1	-0.3	-0.2	NO	NO
79	College Ave / Bonita Ave	U	Claremont	A	9.9	B	10.9	B	10.4	B	10.3	0.5	0.4	-0.1	NO	NO
80	College Ave / First St[b]	U/S	Claremont	B	12.5	C	19.9	B	18.2	B	17.0	5.7	4.5	-1.2	NO	NO
81	College Ave / Arrow Hwy	S	Claremont	B	12.3	B	11.1	B	11.7	B	11.4	-0.6	-0.9	-0.3	NO	NO
82	Claremont Blvd / First St	S	Claremont	A	6.7	A	4.3	A	7.0	A	6.8	0.3	0.1	-0.2	NO	NO
83	Mills Ave & Claremont Blvd / Arrow Hwy	S	Claremont	C	23.6	C	22.4	C	25.1	C	25.3	1.5	1.7	0.2	NO	NO
84	Monte Vista Ave / Arrow Rte	S	Montclair	B	16.6	B	13.3	B	16.7	B	16.7	0.1	0.1	0.0	NO	NO
85	Monte Vista Ave / Richton St	S	Montclair	A	5.5	A	5.4	A	7.1	A	7.1	1.6	1.6	0.0	NO	NO
86	Monte Vista Ave / Arrow Hwy	S	Montclair	C	22.5	B	19.1	C	23.8	C	23.8	1.3	1.3	0.0	NO	NO
87	Fremont Ave / Arrow Hwy	S	Montclair	B	12.8	A	1.7	B	12.8	B	12.8	0.0	0.0	0.0	NO	NO
88	Central Ave / Arrow Rte	S	Montclair	B	18.1	B	13.0	B	18.8	B	18.8	0.7	0.7	0.0	NO	NO
89	Central Ave / Richton St & 9th St	S	Montclair	B	11.0	B	13.1	B	19.4	B	19.4	8.4	8.4	0.0	NO	NO
90	Central Ave / Arrow Hwy	S	Montclair	B	19.0	B	15.8	B	19.0	B	19.0	0.0	0.0	0.0	NO	NO

Notes:
-Shaded cells are shown for intersections that were not evaluated in the 2013 FEIR (Intersections 101 to 110, 201 to 203, and 1001 to 1009), intersections that were only evaluated in the higher volume PM peak period (Intersections 201 to 203), or intersections that will be closed as part of the Project Modifications (Intersection 7 and 69).
-In Pomona and Claremont, for intersections 66 to 83, the LOS and delay for the FEIR approved Project are from Addendum No. 2.
[a] Delay is reported in seconds per vehicle using HCM 2000 methodologies for signalized and unsignalized intersections.
[b] HCM 2010 methodology was applied due to HCM 2000 limitations with intersection geometry or to maintain technical consistency.
[c] No Build scenario results were reported from the 2019 SEIR, which was updated from what was reported in the 2013 FEIR based on updated geometry and/or change in signal phasing. Intersections in Glendora were updated from what was reported in the 2019 SEIR to include recently constructed housing developments.
[d] Impact criteria based on County of Los Angeles thresholds.
[e] The intersection would have significant impacts using Los Angeles County thresholds. However, it is standard traffic engineering practice to consider an intersection (signalized or unsignalized) performing at LOS C or better acceptable. Because these intersections are projected to operate at LOS C, a significant impact was not identified.
[f] The intersection would have significant impacts using Los Angeles County thresholds. However, using the City of Pomona traffic analysis methodology, parameters, and impact criteria, there would not be an impact since the intersection would still operate at LOS D or better (deemed acceptable by the City of Pomona traffic guidelines).
[g] Overflow (excessive) delay projected at the Bonita Avenue and Jacaranda Way intersection with the approved Project parking facility entrance located south of the intersection while remaining unsignalized. With the Project Modifications (relocation to the south), there will be an excessive improvement.
S = Signalized
U = Unsignalized
U/S = an intersection that is unsignalized for the No Build and will be signalized as part of the approved Project and/or Project Modifications.

Table 3-15 PM Peak Hour Intersection Impacts Summary

No.	Intersection Name	Control	Jurisdiction	No Build		FEIR Approved Project		FEIR Approved Project (with updated model)		Project Modifications		Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated Approved Project)	Approved Build vs. No Build Original Impact?[d]	Project Modifications (vs. Model Updated No Build)[c,d]
				LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	2020 FEIR	Project Modifications			
1	Barranca Ave / Bennett Ave	S	Glendora	A	5.9	B	12.4	A	6.1	A	6.1	0.2	0.2	0.0	NO	NO
2	Barranca Ave / Foothill Blvd	S	Glendora	B	11.2	A	8.4	B	11.3	B	11.3	0.1	0.1	0.0	NO	NO
3	Grand Ave / Foothill Blvd	S	Glendora	C	30.7	C	28.5	C	27.8	C	27.9	-2.9	-2.8	0.1	NO	NO
4	Vermont Ave E / Ada Ave	U	Glendora	B	14.4	C	15.3	B	10.3	B	12.2	-4.1	-2.2	1.9	NO	NO
5	Vermont Ave / Route 66	S	Glendora	B	19.5	A	9.1	B	19.4	B	19.4	-0.1	-0.1	0.0	NO	NO
6	Vermont Ave / Foothill Blvd	S	Glendora	B	12.6	A	7.7	B	13.9	B	13.5	1.3	0.9	-0.4	NO	NO
7	Vermont Ave W / Ada Ave	U	Glendora	B	12.4	B	13.2								NO	
8	Glendora Ave / Foothill Blvd	S	Glendora	C	22.2	C	28.1	C	22.1	C	22.0	-0.1	-0.2	-0.1	NO	NO
9	Glendora Ave / Ada Ave	U	Glendora	B	15.0	C	15.3	C	15.4	C	15.3	0.4	0.3	-0.1	NO	NO
10	Glendora Ave / Route 66	S	Glendora	D	44.1	C	32.4	D	49.7	D	49.3	5.6	5.2	-0.4	NO	YES
11	Pasadena Ave / Lemon Ave	U	Glendora	A	7.7	A	7.8	A	7.8	A	7.8	0.1	0.1	0.0	NO	NO
12	Pasadena Ave / Route 66	S	Glendora	B	17.1	B	11.2	B	17.4	B	17.4	0.3	0.3	0.0	NO	NO
13	Glenwood Ave / Lemon Ave	U	Glendora	B	11.2	B	11.3	B	13.1	B	13.1	1.9	1.9	0.0	NO	NO
14	Glenwood Ave / Route 66	S	Glendora	C	20.1	B	13.0	B	18.3	B	17.6	-1.8	-2.5	-0.7	NO	NO
15	Elwood Ave / Lemon Ave	U	Glendora	B	11.0	B	11.0	C	15.6	C	15.6	4.6	4.6	0.0	NO	YES/NO[e]
16	Elwood Ave / Route 66	S	Glendora	C	20.1	B	18.1	C	20.4	C	20.4	0.3	0.3	0.0	NO	NO
17	Lorraine Ave / Lemon Ave	U	Glendora	B	13.7	B	13.7	C	15.3	C	15.3	1.6	1.6	0.0	NO	NO
18	Lorraine Ave / Route 66	S	Glendora	C	21.7	B	11.6	C	23.3	C	20.9	1.6	-0.8	-2.4	NO	NO
19	Lone Hill Ave / Auto Centre Dr	S	Glendora	C	30.4	C	22.7	C	27.0	C	27.1	-3.4	-3.3	0.1	NO	NO
20	Barranca Ave / Sierra Madre Ave	U	Glendora	B	14.1	C	15.5	B	14.1	B	14.1	0.0	0.0	0.0	NO	NO
21	Glendora Ave / Sierra Madre Ave	U	Glendora	B	14.7	B	14.2	B	14.3	B	14.3	-0.4	-0.4	0.0	NO	NO
22	Lone Hill Ave / Glendora Marketplace	S	Glendora	C	21.2	C	23.1	C	21.2	C	21.2	0.0	0.0	0.0	NO	NO
101	Barranca Ave / Elderberry Dr	U	Glendora	B	10.3			B	10.5	B	10.5	0.2	0.2	0.0		NO
102	Grand Ave / Ada Ave	S	Glendora	A	6.5			A	6.9	A	6.8	0.4	0.3	-0.1		NO
103	Grand Ave / Route 66	S	Glendora	D	40.4			D	40.9	D	40.9	0.5	0.5	0.0		NO
104	Vermont Ave / Carroll Ave	U	Glendora	B	12.7			B	12.8	B	12.7	0.1	0.0	-0.1		NO
105	Glendora Ave / Carroll Ave	U	Glendora	D	26.0			D	25.7	D	25.7	-0.3	-0.3	0.0		NO
106	Glendora Ave / Avalon Apartments	U	Glendora	B	12.0			B	12.0	B	12.0	0.0	0.0	0.0		NO
107	Glendora Ave / Walnut Ave	U	Glendora	C	20.5			C	20.8	C	20.8	0.3	0.3	0.0		NO

No.	Intersection Name	Control	Jurisdiction	No Build		FEIR Approved Project		FEIR Approved Project (with updated model)		Project Modifications		Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated Approved Project)	Approved Build vs. No Build Original Impact?[d]	Project Modifications (vs. Model Updated No Build)[c,d]
				LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	2020 FEIR	Project Modifications			
108	Walnut Ave / Vista Bonita Ave	U	Glendora	B	11.3			B	11.3	B	11.3	0.0	0.0	0.0		NO
109	Glenwood Ave / Foothill Blvd[b]	U	Glendora	E	35.6			D	34.0	D	34.0	-1.6	-1.6	0.0		NO
110	Elwood Ave / Foothill Blvd	U/S	Glendora	F	69.1			A	7.9	A	7.9	-61.2	-61.2	0.0		NO
23	Lone Hill Ave / Gladstone St	S	San Dimas	C	28.5	C	25.5	C	28.5	C	28.5	0.0	0.0	0.0	NO	NO
24	SR 57 SB / Arrow Hwy	S	San Dimas	F	83.1	B	19.4	E	78.2	E	76.2	-4.9	-6.9	-2.0	NO	NO
25	SR 57 NB / Arrow Hwy & Bonita Ave	S	San Dimas	F	95.8	C	29.1	F	96.4	F	95.9	0.6	0.1	-0.5	NO	NO
26	Eucla Ave / Fifth St	U	San Dimas	A	8.0	A	7.4	A	8.0	A	8.0	0.0	0.0	0.0	NO	NO
27	Eucla Ave / Second St	U	San Dimas	B	10.6	B	10.5	B	10.6	B	10.6	0.0	0.0	0.0	NO	NO
28	Eucla Ave / Bonita Ave	S	San Dimas	B	13.0	A	8.0	B	12.9	B	13.0	-0.1	0.0	0.1	NO	NO
29	Eucla Ave / Arrow Hwy	S	San Dimas	C	21.0	B	11.7	C	20.9	C	20.9	-0.1	-0.1	0.0	NO	NO
30	Acacia St / Fifth St	U	San Dimas	A	9.3	A	9.3	A	9.3	A	9.3	0.0	0.0	0.0	NO	NO
31	Acacia St / Second St	U	San Dimas	A	9.2	A	9.1	A	9.1	A	9.1	-0.1	-0.1	0.0	NO	NO
32	Acacia St / Bonita Ave	U	San Dimas	B	13.5	C	24.4	B	12.2	B	12.2	-1.3	-1.3	0.0	NO	NO
33	Cataract Ave / Second St	U	San Dimas	B	10.0	B	10.3	B	10.3	B	10.2	0.3	0.2	-0.1	NO	NO
34	Cataract Ave / Bonita Ave[b]	U/S	San Dimas	E	37.5	A	5.2	C	23.9	C	23.9	-13.6	-13.6	0.0	NO	NO
35	Monte Vista Ave / Second St	U	San Dimas	A	9.9	A	9.9	A	9.9	A	9.9	0.0	0.0	0.0	NO	NO
36	Monte Vista Ave / Bonita Ave	U	San Dimas	C	23.4	E	47.9	C	20.3	C	20.4	-3.1	-3.0	0.1	NO	NO
37	San Dimas Ave / Second St	U	San Dimas	C	16.8	E	38.2	C	17.0	C	16.9	0.2	0.1	-0.1	**YES**	NO
38	San Dimas Ave / Bonita Ave	S	San Dimas	D	40.4	B	19.2	C	28.4	C	28.5	-12.0	-11.9	0.1	NO	NO
39	San Dimas Ave / Arrow Hwy	S	San Dimas	D	39.9	D	48.3	D	41.6	D	41.4	1.7	1.5	-0.2	NO	NO
40	Walnut Ave / Bonita Ave	S	San Dimas	B	15.1	B	14.4	B	15.5	B	15.5	0.4	0.4	0.0	NO	NO
41	Walnut Ave / Arrow Hwy	S	San Dimas	B	18.0	B	12.9	C	20.5	B	19.7	2.5	1.7	-0.8	NO	NO
42	San Dimas Canyon Rd / Bonita Ave	S	San Dimas	C	28.4	A	9.0	C	28.3	C	28.3	-0.1	-0.1	0.0	NO	NO
43	San Dimas Canyon Rd / Arrow Hwy	S	San Dimas	C	23.9	C	28.1	C	31.8	C	31.8	7.9	7.9	0.0	**YES**	**YES/NO[e]**
201	San Dimas Ave / First St	U	San Dimas	C	20.3			C	19.7	C	19.8	-0.6	-0.5	0.1		NO
202	San Dimas Ave / Railway St	U/S	San Dimas	C	15.6			A	3.6	A	3.6	-12.0	-12.0	0.0		NO
203	San Dimas Ave / Commercial St	U/S	San Dimas	C	18.1			A	3.0	A	3.0	-15.1	-15.1	0.0		NO
44	Wheeler Ave / Third St	U	La Verne	C	17.4	C	15.7	C	17.6	C	17.6	0.2	0.2	0.0	NO	NO
45	Arrow Hwy / Wheeler Ave	S	La Verne	C	20.2	D	37.8	C	32.2	C	32.4	12.0	12.2	0.2	**YES**	**YES/NO[e]**
46	A St / Third St	U	La Verne	B	10.6	B	10.8	B	10.8	B	10.8	0.2	0.2	0.0	NO	NO

No.	Intersection Name	Control	Jurisdiction	No Build		FEIR Approved Project		FEIR Approved Project (with updated model)		Project Modifications		Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated Approved Project)	Approved Build vs. No Build Original Impact?[d]	Project Modifications (vs. Model Updated No Build)[c,d]
				LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	2020 FEIR	Project Modifications			
47	A St / First St	U	La Verne	B	10.0	B	10.0	B	10.1	B	10.1	0.1	0.1	0.0	NO	NO
48	Arrow Hwy / A St	U/S	La Verne	F	54.8	D	39.9	B	14.8	B	14.7	-40.0	-40.1	-0.1	NO	NO
49	D St / Third St	U	La Verne	B	13.5	C	15.4	C	15.4	B	14.5	1.9	1.0	-0.9	NO	NO
50	D St / First St	U	La Verne	B	11.3	B	12.7	B	12.5	B	12.0	1.2	0.7	-0.5	NO	NO
51	D St / Arrow Hwy	S	La Verne	B	18.8	C	30.4	C	28.0	C	28.0	9.2	9.2	0.0	YES	YES/NO[e]
52	E St / Third St	U	La Verne	B	12.7	C	16.0	B	10.7	B	11.3	-2.0	-1.4	0.6	NO	NO
53	E St / Second St	U	La Verne	B	12.6	C	16.9	C	15.9	B	14.2	3.3	1.6	-1.7	NO	NO
54	E Street / First St	U	La Verne	B	13.0	B	13.7	B	12.4	B	11.9	-0.6	-1.1	-0.5	NO	NO
55	Fairplex Dr/E St & Arrow Hwy	S	La Verne	C	33.8	C	33.3	C	33.8	C	29.8	0.0	-4.0	-4.0	NO	NO
56	White Ave / Third St	U	La Verne	C	21.5	F	95.9	C	22.9	C	22.2	1.4	0.7	-0.7	YES	NO
57	White Ave / Second St	U	La Verne	C	19.0	F	121.4	C	20.6	C	19.9	1.6	0.9	-0.7	YES	NO
58	White Ave / First St	U	La Verne	C	21.2	F	142.2	D	28.1	C	24.2	6.9	3.0	-3.9	YES	NO
59	White Ave / Sierra Way	U	La Verne	C	16.7	C	19.6	C	19.5	C	18.8	2.8	2.1	-0.7	NO	NO
60	White Ave / Arrow Hwy	S	La Verne	C	33.5	C	31.7	D	37.5	D	36.2	4.0	2.7	-1.3	NO	NO
61	D St / Bonita Ave	S	La Verne	C	33.5	B	10.8	C	34.0	C	33.8	0.5	0.3	-0.2	NO	NO
62	White Ave / Foothill Blvd	S	La Verne	D	39.1	D	39.6	D	37.4	D	37.6	-1.7	-1.5	0.2	NO	NO
63	White Ave / Bonita Ave	S	La Verne	D	46.9	B	17.9	D	48.0	D	46.6	1.1	-0.3	-1.4	NO	NO
64	La Verne Ave / Arrow Hwy	U/S	La Verne	F	343.2	F	652.8	C	25.5	C	23.9	-317.7	-319.3	-1.6	YES	NO
65	White Ave / McKinley Ave	S	La Verne	B	19.2	B	14.1	C	22.7	C	22.7	3.5	3.5	0.0	NO	NO
66A	N. Fulton Rd / Bonita Ave	U	Pomona	F	58.1	F	161.0	C	22.3	C	18.0	-35.8	-40.1	-4.3	YES	NO
67	Fulton Rd / Arrow Hwy	U	Pomona	D	34.0	E	47.0	C	23.7	C	19.2	-10.3	-14.8	-4.5	YES	NO
68	Garey Ave / Bonita Ave	S	Pomona	C	26.7	C	20.3	E	62.7	C	27.0	36.0	0.3	-35.7	NO	NO
69	Garey Ave / Santa Fe St	U	Pomona	B	10.3	B	11.8	B	11.0						NO	
70	Garey Ave / Arrow Hwy	S	Pomona	D	36.9	C	31.9	D	52.5	D	44.0	15.6	7.1	-8.5	NO	YES/NO[f]
71	Towne Ave / Bonita Ave	S	Pomona	B	11.3	B	15.3	B	14.3	B	12.2	3.0	0.9	-2.1	NO	NO
72	Towne Ave / Towne Center Dr	U	Pomona	F	51.4	E	46.0	B	10.3	A	9.6	-41.1	-41.8	-0.7	NO	NO
73	Towne Ave / Arrow Hwy	S	Pomona	D	45.2	D	46.8	D	47.6	D	47.4	2.4	2.2	-0.2	NO	NO
74	Garey Ave / Harrison Ave	S	Pomona	A	6.5	A	5.7	A	6.5	A	6.6	0.0	0.1	0.1	NO	NO
1001	S. Fulton Rd / Metrolink W Driveway	U/S	Pomona	A	9.4			A	4.1	A	2.9	-5.3	-6.5	-1.2		NO
1002	Santa Fe St / Metrolink S Driveway	U	Pomona	A	8.8			A	9.0	A	8.9	0.2	0.1	-0.1		NO
1003	Bonita Ave / Jacaranda Way	U	Pomona	C	17.9			F	> 100.0[g]	C	18.2	> 100.0[g]	0.3	-100.0[g]		NO
1004	Arrow Hwy / Pine Street[b]	U	Pomona	B	11.3			B	11.4	B	11.5	0.1	0.2	0.1		NO
1005	Garey Ave / Street B	U	Pomona	B	13.1			C	15.1	B	11.3	2.0	-1.8	-3.8		NO
1006	Street A / Bonita Ave	U	Pomona	C	19.5			E	41.7	C	19.8	22.2	0.3	-21.9		NO
1007	Garey Ave / Grevillia St	S	Pomona	B	12.2			B	13.4	A	6.9	1.2	-5.3	-6.5		NO
1008	Pine Street / Grevillia St	U	Pomona	A	8.9			A	8.8	A	9.2	-0.1	0.3	0.4		NO
1009	Arrow Hwy / Amberson St	S	Pomona	F	63.6			F	85.8	F	64.3	22.2	0.7	-21.5		NO

No.	Intersection Name	Control	Jurisdiction	No Build		FEIR Approved Project		FEIR Approved Project (with updated model)		Project Modifications		Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated Approved Project)	Approved Build vs. No Build Original Impact?[d]	Project Modifications (vs. Model Updated No Build)[c,d]
				LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	2020 FEIR	Project Modifications			
75	Indian Hill Blvd / Bonita Ave	S	Claremont	C	20.7	B	10.5	C	24.3	C	24.3	3.6	3.6	0.0	NO	NO
76	Indian Hill Blvd / First St	S	Claremont	B	16.2	B	17.5	B	16.5	B	16.5	0.3	0.3	0.0	NO	NO
77	Indian Hill Blvd / Santa Fe St	U	Claremont	B	13.2	B	13.2	B	13.2	B	13.2	0.0	0.0	0.0	NO	NO
78	Indian Hill Blvd / Arrow Hwy	S	Claremont	D	41.6	D	37.5	D	41.1	D	41.1	-0.5	-0.5	0.0	NO	NO
79	College Ave / Bonita Ave	U	Claremont	B	12.5	C	15.5	B	14.2	B	13.7	1.7	1.2	-0.5	NO	NO
80	College Ave / First St[b]	U/S	Claremont	C	15.7	F	80.0	B	17.0	B	16.3	1.3	0.6	-0.7	**YES**	NO
81	College Ave / Arrow Hwy	S	Claremont	B	12.0	B	12.0	B	12.5	B	12.5	0.5	0.5	0.0	NO	NO
82	Claremont Blvd / First St	S	Claremont	A	10.0	B	13.3	B	13.6	B	12.8	3.6	2.8	-0.8	NO	NO
83	Mills Ave & Claremont Blvd / Arrow Hwy	S	Claremont	C	29.8	C	28.7	C	34.7	C	33.7	4.9	3.9	-1.0	NO	NO
84	Monte Vista Ave / Arrow Rte	S	Montclair	B	18.4	B	14.7	B	18.7	B	18.7	0.3	0.3	0.0	NO	NO
85	Monte Vista Ave / Richton St	S	Montclair	B	10.7	A	10.0	B	17.6	B	17.6	6.9	6.9	0.0	NO	NO
86	Monte Vista Ave / Arrow Hwy	S	Montclair	C	33.0	C	32.9	D	36.5	D	36.5	3.5	3.5	0.0	NO	NO
87	Fremont Ave / Arrow Hwy	S	Montclair	B	14.1	A	4.1	B	15.4	B	15.4	1.3	1.3	0.0	NO	NO
88	Central Ave / Arrow Rte	S	Montclair	C	24.1	C	21.8	C	24.8	C	24.8	0.7	0.7	0.0	NO	NO
89	Central Ave / Richton St & 9th St	S	Montclair	B	13.4	B	15.2	B	17.2	B	17.2	3.8	3.8	0.0	NO	NO
90	Central Ave / Arrow Hwy	S	Montclair	C	25.3	C	31.3	C	25.7	C	25.7	0.4	0.4	0.0	NO	NO

Notes:
-Shaded cells are shown for intersections that were not evaluated in the 2013 FEIR (Intersections 101 to 110, 201 to 203, and 1001 to 1009), intersections that were only evaluated in the higher volume PM peak period (Intersections 201 to 203), or intersections that will be closed as part of the Project Modifications (Intersections 7 and 69).
-In Pomona and Claremont, for intersections 66 to 83, the LOS and delay for the FEIR approved Project are from Addendum No. 2.
[a] Delay is reported in seconds per vehicle using HCM 2000 methodologies for signalized and unsignalized intersections.
[b] HCM 2010 methodology was applied due to HCM 2000 limitations with intersection geometry or to maintain technical consistency.
[c] No Build scenario results were reported from the 2019 SEIR, which was updated from what was reported in the 2013 FEIR based on updated geometry and/or change in signal phasing. Intersections in Glendora were updated from what was reported in the 2019 SEIR to include recently constructed housing developments.
[d] Impact criteria based on County of Los Angeles thresholds.
[e] The intersection would have significant impacts using Los Angeles County thresholds. However, it is standard traffic engineering practice to consider an intersection (signalized or unsignalized) performing at LOS C or better acceptable. Because these intersections are projected to operate at LOS C, a significant impact was not identified.
[f] The intersection would have significant impacts using Los Angeles County thresholds. However, using the City of Pomona traffic analysis methodology, parameters, and impact criteria, there would not be an impact since the intersection would still operate at LOS D or better (deemed acceptable by the City of Pomona traffic guidelines).
[g] Overflow (excessive) delay projected at the Bonita Avenue and Jacaranda Way intersection with the approved Project parking facility entrance located south of the intersection while remaining unsignalized. With the Project Modifications (relocation to the south), there will be an excessive improvement.
S = Signalized
U = Unsignalized
U/S = an intersection that is unsignalized for the No Build and will be signalized as part of the approved Project and/or Project Modifications.

In Pomona, the Garey Avenue/Arrow Highway intersection meets the Los Angeles County impact criteria. However, using the City of Pomona traffic analysis methodology, the impact criteria would not be met or exceeded because the intersection would still operate at LOS D or better (acceptable by the City of Pomona's guidelines). For this reason, a new or more severe significant impact was not identified.

In conclusion, one potential impact has been identified at one intersection with the Project Modifications according to the Los Angeles County impact criteria and the City of Pomona guidelines at Glendora Avenue/Route 66 (for the PM peak hour).

This potential impact was previously identified in the 2019 SEIR as a result of the Gold Line temporary terminus at the Pomona Station. In the 2019 SEIR, this intersection was projected to operate at LOS D and the delay was projected to increase by approximately 6 seconds when compared to No Build. For the Project Modifications this intersection is also projected to operate at LOS D but only have a delay increase of approximately 5 seconds. In either case, per the Los Angeles County criteria, this represents a significant impact. The 2019 SEIR concluded that the proposed mitigation would result in negligible improvement in LOS and the impact would remain significant after mitigation. Although Los Angeles County might consider the Project Modifications to have a significant impact on traffic operations, this is not a significant impact per CEQA Guidelines. However, the Construction Authority will implement all mitigation measures as previously committed and identified in section 3.2.5.

As noted above, §15064.3 of the CEQA Guidelines does not consider traffic LOS an impact. However, to be consistent with previous analysis performed in 2013 FEIR and subsequent environmental actions, this Draft SEIR conducted LOS traffic analysis for comparison purposes using the same methodology applied in the 2013 FEIR and subsequent environmental actions. After applying the impact criteria for Los Angeles County and Pomona, no additional impacts were identified as a result of the Project Modifications.

Phase 1 Level of Service Analysis Results

The Travel Demand Model predicts that the traffic demand would be reduced at all stations compared to the traffic analysis performed for the Phase 1 condition in the 2019 SEIR. This means that all intersections analyzed in the 2019 SEIR were evaluated at a worse condition than would exist with the Project Modifications. Therefore, it can be determined that no new impacts would result due to the Project Modifications for the Phase 1 interim condition for those intersections analyzed in the 2019 SEIR. However, for the new intersections evaluated in this Draft SEIR for the first time, it cannot be determined that there are no new impacts without further analysis.

The new intersections added for analysis in this Draft SEIR were evaluated using the Los Angeles County thresholds. The intersections were evaluated using the City of Pomona thresholds in the event that the intersection is located within the City of Pomona and projected to operate at LOS D E, or F. The intersection operating conditions with the Project Modifications for Phase 1 were compared to the No Build scenario to identify locations with potential impacts.

Tables 3-16 and 3-17 provide summaries of AM and PM peak hour conditions for the Project Modifications for Phase 1 and No Build scenarios. Detailed LOS worksheets for the FEIR Build Alternative with the Project Modifications for Phase 1 are provided in Attachment D.

Table 3-16 shows all intersections are projected to operate at an acceptable LOS (D or better) in the AM peak hour with the Project Modifications for Phase 1. Table 3-17 shows all intersections are projected to operate at an acceptable LOS (D or better) in the PM peak hour with the Project Modifications for Phase 1, with the exception of Arrow Highway/Amberson Street (LOS F).

Table 3-16 shows the Towne Avenue/Arrow Highway intersection was identified as a potential impact with the Project Modifications for Phase 1 in the AM peak hour per the Los Angeles County thresholds. Table 3-17 shows the Garey Avenue/Arrow Highway intersection was identified as a potential impact with the Project Modifications for Phase 1 in the PM peak hour per the Los Angeles County thresholds. However, using the City of Pomona traffic analysis methodology, the impact criteria would not be met or exceeded because both intersections would still operate at LOS D or better (acceptable by the City of Pomona's guidelines). For this reason, no new or more severe significant impacts were identified for the Project Modifications for Phase 1.

Phase 2 Level of Service Analysis Results

The Travel Demand Model predicts that the traffic demand would be reduced at all stations compared to the traffic analysis performed for the Phase 2 condition in the 2019 SEIR. This means that all intersections analyzed in the 2014 Addendum 2 were evaluated at a worse condition than would exist with the Project Modifications. Therefore, it can be determined that no new impacts would result due to the Project Modifications for the Phase 2 interim condition for those intersections analyzed in the 2014 Addendum 2.

The Travel Demand Model predicts that the traffic demand would be reduced with Phase 2 compared to the Phase 1 interim condition. This means that all intersections analyzed in the Phase 1 interim condition in Section 3.3.6.2 were evaluated at a worse condition than would exist with the Phase 2 interim condition. Therefore, it can be determined that no new impacts would result due to the Project Modifications for the Phase 2 interim condition for the new intersections not previously analyzed.

3.3.7 Long-term Parking Impacts

The Project Modifications reduce parking supply at five of six stations on the project. The reduction of parking is based on revisions to the Metro parking policies as reflected in the Supportive Transit Parking Program Master Plan developed by Metro. The travel demand model predicts the reduction in parking supply will reduce ridership at these stations and affect the mode in which riders access the stations.

Table 3-16 AM Peak Hour Intersection Impacts Summary for Phase 1

No.	Intersection Name	Control	Jurisdiction	No Build		FEIR Approved Project		FEIR Approved Project (with updated model)		Project Modifications (Phase 1)		Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated Approved Project)	Approved Build vs. No Build Original Impact?[d]	Project Modifications, Phase 1 (vs. Model Updated No Build)[c,d]
				LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	2020 FEIR	Project Modifications (Phase 1)			
64	La Verne Ave / Arrow Hwy	U/S	La Verne	E	41.0	F	141.3	B	14.9	B	14.9	-26.1	-26.1	0.0	YES	NO
66A	N. Fulton Rd / Bonita Ave	U	Pomona	C	22.1	D	31.2	B	14.5	B	13.2	-7.6	-8.9	-1.3	YES	NO
67	Fulton Rd / Arrow Hwy	U	Pomona	C	20.8	D	28.4	D	25.9	C	17.8	5.1	-3.0	-8.1	YES	NO
68	Garey Ave / Bonita Ave	S	Pomona	B	19.4	C	36.7	D	44.4	C	22.4	25.0	3.0	-22.0	YES	NO
69	Garey Ave / Santa Fe St	U	Pomona	B	10.3	A	9.3	A	9.7						NO	
70	Garey Ave / Arrow Hwy	S	Pomona	C	28.4	C	30.1	C	30.0	C	29.9	1.6	1.5	-0.1	NO	NO
71	Towne Ave / Bonita Ave	S	Pomona	A	9.6	B	24.5	C	21.6	A	9.8	12.0	0.2	-11.8	YES	NO
72	Towne Ave / Towne Center Dr	U	Pomona	D	26.0	D	29.7	A	9.6	A	9.4	-16.4	-16.6	-0.2	YES	NO
73	Towne Ave / Arrow Hwy	S	Pomona	D	45.3	D	45.5	D	46.4	D	49.5	1.1	4.2	3.1	NO	YES/NO[f]
74	Garey Ave / Harrison Ave	S	Pomona	A	8.6	A	8.7	A	8.4	A	8.2	-0.2	-0.4	-0.2	NO	NO
1001	S. Fulton Rd / Metrolink W Driveway	U/S	Pomona	A	9.5			A	3.1	A	1.6	-6.4	-7.9	-1.5		NO
1002	Santa Fe St / Metrolink S Driveway	U	Pomona	A	8.9			A	9.0	A	8.9	0.1	0.0	-0.1		NO
1003	Bonita Ave / Jacaranda Way	U	Pomona	C	17.6			F	> 100.0[g]	C	18.2	> 100.0[g]	0.6	-100.0[g]		NO
1004	Arrow Hwy / Pine Street[b]	U	Pomona	B	12.4			B	12.8	B	12.6	0.4	0.2	-0.2		NO
1005	Garey Ave / Street B	U	Pomona	B	11.8			B	13.2	B	11.9	1.4	0.1	-1.3		NO
1006	Street A / Bonita Ave	U	Pomona	B	14.8			C	22.9	C	15.2	8.1	0.4	-7.7		NO
1007	Garey Ave / Grevillia St	U/S	Pomona	B	12.5			B	12.5	A	2.4	0.0	-10.1	-10.1		NO
1008	Pine Street / Grevillia St	U	Pomona	A	8.9			A	9.0	A	9.1	0.1	0.2	0.1		NO
1009	Arrow Hwy / Amberson St	S	Pomona	C	19.1			C	20.0	C	19.6	0.9	0.5	-0.4		NO

Notes:

[a] No Build scenario was updated from what was reported in the 2013 FEIR based on updated geometry and/or change in signal phasing.

[b] Delay is reported in seconds per vehicle using HCM 2000 methodologies for signalized and unsignalized intersections.

[c] Impact criteria based on County of Los Angeles thresholds.

[d] Intersection was not analyzed in the FEIR, but LOS evaluations have been conducted for consistency.

[e] Intersection was analyzed in the FEIR, but the operations associated with the Proposed Project have been modified, given the change in location for the Pomona parking structure and other local development.

[f] The intersection would have significant impacts using Los Angeles County thresholds. However, using the City of Pomona traffic analysis methodology, parameters, and impact criteria, there would not be an impact since the intersection would still operate at LOS D or better (deemed acceptable by the City of Pomona traffic guidelines).

[g] Overflow (excessive) delay projected at the Bonita Avenue and Jacaranda Way intersection with the approved Project parking facility entrance located south of the intersection while remaining unsignalized. With the Project Modifications (relocation to the south), there will be an excessive improvement.

S = Signalized

U = Unsignalized

U/S = an intersection that is unsignalized for the No Build and will be signalized as part of the approved Project and/or Project Modifications.

Table 3-17 PM Peak Hour Intersection Impacts Summary for Phase 1

No.	Intersection Name	Control	Jurisdiction	No Build		FEIR Approved Project		FEIR Approved Project (with updated model)		Project Modifications (Phase 1)		Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated No Build)[c]	Change in Delay (vs. Model Updated Approved Project)	Approved Build vs. No Build Original Impact?[d]	Project Modifications Phase 1 (vs. Model Updated No Build)[c,d]
				LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	2020 FEIR	Project Modifications (Phase 1)			
64	La Verne Ave / Arrow Hwy	U/S	La Verne	F	343.2	F	652.8	C	25.5	C	23.9	-317.7	-319.3	-1.6	YES	NO
66A	N. Fulton Rd / Bonita Ave	U	Pomona	F	58.1	F	161.0	C	22.3	C	18.0	-35.8	-40.1	-4.3	YES	NO
67	Fulton Rd / Arrow Hwy	U	Pomona	D	34.0	E	47.0	C	23.7	C	19.2	-10.3	-14.8	-4.5	YES	NO
68	Garey Ave / Bonita Ave	S	Pomona	C	26.7	C	20.3	E	62.7	C	27.0	36.0	0.3	-35.7	NO	NO
69	Garey Ave / Santa Fe St	U	Pomona	B	10.3	B	11.8	B	11.0						NO	
70	Garey Ave / Arrow Hwy	S	Pomona	D	36.9	C	31.9	D	52.5	D	44.3	15.6	7.4	-8.2	NO	YES/NO[f]
71	Towne Ave / Bonita Ave	S	Pomona	B	11.3	B	15.3	B	14.3	B	12.1	3.0	0.8	-2.2	NO	NO
72	Towne Ave / Towne Center Dr	U	Pomona	F	51.4	E	46.0	B	10.3	A	9.6	-41.1	-41.8	-0.7	NO	NO
73	Towne Ave / Arrow Hwy	S	Pomona	D	45.2	D	46.8	D	47.6	D	47.8	2.4	2.6	0.2	NO	NO
74	Garey Ave / Harrison Ave	S	Pomona	A	6.5	A	5.7	A	6.5	A	6.6	0.0	0.1	0.1	NO	NO
1001	S. Fulton Rd / Metrolink W Driveway	U/S	Pomona	A	9.4			A	4.1	A	2.9	-5.3	-6.5	-1.2		NO
1002	Santa Fe St / Metrolink S Driveway	U	Pomona	A	8.8			A	9.0	A	8.9	0.2	0.1	-0.1		NO
1003	Bonita Ave / Jacaranda Way	U	Pomona	C	17.9			F	> 100.0[g]	C	18.3	> 100.0[g]	0.4	-100.0[g]		NO
1004	Arrow Hwy / Pine Street[b]	U	Pomona	B	11.3			B	11.4	B	11.5	0.1	0.2	0.1		NO
1005	Garey Ave / Street B	U	Pomona	B	13.1			C	15.1	B	11.4	2.0	-1.7	-3.7		NO
1006	Street A / Bonita Ave	U	Pomona	C	19.5			E	41.7	C	19.8	22.2	0.3	-21.9		NO
1007	Garey Ave / Grevillia St	S	Pomona	B	12.2			B	13.4	A	7.1	1.2	-5.1	-6.3		NO
1008	Pine Street / Grevillia St	U	Pomona	A	8.9			A	8.8	A	9.2	-0.1	0.3	0.4		NO
1009	Arrow Hwy / Amberson St	S	Pomona	F	63.6			F	85.8	F	64.3	22.2	0.7	-21.5		NO

Notes:

[a] No Build scenario was updated from what was reported in the 2013 FEIR based on updated geometry and/or change in signal phasing.

[b] Delay is reported in seconds per vehicle using HCM 2000 methodologies for signalized and unsignalized intersections.

[c] Impact criteria based on County of Los Angeles thresholds.

[d] Intersection was not analyzed in the FEIR, but LOS evaluations have been conducted for consistency.

[e] Intersection was analyzed in the FEIR, but the operations associated with the Proposed Project have been modified, given the change in location for the Pomona parking structure and other local development.

[f] The intersection would have significant impacts using Los Angeles County thresholds. However, using the City of Pomona traffic analysis methodology, parameters, and impact criteria, there would not be an impact since the intersection would still operate at LOS D or better (deemed acceptable by the City of Pomona traffic guidelines).

[g] Overflow (excessive) delay projected at the Bonita Avenue and Jacaranda Way intersection with the approved Project parking facility entrance located south of the intersection while remaining unsignalized. With the Project Modifications (relocation to the south), there will be an excessive improvement.

S = Signalized

U = Unsignalized

U/S = an intersection that is unsignalized for the No Build and will be signalized as part of the approved Project and/or Project Modifications.

The travel demand model constrains the Park & Ride mode of station access to the number of available spaces provided by the Project. Additionally, the travel demand model was calibrated to incorporate Metro's updated parking policy, which includes the application of parking charges to moderate parking demand at stations. The reduction in parking spaces and the introduction of parking charges result in an overall reduction in parking demand compared to the approved Project. There is potential for parking demand in excess of parking supply; however, given the parking constraint in the model, the model predicts transit riders will use alternative modes to access the station in lieu of parking, particularly local bus feeder lines.

The parking tables show combined parking supply and demand for the Metro Gold Line and Metrolink. However, the parking supply will be identified and controlled separately for each transit service during operations. Existing Metrolink parking will remain in its existing location with parking management tools in place to ensure parking is used for Metrolink patrons. Similarly, Metro Gold Line parking will be identified and controlled separately with parking management tools in place to ensure parking is used for Metro Gold Line patrons.

Table 3-18 provides a summary of the changes in parking supply, demand, and surplus or deficit for the Project Modifications and the approved Project.

Table 3-18 Parking Demand and Supply the Project and Project Modifications

Station	Approved Project*			Project Modifications**		
	Daily Parking Demand	Parking Supply	Surplus/ Deficit	Daily Parking Demand	Parking Supply	Surplus/ Deficit
Glendora	317	420	103	288	302	14
San Dimas	382	450	68	284	289	5
La Verne	579	600	21	296	299	3
Pomona	1,064	1,000	-64	539	550	11
Claremont	853	1,100	247	542	539	-3
Montclair	1,550	1,600	50	1,521	1,600	79
Total	4,745	5,170	425	3,471	3,579	109

Source: *Approved Project: As reported in 2013 FEIR, 2014 Addendum 2, and 2019 SEIR, WSP 2014/18.

Source: **Project Modifications: Reflects parking reduction. AECOM 2020.

Note: Travel demand model constrains number of Park & Ride trips to the number of parking spaces provided at station.

Given the parking constraint, the model predicts that parking at stations would be used nearly to capacity with a modest surplus at all stations, except for Claremont, which would be slightly over capacity. The model predicts the Pomona station would have a modest surplus with the Project Modifications compared to a deficit with the approved Project.

Parking deficits are not considered impacts according to CEQA Guidelines therefore, no impacts would occur.

On-Street Parking

The parking analysis is based on the Project Description that states each jurisdiction will enact and enforce a parking management plan in the vicinity of their respective stations, which would prohibit on-street parking for transit patrons. With adequate parking management plans in place, the Project Modifications would not result in overflow to on-street parking on side streets and neighborhoods.

Off-Street Parking

The parking analysis is based on the Project Description that states all neighboring private businesses with parking lots adjacent to the transit stations will provide and enforce restrictions to prohibit transit patrons from using off-street parking. In addition, Metro will support the local jurisdictions with these enforcement responsibilities if requested. Therefore, impacts to off-street parking would not occur as a result of the Project Modifications.

3.3.7.1 Phase 1 Parking Results

Table 3-19 provides a summary of the changes in parking supply, demand, and surplus or deficit for the Project Modifications and the approved Project in the interim Phases.

Table 3-19 Parking Demand and Supply of the Project and Project Modifications (Phase 1-Pomona)

Station	Approved Project*			Project Modifications**		
	Daily Parking Demand	Parking Supply	Surplus/ Deficit	Daily Parking Demand	Parking Supply	Surplus/ Deficit
Glendora	399	420	21	292	302	10
San Dimas	427	450	23	275	289	14
La Verne	573	600	27	303	299	-4
Pomona	1,063	1,000	-63	545	550	5
Total	2,462	2,470	8	1,415	1,440	25

Source: *Approved Project: As reported in 2019 SEIR, WSP 2014/18.

Source: **Project Modifications: Reflects parking reduction. AECOM 2020.

Note: Travel demand model constrains number of Park & Ride trips to the number of parking spaces provided at station.

Given the parking constraint, during the interim Phase 1 condition, the model predicts that parking at stations would be used nearly to capacity with a modest surplus at all stations, except for La Verne, which would be slightly over capacity.

Parking deficits are not considered impacts according to CEQA Guidelines therefore, no impacts would occur.

On-Street Parking

The parking analysis is based on the Project Description that states each jurisdiction will enact and enforce a parking management plan in the vicinity of the respective four stations in Phase 1, which would prohibit on-street parking for transit patrons. With adequate parking management plans in place, the Project Modifications would not result in overflow to on-street parking on side streets and neighborhoods during the Phase 1 interim condition.

Off-Street Parking

The parking analysis is based on the Project Description that states all neighboring private businesses with parking lots adjacent to the transit stations will enforce restrictions to prohibit transit patron parking so as not to allow overflow parking effects to off-street parking. In addition, Metro will support the local jurisdictions with these enforcement responsibilities if requested. Therefore, no new impacts to off-street parking would occur as a result of the Project Modifications.

3.3.7.2 Phase 2 Parking Results

Table 3-20 provides a summary of the changes in parking supply, demand, and surplus or deficit for the Project Modifications and the approved Project in the interim Phase 2.

Table 3-20 Parking Demand and Supply of the Project and Project Modifications (Phase 2-Claremont)

Station	Approved Project*			Project Modifications**		
	Daily Parking Demand	Parking Supply	Surplus/ Deficit	Daily Parking Demand	Parking Supply	Surplus/ Deficit
Glendora	392	420	28	287	302	15
San Dimas	431	450	19	287	289	2
La Verne	570	600	30	313	299	-14
Pomona	1,109	1,000	-109	556	550	-6
Claremont	1,194	1,100	-94	561	539	-22
Total	3,696	3,570	-126	2,004	1,979	-25

Source: *Approved Project: As reported in 2014 Addendum 2, AECOM 2014.

Source: **Project Modifications: Reflects parking reduction. AECOM 2020.

Note: Travel demand model constrains number of Park & Ride trips to the number of parking spaces provided at station.

Given the parking constraint, during the interim Phase 2 condition, the model predicts that parking at the Glendora and San Dimas Stations would be used nearly to capacity, while La Verne, Pomona, and Claremont would be slightly over capacity.

Parking deficits are not considered impacts according to CEQA Guidelines therefore, no impacts would occur.

On-Street Parking

The parking analysis is based on the Project Description that states each jurisdiction will enact and enforce a parking management plan in the vicinity of the respective five stations in Phase 2, which that would prohibit on-street parking for transit patrons. With adequate parking management plans in place, the Project Modifications would not result in overflow to on-street parking on side streets and neighborhoods during the Phase 2 interim condition.

Off-Street Parking

The parking analysis is based on the Project Description that states all neighboring private businesses with parking lots adjacent to the transit stations will enforce restrictions to prohibit transit patron parking so as not to allow overflow parking effects to off-street parking. In addition, Metro will support the local jurisdictions with these enforcement responsibilities if requested. Therefore, no new impacts to off-street parking would occur as a result of the Project Modifications.

3.4 Transportation Conclusion

This section discloses and evaluates the extent to which the potential Project Modifications would change transportation impacts as compared to the Project previously approved by the Authority. Section 3.2 indicates the Project Modification would not result in any new impacts compared to the project as previously approved per CEQA guidelines. Section 3.3 indicates the Project Modifications would not result in any new impacts for non-CEQA issues, including as traffic level of service. All mitigation measures that were previously required in the 2013 FEIR and subsequent environmental actions are carried forward and will be implemented by the Construction Authority.

4 Environmental Analysis, Impacts, and Mitigation

This chapter provides information to help decision makers and the public understand the potential environmental impacts of the Project Modifications compared to the impacts of the Project as evaluated in the 2013 FEIR and subsequent environmental actions, and possible ways to minimize or avoid the identified adverse impacts. This chapter covers a range of environmental topics and other key information required in the evaluation of impacts pursuant to CEQA.

Each environmental resource section in this chapter provides detailed discussions of the following:

- Regulatory setting
- Existing conditions
- Impacts described in the 2013 FEIR, its addenda, and the 2019 SEIR
- Environmental impacts
    - Evaluation methodology
    - Impact criteria
    - Short-term construction impacts
    - Long-term construction impacts
    - Cumulative impacts
- Mitigation measures (including short-term construction and long-term operational mitigation measures)
- Level of impact after mitigation (including short-term construction impacts and long-term operational impacts)

The study area for the environmental analysis includes the entire Phase 2B project area from Azusa to Montclair but is focused on the five stations where reduced and reconfigured parking would occur. These locations are:

- Glendora
- San Dimas
- La Verne
- Pomona
- Claremont

The impacts of the Project Modifications are analyzed according to their specific geographic applicability, including the potential for phased construction.

The potential for new significant impacts or an increase in the severity of an already identified significant impact is assessed pursuant to CEQA, which requires that determinations of significance be made. Accordingly, for each potential impact of the currently approved Project, one of the following CEQA-defined

Study Area

The study area for the environmental analysis is focused on the five stations where reduced and reconfigured parking would occur.

determinations (as previously presented and made in the 2013 FEIR and subsequent environmental actions) will be made:

- No impact
- Less than significant impact
- Less than significant impact with mitigation incorporated
- Potentially significant impact

Impacts on each environmental resource are evaluated within a study area that corresponds to the particular resource (for example, the South Coast Air Basin for air quality; the corridor surrounding the Project alignment for traffic and circulation; nearby corridor uses for visual effects; and adjacent uses for noise and vibration).

For cumulative impacts, pursuant to CEQA Guidelines §15130, an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable, as defined in CEQA Guidelines §15065(a)(3). Further, an adequate discussion of cumulative impacts should include either a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. For the purposes of this Draft SEIR, the summary of transportation projects and land use growth projections for the region, as described in the SCAG 2012-2035 RTP/SCS, is used to analyze cumulative impacts because it corresponds to the Project's 2035 planning horizon year used in the 2013 FEIR and because it provides the basis of projects included in the travel demand model utilized for analysis. Further update to the list of regional transportation projects was completed by SCAG for the 2016 RTP/SCS, the currently adopted plan, and additional update will occur as part of the regular RTP/SCS update process. Cumulative projects in RTP/SCS updates since the 2012 RTP/SCS are anticipated to support the goals of lower overall regional VMT and sustainable future growth. The Project is anticipated to support the furtherance of these goals in combination with other improvements to the transportation system.

4.1 Air Quality

4.1.1 Regulatory Setting

Air quality in California is regulated at the federal and state levels by the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB). At the local level, regional air pollution control districts have been established to oversee the attainment of air quality standards within air basins throughout California. Regulatory settings at federal, state, and local levels are provided and discussed in Section 3.1.1 of the 2013 FEIR and Section 3.1.1 of the 2019 SEIR.

4.1.1.1 Federal and State Regulations

This Draft SEIR includes regulatory updates relevant to the Project Modifications that were not covered in the 2013 FEIR and subsequent environmental actions.

Safer Affordable Fuel Efficient Vehicle Rule

In September 2019, the National Highway Traffic Safety Agency (NHTSA) and EPA published the Safer Affordable Fuel Efficient (SAFE) Vehicle Rule Part One: One National Program. The SAFE Part One Rule revokes California's authority and vehicle waiver to set its own emissions standards and set zero emission vehicle mandates in California for passenger cars and light trucks and establishes new standards, covering model years 2021 through 2026. In April 2020, EPA and NHTSA issued the second part of the proposed SAFE Vehicles Rule. This final rule became effective on June 29, 2020. During the period the federal action is in effect, CARB will administer the affected portions of its program on a voluntary basis.

South Coast Air Quality Management District

The most recent Air Quality Management Plan (AQMP) was adopted by the SCAQMD in March 2017. The 2016 AQMP is the legally enforceable blueprint for how the region will meet and maintain state and federal air quality standards. The 2016 AQMP identifies strategies and control measures needed to achieve attainment of the 8-hour ozone standard and federal annual and 24-hour standards for particulate matter less than 2.5 micrometers in aerodynamic diameter ($PM_{2.5}$) in the South Coast Air Basin (SCAB) (SCAQMD 2017). The 2016 AQMP also represents a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures. The SCAQMD is working on the next iteration of the AQMP, the 2022 AQMP, which will be developed to address the requirements for meeting the 2015 federal ozone standard.

4.1.2 Existing Conditions

4.1.2.1 Local Meteorology

Local meteorology conditions for the Project Modifications are the same as evaluated in the 2013 FEIR and subsequent environmental actions. See the 2013 FEIR, its addenda and 2019 SEIR for additional details.

4.1.2.2 Local Monitored Air Quality – Existing Conditions

The SCAQMD monitors air quality conditions at multiple locations throughout the SCAB. Data from the Glendora and Pomona monitoring stations were used in the 2013 FEIR to characterize existing conditions in the study area. The monitored data of carbon monoxide (CO), ozone, nitrogen dioxide (NO_2), particulate matter less than 10 micrometers in aerodynamic diameter (PM_{10}), and $PM_{2.5}$ from these two monitoring stations were updated in Table 4.1-1 using the most recent available 3 years of data (2016 through 2018) to illustrate the study area's current existing air quality conditions. The monitoring data indicate that the ozone and PM_{10} concentrations in the study area exceeded the air quality standards in all 3 years. Sulfur dioxide (SO_2), lead, and sulfate were not monitored at these two stations.

4.1.2.3 Attainment Status

The attainment status of the SCAB remains the same as evaluated in the 2019 SEIR. See the 2019 SEIR for additional details.

4.1.2.4 Regional Transportation Plan and Long-Range Transportation Plan

Clean Air Act Section 176(c) (42 United States Code [U.S.C.] 7506(c)) requires transportation conformity to ensure that federal funding and approval are given to transportation projects that are consistent with the air quality goals established by a State Implementation Plan.

As indicated previously, SCAG is the designated metropolitan planning organization of the six-county Southern California region and is responsible for the transportation conformity determination on the RTP/SCS and the Federal Transportation Improvement Program. SCAG is also responsible for preparing the regional transportation strategy and control measures portion of the AQMP for the SCAB.

The overall Project is included in the SCAG 2012-2035 RTP/SCS, 2016-2040 RTP/SCS, and 2020-2045 RTP/SCS.

4.1.3 Environmental Impacts

4.1.3.1 Evaluation Methodology

Evaluation of the air quality impacts in this Draft SEIR focuses on the construction and operational changes caused by the Project Modifications in comparison to (1) what was analyzed in the 2013 FEIR and subsequent environmental actions; and (2) existing conditions. Impact evaluation includes (1) short-term construction impacts; (2) long-term regional impacts; (3) localized CO and PM hot spot assessment; and (4) mobile source air toxics (MSAT) effects.

Short-term Construction Impacts

The construction activities associated with the Project Modifications were qualitatively compared to the construction assumptions used in the 2013 FEIR construction emission calculations. In

Table 4.1-1. Air Quality Summary for Study Area Monitoring Stations

Pollutant Standards	840 Laurel, Glendora			924 North Garey Avenue, Pomona		
	2016	2017	2018	2016	2017	2018
Ozone						
State maximum 1-hour concentration (ppm)	0.148	0.157	0.140	0.127	0.147	0.112
National maximum 8-hour concentration (ppm)	0.114	0.121	0.104	0.092	0.114	0.092
State maximum 8-hour concentration (ppm)	0.114	0.122	0.105	0.092	0.114	0.092
Number of Days Standard Exceeded						
CAAQS 1-hour (>0.09 ppm)	38	45	32	20	18	7
CAAQS 8- hour (>0.070 ppm)/NAAQS 8-hour(>0.070 ppm)	55/52	64/60	46/46	29/26	38/35	11/10
Carbon Monoxide (CO) [a]						
Maximum 8-hour concentration (ppm)	1.2	0.9	1.0	1.3	1.6	1.8
Maximum 1-hour concentration (ppm)	1.3	1.8	1.4	1.7	2.0	2.1
Nitrogen Dioxide (NO_2)						
State maximum 1-hour concentration (ppb)	65	55	55	69	81	67
Annual Average (ppb)	11	10	9	20	20	19
Number of Days Standard Exceeded						
NAAQS 1-hour (>100 ppb)	0	0	0	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0	0	0	0
Particulate Matter (PM_{10})						
National maximum 24-hour concentration ($\mu g/m^3$)	75.1	140.7	101.7	*	*	*
State maximum 24-hour concentration ($\mu g/m^3$) [a]	74	83	78	*	*	*
State annual average concentration ($\mu g/m^3$) [a]	33.7	31.4	32.2	*	*	*
Measured Number of Days Standard Exceeded						
NAAQS 24-hour (>150 μg/m3)	0	0	0	*	*	*
CAAQS 24-hour (>50 μg/m3) [a]	12	6	10	*	*	*
Particulate Matter ($PM_{2.5}$)						
National maximum 24-hour concentration ($\mu g/m^3$) [a]	32.17	24.90	30.20	*	*	*
State maximum 24-hour concentration ($\mu g/m^3$)	44.1	109.6	84.8	*	*	*
National annual average concentration ($\mu g/m^3$) [a]	10.15	10.42	10.35	*	*	*
State annual average concentration ($\mu g/m^3$) [a]	10.15	10.42	10.35	*	*	*
Measured Number of Days Standard Exceeded						
NAAQS 24-hour (>35 μg/m3) [a]	0	0	0	*	*	*

Notes: $\mu g/m^3$ = micrograms per cubic meter; CAAQS = California Ambient Air Quality Standards; NAAQS = National Ambient Air Quality Standards; ppb = parts per billion; ppm = parts per million

[a] Data obtained from the SCAQMD Historical Data by Year.

*Insufficient data to determine the value.

Source: CARB 2020; SCAQMD 2020

addition, construction-related emissions were quantitatively estimated for a sample parking structure and parking lot in the study area to determine if the Project Modifications would cause short-term construction impacts in addition to what was concluded in the 2013 FEIR and subsequent environmental actions. The sample analysis was conducted using California Emissions Estimator Model (CalEEMod) Version 2016.3.2 (CAPCOA 2017).

Regional Emissions Analysis

The Project Modifications would not affect the overall long-term LRT operation evaluated in the 2013 FEIR and subsequent environmental actions. Regional impact changes resulting from the Project Modifications were analyzed qualitatively by comparing the VMT to (1) the No Build Alternative conditions to evaluate if the Project Modifications would change the 2013 FEIR's conclusion that the Project would not have a significant impact on the region's air quality, (2) the 2035 Build Alternative conditions to evaluate if the incremental impact of the Project Modifications would result in a new or more severe significant air quality impact, and (3) existing conditions to determine the extent to which the Project Modifications would contribute to any significant changes to existing air quality conditions.

Carbon Monoxide Hot Spot Assessment

The Project Modifications would cause local traffic condition changes near the affected parking facilities and the roadways leading toward them. The Project runs on electricity and does not have direct emissions from the LRT trains during operation. However, an indirect impact of any transit project is that it has the potential to alter traffic patterns as a result of (1) transit riders using cars to drive to a transit station, and (2) changes in levels of traffic at intersections in the vicinity of a transit station or where there are traffic delays in locations where the train crosses an at-grade intersection and the rail crossing is closed while the train passes.

As described in the SCAQMD 2016 AQMP, no areas in the SCAB exceeded the CO air quality standards, including the near-road stations (SCAQMD 2017). Qualitative CO hotspot assessment was performed for the Project Modifications. The evaluation follows the approach recommended in Caltrans Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) (UC Davis Institute of Transportation Studies 1997) and focused on the potential of the LOS and vehicle trip change at the affected intersections due to the Project Modifications. CO hotspot effects would occur if the Project Modifications would cause high vehicle volume and delay increases in the study area or move a substantial amount of vehicle emissions closer to sensitive receptors.

Particulate Matter (PM_{10} and $PM_{2.5}$) Hot Spots

Particulate matter is a mixture of solid particles and liquid droplets found in the air. Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye. Others are so small they can only be detected using an electron microscope. Particle pollution includes:

- PM_{10}: Inhalable particles, with diameters that are generally 10 micrometers and smaller.

- $PM_{2.5}$: Fine inhalable particles, with diameters that are generally 2.5 micrometers and smaller. The average human hair is about 70 micrometers in diameter, making it 30 times larger than the largest fine particle.

These particles come in many sizes and shapes and can be made up of hundreds of different chemicals. Some are emitted directly from a source, such as construction sites, unpaved roads, fields, smokestacks, or fires. Most particles form in the atmosphere as a result of complex reactions of chemicals such as SO_2 and nitrogen oxides, which are pollutants emitted from power plants, industries, and automobiles.

Qualitative PM hot spot evaluation was performed for the Project Modifications using the criteria in EPA's 2015 Transportation Conformity Guidance for Quantitative Hot-spot Analyses in $PM_{2.5}$ and PM_{10}.

As with CO, the operation of a transit project can result in indirect particulate matter from changing traffic patterns, particularly changes in truck and diesel vehicle patterns within both nonattainment and maintenance areas (EPA 2015). According to the guidance, PM hot spots tend to occur for highway and transit projects that involve significant levels of diesel vehicle traffic. Therefore, the impact evaluation focused on the diesel traffic changes caused by the Proposed Modifications. A new adverse impact would occur if the Project Modifications cause substantial diesel traffic on highways or congregating at a single location in the study area.

Mobile Source Air Toxics

MSATs are certain pollutants primarily associated with vehicle engines. Unlike criteria pollutants, neither EPA nor the State of California has established maximum allowable concentrations of MSATs or a cap on MSAT emissions in a region. As a result, there is no regulatory standard applicable to the evaluation of MSAT emissions from transportation projects.

Instead, EPA and CARB adopted the regulatory strategy to reduce MSAT emissions through standards imposed on the manufacture of new vehicle engines. The state and federal regulation of vehicle engines has been dramatically successful and has resulted in large reductions in MSAT emissions. EPA estimates that MSAT emissions will continue to decline dramatically as new vehicles with increasingly more stringent MSAT controls are put into service.

Qualitative MSAT effect evaluation was performed for the Project Modifications. The evaluation follows the approach recommended in Federal Highway Administration's (FHWA) 2016 Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents and focused on the potential of the VMT change due to the Project Modifications. Additional MSAT effects would occur if the modifications would cause VMT increases in the study area or move a substantial amount of vehicle emissions closer to sensitive receptors.

4.1.3.2 Impact Criteria

Evaluation of the Project Modifications' air quality impacts uses the same criteria as described in the 2013 FEIR. Air quality impacts are considered significant if the Project Modifications would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Violate any air quality standard or contribute to any existing or projected air quality violations.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including release of emissions that exceed quantitative thresholds for ozone precursors).
- Expose sensitive receptors (health care facilities, rehabilitation centers, retirement homes, residences, schools, playgrounds, childcare centers, playgrounds) to substantial pollutant concentrations, including air toxics such as diesel particulates.
- Create objectionable odors affecting a substantial number of people.

The Project Modifications would have less than significant impacts on air quality and related health risks from air emissions if (1) the SCAQMD AQMP includes enforceable measures to achieve compliance with the state and federal air quality standards that are established to protect human health with a margin of safety, (2) there would not be cumulatively considerable increases in any criteria pollutants, (3) sensitive receptors would not be exposed to substantial pollutant concentrations, and (4) no odors would be created that would affect a substantial number of people.

The levels of air quality impacts from the Project Modifications were analyzed based on the SCAQMD CEQA thresholds for air quality (see Table 3.1-5 in the 2019 SEIR). These thresholds include updates by SCAQMD in March 2015, after the approval of the 2013 FEIR. A project with emissions below the CEQA threshold is not expected to have significant adverse impacts on the regional air quality that cause new violations or worsen existing violations to National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). If the emissions of the Proposed Modifications would become greater than these thresholds, the impacts would be significant.

4.1.3.3 Short-Term Construction Impacts

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in short-term air quality impacts during construction. As determined in the 2013 FEIR and subsequent environmental actions, implementation of mitigation measures would reduce Project impacts but not to a level of less than significant. Project impacts during construction were determined to be significant and unavoidable.

The Project Modifications, which include reduced and reconfigured parking at five stations, would not affect the alignment or the total length of the light rail. The number of stations and other supporting facilities would remain the same as evaluated in the 2013 FEIR and subsequent environmental actions. As explained in Section 1.2.2.4, Construction Methods, of this Draft SEIR, construction methods for the Project Modifications elements would be consistent with approved construction methods outlined in the 2013 FEIR (Section 1.4) and reconfiguration of station parking structures to surface parking lots would result in less

construction (duration and equipment) than previously disclosed in the 2013 FEIR and subsequent environmental actions.

To demonstrate construction activity intensity (duration and equipment), emissions were estimated for construction of a parking structure and surface parking lot in the study area. This hypothetical analysis conservatively compared emissions generated during construction of a 1,100-space parking structure to emissions generated during construction of a 539-space surface parking lot. As shown in Table 4.1-2, construction of the Project Modifications would generate fewer maximum daily emissions and total emissions than the Project. In addition, actual emissions from the construction activities may be lower than what was quantified in the 2013 FEIR and subsequent environmental actions due to advancements in engine technology, retrofits, and equipment fleet turnover as stricter regulatory standards take effect. Thus, as construction occurs in later years, exhaust-related emissions are anticipated to result in lower levels of emissions. Implementation of the mitigation measures identified in the 2013 FEIR would reduce potential short-term construction-related impacts associated with the Project Modifications to less than significant (CON-1 through CON-19).

Table 4.1-2. Sample Construction-Related Maximum Daily and Total Emissions

	Parking Structure Proposed in 2013 FEIR[1]					Parking Lot as a Result of Project Modifications[1]				
	VOC	NO_x	CO	PM_{10}[2]	$PM_{2.5}$[2]	VOC	NO_x	CO	PM_{10}[2]	$PM_{2.5}$[2]
Maximum Daily Emissions (lbs/day)	6.51	42.48	26.48	20.47	12.00	4.17	42.48	22.24	20.47	12.00
Total Emissions (tons/year)	0.29	2.01	2.07	0.33	0.18	0.21	1.50	1.51	0.20	0.12

lbs/day = pounds per day

Notes:

[1] Sample analysis performed to demonstrate a conservative hypothetical comparison between construction of a parking structure (with 1,100 spaces) and construction of a parking lot (with 539 spaces).

[2] Sample analysis performed for informational purposes using CalEEMod (Version 2016.3.2) defaults and does not include fugitive dust reductions associated with implementation of SCAQMD rules and regulations or mitigation measures included in the 2013 FEIR and subsequent environmental actions.

Human Health Impacts

As described in the 2013 FEIR and subsequent environmental actions, construction of the Project would generate criteria air pollutant emissions. The health effects of criteria air pollutants are discussed in Table 3.1-1 of the 2013 FEIR. The 2013 FEIR concluded that the maximum daily emissions from construction may exceed the SCAQMD daily thresholds for nitrous oxides (NOx), and localized significance thresholds for NOx, PM_{10}, and $PM_{2.5}$. Construction-related emissions of NOx, PM_{10}, and $PM_{2.5}$ were determined to be significant after mitigation for the approved Project (Section 3.1.6 of the 2013 FEIR). The regional thresholds of significance were designed to identify those projects that would result in significant levels of air pollution and to assist the region in attaining the applicable CAAQS and NAAQS, which were established using health-based criteria to protect the public with a margin of safety from adverse health impacts due to exposure to air pollution. In addition, the localized significance thresholds represent the

maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS and are developed based on the ambient concentrations of that pollutant for each source receptor area. Therefore, projects that would not exceed the thresholds of significance would not impede attainment and maintenance of the standards, which can inform the project's impacts to regional air quality and health risks associated from criteria pollutants under CEQA.

As discussed in Table 3.1-1 of the 2013 FEIR, NO_x is an ozone precursor. Individuals exercising outdoors, children, and people with lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible subgroups for ozone effects. Short-term ozone exposure (lasting for a few hours) can result in changes in breathing patterns, reductions in breathing capacity, increased susceptibility to infections, inflammation of lung tissue, and some immunological changes. Chronic exposure to high ozone levels can permanently damage lung tissue. Negative health effects associated with criteria pollutants are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, the number and character of exposed individuals [e.g., age, health history]). The health effects of NO_X are also discussed in the amicus brief filed by the SCAQMD in the *Sierra Club v. County of Fresno* (2014) 26 Cal.App.4th 704. The brief states that it "takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels" (SCAQMD 2015). In addition, the SCAQMD explained that it may be technically infeasible to accurately quantify ozone-related health impacts caused by NO_x or volatile organic compound (VOC) emissions from relatively small projects, due to photochemistry and regional model limitations (SCAQMD 2015). Furthermore, the SCAQMD brief stated that "a project emitting only 10 tons per year of NO_x or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models used to determine ozone levels" (SCAQMD 2015). Therefore, due to project phasing and the short-term nature of construction activities, it would not be feasible to directly correlate project emissions of NO_x with specific health impacts from ozone. Because of the reaction time and other factors involved in ozone formation, ozone is considered a regional pollutant that is not linearly related to emissions (i.e., ozone impacts vary depending on the location of the emissions, the location of other precursor emissions, meteorology, and seasonal impacts). As explained previously and shown in Table 4.1-2, construction of the Project Modifications would generate fewer maximum daily emissions and total emissions. In addition, actual emissions from the construction activities may be lower than what was quantified in the and subsequent environmental actions due to advancements in engine technology, retrofits, and equipment fleet turnover as stricter regulatory standards take effect. Thus, as construction occurs in later years, exhaust-related emissions are anticipated to result in lower levels of emissions. Consistent with the 2013 FEIR and subsequent environmental actions, human health impacts associated with the Project Modifications would be less than significant.

In addition to criteria air pollutants, both federal and state air quality regulations also focus on toxic air contaminants (TACs). The greatest potential for TAC emissions during construction would be related to diesel particulate matter (diesel PM) emissions associated with heavy-duty equipment operations. As stated previously, implementation of the Project Modifications would not change the overall Project scope as evaluated in the 2013 FEIR and subsequent

environmental actions. The Project elements, including alignment and stations, would be the same as presented previously, with the exception of the revised parking configurations and associated changes to vehicle and pedestrian access. As explained in Section 1.2.2.4, Construction Methods, of this Draft SEIR, construction methods for the Project elements would be consistent with approved construction methods outlined in the 2013 FEIR (Section 1.4) and reconfiguration of station parking structures to surface parking lots would result in less construction (duration and equipment) than originally assumed in the 2013 FEIR. Construction of the Project would be completed in segments according to the phased construction schedule; therefore, trucks and off-road equipment would not operate in the immediate vicinity of the sensitive receptors for an extended period of time. Construction-related TAC emissions would be similar or less with implementation of the Project Modifications. Consistent with the 2013 FEIR and subsequent environmental actions, impacts associated with the Project Modifications would be less than significant.

With the incorporation of mitigation measures CON-1 through CON-19, short-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions, and the 2019 SEIR. No new or more severe significant impacts would occur.

4.1.3.4 Long-Term Impacts

The 2013 FEIR and subsequent environmental actions determined the Project would not result in long-term air quality impacts.

Regional Emissions Impacts

The Project Modifications would not change the overall Project scope as evaluated in the 2013 FEIR and subsequent environmental actions. The Project elements, including alignment and stations would be the same as presented in the 2013 FEIR and subsequent environmental actions, with the exception of the revised parking configurations and associated changes to vehicle and pedestrian access. Parking facility reconfigurations, as shown in Table 1-1, would include a change from parking structures to parking lots and a reduction in parking spaces. All other design features of the Project would remain the same as described in the 2013 FEIR and subsequent environmental actions.

The potential reduction and reconfiguration of parking would be in accordance with Metro parking policy guidance and evaluation of ridership. As explained in more detail in Chapter 3, Transportation, operation of the Project Modifications, including the potential reduction in parking spaces, would result in a decrease in passenger boardings and trips to/from the stations in the study area under Phase 1 and Phase 2. As shown in Tables 3-5 and 3-6, the Project Modifications would result in approximately 736 and 818 fewer boardings and alightings compared to the Approved Project for Phase 1 and Phase 2, respectively. Lower ridership results in lower VMT savings because fewer people are taking public transit. The Project Modifications result in less VMT reduction than the Approved Project at 495,200 VMT per day for the region and 46,800 per day for the study area. However, as shown in Table 3-1, with implementation of the Project Modifications, the Project would still generate substantial VMT

savings of 370,805 per day for the region and 40,074 per day for the study area compared to the No Build Alternative condition.

The Project Modifications would result in slightly fewer boardings when compared to the 2035 Build Alternative condition for the approved Project. Lower ridership/boardings also results in lower localized VMT and trips in the study area because fewer drivers would be traveling to the stations to take the train. As shown in Tables 3-10 and 3-11, the Project Modifications would result in approximately 635 and 1,976 fewer automobile trips compared to the Approved Project for Phase 1 and Phase 2, respectively.

As such, operation of the Project Modifications may slightly incrementally decrease some of the transportation benefits of the Project, such as the reduction in regional VMT; however, because there would still be substantial VMT savings realized through implementation of the Project with Project Modifications, the Project would still reduce VMT and the associated emissions in the region compared to the No Build Alternative. The Project Modifications would remain consistent with the Project objectives outlined in the 2013 FEIR, which include enhancing city-to-city mobility by providing high frequency, reliable, and direct transit connections to downtown areas and encouraging auto trip diversions and new transit trip activity. Therefore, consistent with the conclusions in the 2013 FEIR and subsequent environmental actions, the regional emissions associated with the reduction in VMT with implementation of the Project Modifications would be lower than the No Build Alternative conditions. Consistent with the 2013 FEIR and subsequent environmental actions, impacts associated with the Project Modifications would be less than significant.

Carbon Monoxide Hot Spots

In comparison to the traffic conditions analyzed in the 2013 FEIR and subsequent environmental actions, the Project Modifications would cause localized traffic condition changes at five stations (Glendora, San Dimas, La Verne, Pomona, and Claremont) due to the changes in parking facility configurations. As explained in more detail in Chapter 3, Transportation, the Project Modifications would result in slightly fewer boardings when compared to the 2035 Build Alternative condition for the approved Project. Lower ridership results in lower vehicle trips and localized VMT in the study area because fewer drivers are traveling to the stations to take the train. The affected intersections would experience lower vehicle volumes and delay and, thereby, lower CO concentrations than the intersections analyzed in the 2013 FEIR and subsequent environmental actions. The lower vehicle volumes at the affected intersections due to the reduction in ridership are anticipated to offset any minimal increase in idling or additional vehicle circulation activity that could occur as a result of the reduced parking in accordance with Metro Rail Design Criteria. In addition, all areas of the SCAB have continued to remain below the NAAQS level since 2003, and average CO concentrations have decreased substantially over the years due to improvements in vehicle emission standards and technology (SCAQMD 2017). Therefore, the Project Modifications would not cause new violations of the CAAQS or NAAQS for CO at affected intersections within the study area. Consistent with the 2013 FEIR and subsequent environmental actions, impacts associated with the Project Modifications would be less than significant.

Particulate Matter (PM_{10} and $PM_{2.5}$) Hotspots

PM hot spot impacts tend to occur for certain highway and transit projects that involve significant levels of diesel vehicle traffic, such as major highway projects and projects at congested intersections that handle significant diesel traffic. The Project would use electric-powered trains; therefore, no diesel emissions would occur from LRT train operation. The Project Modifications would not change the Project operational factors in a way that would cause increases of diesel vehicle traffic in the study area in the long-term or during the interim phases. Further, localized VMT and vehicle trips in the study area would decrease due to the decrease in ridership. The lower vehicle volumes and localized VMT due to the reduction in ridership is anticipated to offset any minimal increase in idling or additional vehicle circulation activity that could occur as a result of the reduces parking in accordance with Metro Rail Design Criteria. Therefore, the Project Modifications would not change the MSAT impact conclusion of the 2013 FEIR and subsequent environmental actions. Consistent with the 2013 FEIR and subsequent environmental actions, impacts associated with the Project Modifications would be less than significant.

Human Health Impacts

Implementation of the Project Modifications would not change the overall operational Project scope as evaluated in the 2013 FEIR. The Project elements, including alignment and stations would be the same as presented in the 2013 FEIR and subsequent environmental actions, with the exception of the revised parking configurations and associated changes to vehicle and pedestrian access. Operation of the Project Modifications would slightly decrease some of the transportation benefits of the Project, such as the reduction in regional VMT; however because there would still be substantial VMT reductions (as shown in Chapter 3, Transportation), the Project Modifications would still reduce criteria air pollutant emissions and the associated air quality impacts to human health. Thus, the Project with implementation of the Project Modifications would continue to represent a regional air quality benefit and reduce air quality impacts to human health in region. The Project Modifications would not increase any potential health risks or cause new or more severe health risk impacts; therefore, health risk impacts remain less than significant. Consistent with the 2013 FEIR, and subsequent environmental actions, impacts associated with the Project Modifications would be less than significant.

In addition to criteria air pollutants, both federal and state air quality regulations also focus on TACs. As stated previously, implementation of the Project Modifications would not change the overall Project scope as evaluated in the 2013 FEIR and subsequent environmental actions. The Project elements, including alignment and stations would be the same as presented previously, with the exception of the revised parking configurations and associated changes to vehicle and pedestrian access. Consistent with the 2013 FEIR and subsequent environmental actions, impacts associated with the Project Modifications would be less than significant.

Although, the Project Modifications would result in less VMT reductions than would occur under the approved Project because ridership is estimated to be slightly less due to the reduction in parking spaces, consistent with the 2013 FEIR and subsequent environmental actions, the VMT is anticipated to be slightly lower than the VMT for the No Build Alternative condition. Therefore,

the Project Modifications would continue to present a net TAC regional emissions benefit. In addition, due to the decrease in ridership as a result of the reduced parking space counts, fewer vehicle trips and localized TAC emissions would occur associated with the vehicle trips to and from the stations. The lower vehicle volumes at the affected intersections due to the reduction in ridership is anticipated to offset any minimal increase in idling or additional vehicle circulation activity that could occur as a result of the reduced parking in accordance with Metro Rail Design Criteria. Thus, the Project Modifications would result in an air quality benefit in the region. Consistent with the 2013 FEIR and subsequent environmental actions, impacts associated with the Project Modifications would be less than significant.

Long-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions, and no new or more severe significant impacts would occur.

4.1.4 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR provides a regional cumulative impact assessment for transportation improvements through 2035. The RTP/SCS Final Program EIR concludes that mitigation measures may not reduce air quality emissions to a less than significant level during both construction and operation; impacts would remain significant after mitigation. During construction, the Project Modifications would result in fewer air quality impacts than identified previously for the Project and would therefore contribute to the cumulative impacts related to construction to a lesser degree than was recognized in the 2013 FEIR and RTP/SCS Final Program EIR. The Construction Authority would require the contractor to implement required mitigation measures, as required by the 2013 FEIR. Because the Project Modifications would not result in additional emissions associated with Project during the short or long term as compared to what was evaluated in the 2013 FEIR and subsequent environmental actions, the Project Modifications would not change the cumulative impact conclusions, as discussed in Section 3.1.4 of the 2013 FEIR. In the long term, implementation of the Project Modifications would continue to provide emission reduction benefits reducing VMT in the region over the Project horizon conditions and would therefore not contribute to additional cumulative air quality impacts.

4.1.5 Mitigation Measures

4.1.5.1 Short-Term Construction Mitigation Measures

Mitigation measures CON-1 through CON-19 would be incorporated from the 2013 FEIR. No additional mitigation is required.

- **CON-1.** Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.
- **CON-2**. Track-out shall not extend 25 feet or more from an active operation and track-out shall be removed at the conclusion of each workday.

- **CON-3.** Contractors shall be required to utilize at least one of the measures set forth in South Coast Air Quality Management District Rule 403 section (d)(5) to remove bulk material from tires and vehicle undercarriages before vehicles exist the project site.
- **CON-4**. All haul trucks hauling soil, sand, and other loose materials shall maintain at least six (6) inches of freeboard in accordance with California Vehicle Code Section 23114.
- **CON-5**. All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
- **CON-6**. Traffic speeds on unpaved roads shall be limited to 15 mph. Operations on unpaved surfaces shall be suspended when winds exceed 25 mph.
- **CON-7**. Heavy equipment operations shall be suspended during first and second stage smog alerts.
- **CON-8**. On-site stockpiles of debris or rusty materials shall be covered at all times when not being used. On-site stockpiles of dirt shall be watered at least two times per day or covered at all times when not being used.
- **CON-9**. Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.
- **CON-10**. Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.
- **CON-11**. Construction parking shall be configured to minimize traffic interference.
- **CON-12**. Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours.
- **CON-13**. Construction staging and vehicle parking, including workers' vehicles, shall be prohibited on streets adjacent to sensitive receptors such as schools, daycare centers, senior facilities, and hospitals.
- **CON-14**. Portable generators shall be low-emitting and use ultra-low sulfur diesel (<15 parts per million) or gasoline.
- **CON-15**. Construction equipment shall use a combination of low sulfur diesel (<15 parts per million) and exhaust emission controls.
- **CON-16**. The construction process shall use equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for the intended job).
- **CON-17**. Contractors shall be prohibited from tampering with construction equipment to increase horsepower or defeat emission control devices.
- **CON-18**. The Construction Authority shall designate a person to ensure the implementation of air quality mitigation measures through direct inspections, records reviews, and complaint investigations.

- **CON-19.** LED lighting shall be used for construction activities taking place at night, to the extent feasible.

4.1.5.2 Long-Term Mitigation Measures

Consistent with the 2013 FEIR and subsequent environmental actions, the Project Modifications do not have the potential to cause significant long-term air quality impacts; therefore, no mitigation is required.

4.1.6 Level of Impact after Mitigation

With the incorporation of mitigation measures from the 2013 FEIR, the Project Modifications would not result in new significant air quality impacts. Therefore, impacts of the Project Modifications would be less than significant. The conclusions from the analysis of air quality in the 2013 FEIR and subsequent environmental actions remain unchanged. Based on the foregoing:

- The Project Modifications, with mitigation measures, will not cause or contribute to any new violation of any NAAQS in any area.
- The Project Modifications, with mitigation measures, will not increase the frequency or severity of any existing violation of any NAAQS in any area.
- The Project Modifications, with mitigation measures, will not delay timely attainment of any NAAQS or any required interim emission reductions or other milestones in any area.

4.2 Biological Resources/Ecosystems

4.2.1 Regulatory Setting

The regulatory setting for biological resources/ecosystems as described in Section 3.2 of the 2013 FEIR is applicable to the Project Modifications. There are no material changes to the regulatory setting for biological resources/ecosystems. The following information is provided as an update to the local regulatory setting since the 2013 FEIR as it relates to the City of Claremont.

City of Claremont Tree Management Ordinance

Since the 2013 FEIR, the City of Claremont updated their Tree Policy Manual and associated Designated Street Tree List in October 2017 and September 2018, respectively (City of Claremont 2017; 2018). In November 2019, the City of Claremont drafted an Urban Forest Management Plan that provides long-term policy guidance to increase the City's urban tree canopy cover and maximize the benefits of trees, maximize the efficiencies in maintaining the benefits of trees, and minimize risks to trees in the urban environment (City of Claremont 2019).

4.2.2 Existing Conditions

The locations of the reconfigured parking at each of the five stations were previously analyzed as part of the approved 2013 FEIR. As analyzed in the 2013 FEIR, the biological study area for the Project includes the railway right-of-way and a 500-foot buffer area on each side of the right-of-way. A majority of the reconfigured parking areas are included in the original biological study area with the exception of approximately 50 to 100 feet of the southern portion of the reconfigured San Dimas Station parking facility and approximately 100 feet of the southern portion of the reconfigured Pomona Station parking facility. These areas are directly adjacent to the biological study area for the Project and exhibit the same urban development nature discussed in Section 3.2 of the 2013 FEIR. Summarized information from the 2013 FEIR is provided herein for reference. Additional details are provided in Section 3.2.2 of the 2013 FEIR.

The majority of the reconfigured parking areas are paved and devoid of vegetation. As discussed in the 2013 FEIR, some ornamental landscape is present on the reconfigured parking area sites, such as pepper (*Schinus* sp.) and pine trees (*Pinus* sp.), and fan palms (*Washingtonia* sp.). Similarly, wildlife with potential to occur on the reconfigured parking area sites includes only urban-tolerant species, such as western fence lizard (*Sceloporus occidentalis*), mourning dove (*Zenaida macroura*), California towhee (*Pipilo crissalis*), desert cottontail rabbit (*Sylvilagus audubonii*), and common raccoon (*Procyon lotor*), to name a few.

As discussed in the 2013 FEIR, no sensitive vegetation communities or sensitive wildlife species are expected to occur in the biological study area. A California Natural Diversity Database (CNDDB) search was conducted as part of the 2013 FEIR and identified four species listed as federally or state endangered or threatened: Santa Ana sucker (*Catostomus santaanar*, federally threatened, California Species of Concern); coastal California gnatcatcher (*Polioptila californica californica*, federally threatened, California Species of Concern); Sierra

Madre yellow-legged frog (*Rana muscosa*, federally endangered, state candidate endangered, California Species of Concern); and least Bell's vireo (*Vireo bellii pusillus*, federally and state endangered). An updated CNDDB search was conducted for the purposes of this Draft SEIR (CDFW 2020). The search returned no new species listed as federally or state endangered or threatened since the 2013 FEIR.

There are no waters of the U.S. or state present on the reconfigured parking area sites. As discussed in the 2013 FEIR, a few vertical sided concrete channels cross the biological study area, which may include wetlands and waters of the U.S. and/or state.

4.2.3 Environmental Impacts

4.2.3.1 Evaluation Methodology

The evaluation methodology described in Section 3.2.3.1 of the 2013 FEIR is applicable to the Project Modifications. Consistent with the 2013 FEIR, both direct and indirect impacts on biological resources were evaluated for this Draft SEIR. Direct impacts are those that involve the initial loss of habitats due to construction and construction-related activities. Indirect impacts are those that would be related to impacts on the adjacent remaining habitat due to construction activities or operation of the Project. Also consistent with the 2013 FEIR, biological resource impacts associated with the Project were evaluated with respect to the following special-status biological issues: federally or state-listed endangered or threatened species of plant or wildlife; streambed, wetlands, and their associated vegetation; habitats suitable to support of federally or state listed endangered or threatened species of plant or wildlife; species designated as California Species of Special Concern; habitat other than wetlands considered special status by regulatory agencies or resources conservation organizations; or other species or issues of concern to regulatory agencies or conservation organizations.

This evaluation is based on an updated CNDDB search and information available online from the cities affected by the Project Modifications.

4.2.3.2 Impact Criteria

The impact criteria are the same as applied in the 2013 FEIR. An impact related to biological resources and ecosystems is considered significant if the Project Modifications would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as endangered, threatened, or proposed or critical habitat for these species.
- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or U.S. Fish and Wildlife Service (USFWS).
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS.

- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal) through direct removal, filling, hydrological interruption, or other means.
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Compliance with the referenced criterion would mean that the Project Modifications would have less than significant impacts on biological resources and ecosystems if (1) the Project Modifications include enforceable mitigation measures to achieve compliance with federal, state, and local regulations protecting habitat and species and (2) no listed or special-status species have the potential to occur in the Project Modification sites compared to the Project impacts identified in 2013 FEIR and subsequent environmental actions.

4.2.3.3 Short-Term Construction Impacts

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in short-term biological resource and ecosystem impacts during construction. As determined in the 2013 FEIR subsequent environmental actions, implementation of mitigation measures would reduce Project impacts to less than significant.

Direct Impacts

An updated CNDDB search and desktop and photographic review of the Project Modification sites concluded that there are no sensitive vegetation communities or sensitive wildlife species expected to occur. This is consistent with the 2013 FEIR and subsequent environmental actions. There are also no concrete channels or drainages on the reconfigured parking areas as the sites are entirely developed. Consistent with the 2013 FEIR subsequent environmental actions, there are only urban-tolerant vegetation communities and wildlife species within the Project Modification sites. Urban-tolerant vegetation communities within the reconfigured parking facility sites have the potential to provide habitat that supports nesting birds that are protected by the Migratory Bird and Treaty Act. In addition, construction of the Project Modifications would involve fewer construction activities, in the form of personnel, equipment, and timeframe, than required to construct parking garages. This would reduce the potential for direct impacts to biological resources and ecosystems when compared to the Project. Implementation of mitigation measures identified in the 2013 FEIR would reduce potential short-term construction-related impacts associated with the Project Modifications to less than significant (B-1, and B-3 through B-6).

Each affected city where the reconfigured parking facilities would be constructed contains their own tree protection ordinances as discussed in the 2013 FEIR and above in Section 4.2.1 of this Draft SEIR. Potential removal of trees may be protected by an affected city's ordinance when the sites are being cleared to construct surface parking lots. While the Construction Authority is not subject to local ordinances, it has opted to voluntarily comply with local tree protection ordinances to the extent feasible. This would be conducted via implementation of mitigation measures identified in the 2013 FEIR that would reduce potential short-term, direct construction-related impacts associated with the Project Modifications to less than significant (B-2).

Indirect Impacts

As with the Project, the Project Modifications would include the use of heavy machinery and increased traffic during construction that could temporarily increase the amount of dust and noise and result in changed water quality and/or effects on vegetation and wildlife nearby. However, only small amounts of urban-tolerant vegetation occur in the biological study area; wildlife in the biological study area are urban-tolerant and non-sensitive, and construction would be temporary. Implementation of mitigation measures identified in the 2013 FEIR would reduce potential short-term, indirect construction-related impacts associated with the Project Modifications to less than significant (B-1, and B-3 through B-6).

Indirect noise impacts could also occur during construction of the Project Modifications, which have the potential to disturb nearby active bird nests during the breeding season. Indirect water quality impacts also have the potential to occur during construction of the Project Modifications, which has the potential to affect downstream biological resources due to construction equipment and runoff. Implementation of mitigation measures identified in the 2013 FEIR would reduce potential short-term, indirect construction-related impacts associated with the Project Modifications to less than significant (B-1, and B-3 through B-6).

With regulatory compliance and implementation of mitigation measures identified in the 2013 FEIR, short-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts would occur.

4.2.3.4 Long-Term Impacts

The 2013 FEIR and subsequent environmental actions determined the Project would result in less than significant long-term biological resource and ecosystem impacts.

Direct Impacts

All five reconfigured parking facilities are within urban settings. Consistent with the 2013 FEIR and as discussed above in Section 4.2.3.1 of this Draft SEIR, any species near the Project Modifications would be urban-tolerant and would not be expected to be sensitive to noise from the operation of the parking facilities. Further, wildlife species near the reconfigured parking facilities and the existing railway right-of-way are already accustomed to train noise from

existing train traffic. Long-term direct impacts associated with the Project Modifications would be less than significant.

Indirect Impacts

Once constructed, the reconfigured parking facilities would entail additional impervious surface compared to that of a parking garage. However, as further discussed in Section 4.14 of this Draft SEIR, the reconfigured parking facilities would be designed to comply with existing regulations (see Section 3.14.1 of the 2013 FEIR). New drainage facilities necessary for the parking facilities would preserve existing drainage patterns and discharge downstream to lined channels or existing storm drains. Stormwater controls and best management practices (BMPs) would be implemented to ensure stormwater is treated in compliance with state and federal water quality standards prior to discharge. This would reduce potential water quality impacts and, as a result, potential impacts to any biological resources that occur downstream of the project site. Long-term indirect impacts associated with the Project Modifications would be less than significant.

With the incorporation of post-construction stormwater controls as required by state and federal water quality standards (as discussed in Section 4.14 of this Draft SEIR), long-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and its addenda. No new or more severe significant impacts would occur.

4.2.4 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR provides a regional cumulative impact assessment for transportation improvements through 2035. The RTP/SCS Final Program EIR concludes that impacts to biological resources could occur due to construction in undeveloped areas and population growth and development on existing natural lands. The Project Modifications are located in the same general area as the larger Project, which is within urban settings that currently contain development. Therefore, the Project Modifications would not contribute to cumulative biological resource impacts. Because the Project Modifications would not result in additional biological resource and ecosystem impacts as compared to what was evaluated in the 2013 FEIR, the Project Modifications would not change the cumulative impact conclusions as discussed in Section 3.2.3.5 of the 2013 FEIR.

4.2.5 Mitigation Measures

4.2.5.1 Short-Term Construction Mitigation Measures

Mitigation measures B-1 through B-6 would be incorporated from the 2013 FEIR.

- **B-1.** During final plan review for each segment of the project, Construction Authority shall review project plans to confirm that none of the drainages would be impacted by the final design. If changes in the design have occurred requiring impacts to drainage(s), the Construction Authority shall retain a qualified biologist/jurisdictional specialist to delineate the jurisdiction of the U.S. Army Corps of Engineering, California Department of Fish and Wildlife, and the Regional Water Quality Control Board. If impacts on

jurisdictional resources cannot be avoided, the Construction Authority shall obtain the necessary permits/agreements pursuant to the Clean Water Act and California Fish and Game Code prior to impacting the drainage(s).

- **B-2.** Prior to the construction of each segment of the project, the Construction Authority (or its contractor) shall review project plans to determine whether any trees within the impact area require removal or trimming. If trees requiring removal or trimming are present and fit the requirement for protection by the corresponding city's ordinance, the Construction Authority shall retain a qualified biologist/arborist to determine whether any of the trees meet the requirements of the city's ordinance. Should any trees within the impact area meet the criteria specified in the city ordinance, the trees shall be trimmed (or removed and replaced) according to the specifications of the applicable city ordinance.
- **B-3.** The Construction Authority shall direct the contractor to avoid or minimize removal of vegetation (including ornamental tree and shrub removal) during the breeding season (February 1 to June 30 for nesting raptors and February 15 to September 1 for all other birds). To the extent practicable, the contractor shall conduct vegetation and tree removal activities during the non-breeding season (September 2 through January 31) to limit impacts to nesting birds/raptors.
- **B-4.** In the event that removal of vegetation (including ornamental tree and shrub removal) must occur between February 1 and September 1, the Construction Authority (or contractor) shall retain a qualified biologist to conduct a nesting bird/raptor survey of the project impact area or prior to the initiation of construction. The survey shall be conducted no more than three days prior to the initiation of construction to minimize the potential for nesting following the survey and prior to construction. If the biologist detects any active nests within or adjacent to the project impact area (within 150 feet for nesting birds, within 500 feet for raptors), the area(s) supporting bird nests shall be flagged for protection with a buffer determined at the biologist's discretion based on the sensitivity of the species (minimum buffer of 500 feet for raptors). The Construction Authority shall direct the contractor to avoid any activities within the buffer zone until the nests are no longer occupied as determined by the biologist.
- **B-5.** The Construction Authority shall direct the contractor to check and maintain daily any equipment operated within or adjacent to a drainage (including storm drains and concrete channels) to prevent leaks of materials that, if introduced to water, could be detrimental to water quality and, as a result, to biological resource that occur downstream of the project site. Cement/concrete, asphalt, paint, petroleum products, or other substances that could be hazardous, shall be prevented from entering the soil or waters. Any of these materials placed in an area that may result in the material entering the drainage shall be removed and disposed of at an appropriate site.
- **B-6.** The Construction Authority shall direct the contractor to remove all trash and debris related to the project prior to completion of project activities each day to avoid attracting wildlife to the work site.

No additional mitigation is required.

4.2.5.2 Long-Term Mitigation Measures

Consistent with the 2013 FEIR, the Project Modifications do not have the potential to cause significant long-term impacts related to biological resources and ecosystems; therefore, no mitigation is required.

4.2.6 Level of Impact after Mitigation

With the incorporation of regulatory requirements and implementation of mitigations as discussed in the 2013 FEIR and its addenda, the Project Modifications would not result in new significant biological resource and ecosystem impacts. Based on the foregoing:

- The Project Modifications, with mitigation, will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as endangered, threatened, or proposed or critical habitat for these species.
- The Project Modifications, with mitigation, will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by CDFW or USFWS.
- The Project Modifications, with mitigation, will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS.
- The Project Modifications will not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal) through direct removal, filling, hydrological interruption, or other means.
- The Project Modifications will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.
- The Project Modifications, with mitigation, will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- The Project Modifications will not conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or state habitat conservation plan.

Therefore, impacts of the Project would be less than significant. The conclusions from the analysis of biological resources and ecosystems in the 2013 FEIR and subsequent environmental actions remain unchanged.

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4.3 Climate Change

Climate change includes major changes in temperature, precipitation, and wind patterns, among other effects, that occur over several decades or longer. The predominant driver of climate change is greenhouse gas (GHG) emissions. As the concentration of GHGs continues to increase in the atmosphere, the earth's temperature continues to climb above historic levels.

GHGs include both naturally occurring and anthropogenic gases that trap heat in the earth's atmosphere. GHGs include, but are not limited to, carbon dioxide (CO_2), methane, NOx, hydrochlorofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These gases trap the energy from the sun and help maintain the temperature of the earth's surface, creating a process known as the greenhouse effect. The accumulation of GHGs in the atmosphere influences the long-term range of average atmospheric temperatures. Scientific evidence indicates a trend of increasing global temperature over the past century due to an increase in GHG emissions from human activities.

4.3.1 Regulatory Setting

4.3.1.1 Federal and State Regulations

This Draft SEIR includes regulatory updates relevant to the Project Modifications that were not covered in the 2013 FEIR and subsequent environmental actions.

Federal Greenhouse Gas Regulations

The 2013 FEIR described the regulatory background of EPA's Endangerment and Cause or Contribute Finding for Greenhouse Gases that was signed in 2009. Refer to Section 3.2.1.1 of the 2019 SEIR for regulatory background related to the National Highway Traffic Safety Administration and Presidential Executive Order (EO) 13783.

Safer Affordable Fuel Efficient Vehicle Rule

In September 2019, the NHTSA and EPA published the SAFE Vehicle Rule Part One: One National Program. The SAFE Part One Rule revokes California's authority and vehicle waiver to set its own emissions standards and set zero emission vehicle mandates in California for passenger cars and light trucks and establish new standards, covering model years 2021 through 2026. In April 2020, EPA and NHTSA issued the second part of the proposed SAFE Vehicles Rule. This final rule became effective on June 29, 2020. During the period the federal action is in effect, CARB will administer the affected portions of its program on a voluntary basis.

State Greenhouse Gas Regulations

California has revised its GHG regulations since the 2013 FEIR was published. Refer to Section 3.3.1.1 of the 2013 FEIR for regulatory backgrounds of Assembly Bill (AB) 1493, EO S-3-05, SB 97 and SB 375, and to Section 3.2.1.1 of the 2019 SEIR for regulatory background of AB 32, EO-S-01-07, SB 2, EO B-30-15, SB 32, and AB 197.

This Draft SEIR includes regulatory updates relevant to the Project Modifications that were not covered in the 2013 FEIR, and subsequent environmental actions.

Renewables Portfolio Standard

As described in the 2019 SEIR, the Renewables Portfolio Standard (RPS) requires electric service providers to increase procurement from eligible renewable energy resources. In October 2015, Governor Edmund Brown signed SB 350, which extended the RPS target by requiring retail sellers to procure 50 percent of their electricity from renewable energy resources by 2030. This was followed by SB 100 in 2018, which further increased the RPS target to 60 percent by 2030, along with the requirement that all of the state's electricity come from carbon-free resources by 2045.

CARB Climate Change Scoping Plans

In December 2008, CARB adopted its Climate Change Scoping Plan. A Framework for Change (Scoping Plan), which contains the main strategies California will implement to achieve the required GHG reductions required by AB 32 (CARB 2008). The Scoping Plan also includes CARB recommended GHG reductions for each emissions sector of California's GHG inventory.

CARB is required to update the Scoping Plan at least once every 5 years to evaluate progress and develop future inventories that may guide this process. CARB approved First Update to the Climate Change Scoping Plan: Building on the Framework in June 2014 (CARB 2014). The Scoping Plan update includes a status of the 2008 Scoping Plan measures and other federal, state, and local efforts to reduce GHG emissions in California, and potential actions to further reduce GHG emissions by 2020.

In November 2017, CARB released the 2017 Climate Change Scoping Plan, which establishes a framework of action for California to reduce statewide emissions by 40 percent by 2030, compared to 1990 levels (CARB 2017). The 2017 Scoping Plan builds upon the framework established by the 2008 Scoping Plan and the 2014 Scoping Plan Update, while also identifying new, technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction targets.

4.3.1.2 Regional Greenhouse Gas Regulations

This Draft SEIR includes regulatory updates relevant to the Project Modifications that were not covered in the 2013 FEIR and subsequent environmental actions.

Southern California Association of Governments

On May 7, 2020, the SCAG Regional Council adopted Connect SoCal (2020-2045 RTP/SCS) for federal transportation conformity purposes only (SCAG 2020). The 2020-2045 RTP/SCS is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies,

and between the people whose collaboration can improve the quality of life for Southern Californians. The Regional Council will consider approval of the 2020-2045 RTP/SCS in its entirety and for all other purposes within 120 days from May 7, 2020 (SCAG 2020).

Los Angeles County Metropolitan Transportation Authority

Greenhouse Gas Emissions Cost Effectiveness Study

In 2010, Metro developed the Greenhouse Gas Emissions Cost Effectiveness Study to evaluate current and potential future sustainability strategies for their costs and impacts on GHG emissions reduction (Metro 2010). The study primarily focuses on discussing the strategies and benefits of improving transit service for the reduction of GHG emissions. As explained in the study, strategies were categorized into four groups: promotion of alternative travel modes; transit service; vehicle technology; and facility energy use.

Climate Action and Adaptation Plan

In 2019, Metro approved the Climate Action and Adaptation Plan (CAAP), which builds on the 2012 CAAP, which created a framework to evaluate and prioritize areas to reduce GHG emissions from operations and presented an approach for responding to the likely impacts of climate change on Metro's system (Metro 2012). In the 2019 CAAP, Metro commits to reducing GHG emissions by 79 percent relative to 2017 levels by 2030 and 100 percent by 2050 (Metro 2019a). Metro identified 13 measures to achieve zero emissions by 2050, which include but are not limited to deploying battery-powered buses and technology, installing systems to store energy captured from trains, buying 100 percent renewable energy, and installing LED (light-emitting diode) lights at facilities and electric heating systems (Metro 2019a). In addition, the 2019 CAAP calls for increased collaboration with public and private entities, including the City and County of Los Angeles, to help identify co-benefits or redundancies among partners. Included within these collaboration efforts are Metro's efforts to use green infrastructure to keep stations cool, which may help local efforts to address the urban heat island effect. The urban heat island results from a combination of factors such as low tree canopy, albedo (reflectivity), and a large surface area of heat-absorbing infrastructure (Metro 2019a).

Energy and Resource Report

In 2019, Metro also released the 2019 Energy and Resource Report, a yearly report that analyzes the sustainability and environmental performance of its operational activities (Metro 2019b). The Energy and Resource Report summarizes Metro's 2018 performance across 10 sustainability indicators, including operational efficiency (unlinked passenger trips, vehicle miles traveled, operating expenses); air quality (criteria pollutant emissions); climate (greenhouse gas emissions, greenhouse gas displacement); energy use; water use; and waste (total solid waste, diversion from landfill). Since 2017, Metro has reduced its GHG and criteria air pollutant emissions through the transition to renewable natural gas and "near-zero emission" engines. Metro also reduced energy use and increased waste diversion from landfills, even as the system is expanding.

4.3.2 Existing Conditions

GHGs differ in their ability to trap heat. For example, 1 ton of CO_2 emissions has a different effect than 1 ton of methane emissions. To compare emissions of GHGs, a weighting factor called a Global Warming Potential (GWP) is used, where the heat-trapping ability of 1 metric ton (1,000 kilograms) of CO_2 is taken as the standard, and emissions are expressed in terms of CO_2 equivalent (CO_2e). The existing conditions as discussed below have been updated to reflect current data since the 2019 SEIR.

In 2018, total U.S. GHG emissions were 6,677 million metric tons CO_2e. Total U.S. emissions have increased by 3.7 percent from 1990 to 2018. Between 1990 and 2016, electric power was the top contributor to GHG emissions in the United States. In 2018, however, GHG emissions from transportation activities, in aggregate, accounted for the largest portion (28 percent) of total U.S. GHG emissions. Electric power accounted for the second largest portion (27 percent) of U.S. GHG emissions in 2018, while emissions from industry accounted for the third largest portion (22 percent). Emissions from industry have in general declined over the past decade, due to a number of factors, including structural changes in the U.S. economy, fuel switching, and energy efficiency improvements (EPA 2020).

In California, transportation sources (passenger cars, light-duty trucks, other trucks, buses, and motorcycles) have composed the largest category of GHG-emitting sources over the years. In 2017, the annual California statewide GHG emissions were 424 million metric tons of CO_2e (CARB 2019). The GHG emissions from the transportation sector were 169 million metric tons of CO_2e, which account for about 40 percent of the statewide GHG emissions inventory. The industrial and electric power sectors accounted for 21 and 15 percent, respectively, of the total statewide GHG emissions inventory (CARB 2019). The dominant GHG emitted is CO_2, primarily from fossil fuel combustion.

4.3.3 Environmental Impacts

4.3.3.1 Evaluation Methodology

Construction Impacts

The construction activities associated with the potential parking facility reconfigurations were qualitatively compared to the construction assumptions used in the 2013 FEIR construction emission calculations. In addition, construction-related emissions were quantitatively estimated for a sample parking structure and parking lot in the study area to determine if the proposed changes would cause construction impacts in addition to what was concluded in the 2013 FEIR and subsequent environmental actions. The sample analysis was conducted using CalEEMod Version 2016.3.2 (CAPCOA 2017).

Operational Impacts

The Project Modifications would not affect the overall long-term LRT operation evaluated in the 2013 FEIR and subsequent environmental actions. Cumulative GHG impact changes resulting from the Project Modifications were analyzed qualitatively by comparing the VMT to (1) the No

Build Alternative conditions to evaluate if the Project Modifications would change the 2013 FEIR's conclusion that the Project would not have a significant impact on global climate change, and (2) the 2035 Build Alternative conditions to evaluate if the incremental impact of the Project Modifications would result in a new or more severe significant GHG impact.

4.3.3.2 Impact Criteria

Evaluation of the Project Modifications' GHG impacts uses the same criteria as described in the 2013 FEIR. GHG impacts are considered significant if the Project Modifications would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Analysis of the above thresholds serves to demonstrate the impact of the Project Modifications by evaluating (1) the extent to which the Project Modifications would generate GHG emissions, and (2) whether the Project Modifications GHG emissions conflict with the RTP/SCS. The RTP/SCS was adopted to demonstrate compliance with the GHG emissions reduction targets established for SCAG region transportation projects and pursuant to state law (the Sustainable Communities and Climate Protection Act, also known as SB 375). Consistency of the Project Modifications with the SB 375 GHG emissions reductions targets in the SCAG region also serves to demonstrate the extent to which the Project Modifications are contributing to cumulative reductions in GHG emissions from the transportation sector to implement the applicable action elements of the 2017 CARB Scoping Plan.

4.3.3.3 Short-Term Construction Impacts

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in short-term GHG emissions impacts during construction. As determined in the 2013 FEIR and subsequent environmental actions, implementation of mitigation measures would reduce Project GHG emissions impacts to less than significant.

GHG emissions from the Project construction were estimated in the 2013 FEIR based on the total energy use for construction of at-grade and elevated LRT tracks of the Project. Project construction-related GHG emissions were estimated in Section 3.3.3.1 of the 2013 FEIR to be 33,131 metric tons of CO_2e.

The Project Modifications, which include reduced and reconfigured parking at five stations, would not affect the alignment or the total length of the light rail. The number of stations and other supporting facilities would remain the same as evaluated in the 2013 FEIR and subsequent environmental actions. As explained in Section 1.2.2.4, Construction Methods, of this Draft SEIR, construction methods for the Project Modifications would be consistent with approved construction methods outlined in the 2013 FEIR (Section 1.4), and reconfiguration of station parking structures to surface parking lots would result in less construction (duration and equipment) than originally assumed in the 2013 FEIR.

To demonstrate construction activity intensity (duration and equipment), GHG emissions were estimated for a parking structure and surface parking lot in the study area. This hypothetical analysis conservatively compared emissions generated during construction of a 1,100-space parking structure to emissions generated during construction of a 539-space surface parking lot. As shown in Table 4.7-1, construction of the Project Modifications would generate fewer total GHG emissions. In addition, actual emissions from the construction activities may be lower than what was quantified in the 2013 FEIR and subsequent environmental actions due to improvements in fuel efficiency, advancements in engine technology, retrofits, and equipment fleet turnover as stricter regulatory standards take effect. Thus, as construction occurs in later years, exhaust-related GHG emissions are anticipated to result in lower levels of emissions. Consistent with the 2013 FEIR and subsequent environmental actions, implementation of the mitigation measures identified in the 2013 FEIR (for air quality) would reduce potential short-term construction-related GHG impacts associated with the Project Modifications to less than significant (CON-9 through CON-19).

Table 4.7-1. Sample Parking Facility Construction-Related Total GHG Emissions

	Parking Structure Proposed in 2013 FEIR[1]	**Parking Lot as a Result of Project Modifications[1]**
	metric tons CO_2e	metric tons CO_2e
Total GHG Emissions	759	513

Notes:
[1] Sample analysis performed to demonstrate a conservative hypothetical comparison between construction of a parking structure (with 1,100 spaces) and construction of a parking lot (with 539 spaces).

With the incorporation of mitigation measures CON-9 through CON-19 prescribed to reduce construction-related air quality impacts, short-term GHG emissions impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts would occur. Therefore, the Project Modifications would not result in direct or indirect short-term construction impacts that would generate GHG emissions and would not have a significant impact on the environment.

4.3.3.4 Long-Term Impacts

The 2013 FEIR and subsequent environmental actions determined the Project would not result in long-term GHG emissions impacts.

The Project Modifications would not change the overall Project scope as evaluated in the 2013 FEIR and subsequent environmental actions. The Project elements, including alignment and stations, would be the same as presented in the 2013 FEIR and subsequent environmental actions, with the exception of the revised parking configurations and associated changes to vehicle and pedestrian access. Parking facility reconfigurations, as shown in Table 1-1, would include a change from parking structures to parking lots and a reduction in parking spaces. All other design features of the Project would remain the same as described in the 2013 FEIR and subsequent environmental actions. As described in the 2013 FEIR, the Project would reduce the

GHG emissions by approximately 544 metric tons CO_2e per day compared to the No Build Alternative.

The potential reduction and reconfiguration of parking would be in accordance with Metro parking policy guidance and evaluation of ridership. As explained in more detail in Chapter 3, Transportation, the Project Modifications would result in a decrease in passenger boardings under Phase 1 and Phase 2. As shown in Tables 3-5 and 3-6, the Project Modifications would result in approximately 736 and 818 fewer boardings and alightings compared to the Approved Project for Phase 1 and Phase 2, respectively. Lower ridership results in lower VMT savings because fewer people are taking public transit and more people would be driving to their destination. The Project Modifications result in slightly less VMT reduction than the Approved Project at 495,200 VMT per day for the region and 46,800 per day for the study area. However, as shown in Table 3-1, with implementation of the Project Modifications, the Project would still generate substantial VMT savings of 370,805 per day for the region and 40,074 per day for the study area compared to the No Build Alternative condition.

As such, operation of the Project with the Project Modifications would decrease some of the transportation benefits, such as the reduction in regional VMT and associated emissions. However because there would still be VMT savings realized through implementation of the Project Modifications, the Project would still reduce VMT and the associated emissions. As such, impacts associated with the Project Modifications would be less than significant.

Consistent with the 2013 FEIR and subsequent environmental actions, the Project Modifications would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. The Project Modifications would still be consistent with the Project objectives outlined in the 2013 FEIR, which include enhancing city-to-city mobility by providing high frequency, reliable, and direct transit connections to downtown areas and encouraging auto trip diversions and new transit trip activity. The Project would continue to be part of the projects listed in the previous iterations of the RTP/SCS. As such, impacts associated with the Project Modifications would be less than significant.

The SCAG 2020-2045 RTP/SCS has not been approved in its entirety at the time of this analysis; however, the Project continues to be part of the projects initiated or completed through the 2020-2045 RTP/SCS horizon year of 2045. In addition, the Project is consistent with the 2020-2045 RTP/SCS goals of encouraging design and transportation options that reduce the reliance on and number of solo car trips and improving connectivity and providing more frequent rail service that will attract new riders to passenger rail. Similarly, the Project, including the Project Modifications, would be consistent with CARB 2017 Climate Change Scoping Plan GHG reduction strategies and actions, which include facilitating lower emission forms of transportation. CARB calls for encouraging public transit use and increasing public transportation opportunities by supporting walkable and transit-accessible communities in efforts to reduce GHG emissions from light-duty combustion vehicles (CARB 2017). As such, impacts associated with the Project Modifications would be less than significant.

The Project would also remain consistent with the 2010 Metro GHG Emissions Cost Effectiveness Study, which also calls for the promotion of non-vehicular travel modes and

improvements to transit service. The 2019 Metro Climate Action and Adaptation Plan recognizes that transportation remains California's largest source of GHG emissions; thus, by reducing VMT, transit agencies play a unique role in helping to reduce emissions from the transportation sector (Metro 2019a). As described in the Climate Action and Adaptation Plan, Metro also has a responsibility to reduce GHG emissions by increasing ridership as a means to slow future impacts of climate change. In addition, the Project Modifications consist of reconfigurations in accordance with Metro parking policy guidance to accommodate active modes of access between parking lots and stations. In some of the parking facility reconfigurations, the parking lot areas would be larger than the area for the parking structures proposed under the 2013 FEIR; thus, the parking surface lot configurations will provide more opportunity to incorporate landscaping throughout the sites and further local efforts to address the urban heat island effect.

As such, impacts associated with the Project Modifications would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and this impact would be less than significant.

Long-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions, and no new or more severe significant impacts would occur.

4.3.4 Cumulative Impacts

The geographic scope of consideration for GHG emissions is on a global scale because such emissions contribute, on a cumulative basis, to global climate change. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies evaluate the cumulative impacts of GHGs, even relatively small additions, on a global basis. By their nature, GHG evaluations under CEQA are a cumulative study. (See *Center for Biological Diversity v. California Department of Fish and Wildlife* [2015] 62 Cal.4th 204). The GHG emissions impact analysis above constitutes a cumulative analysis, in that it considers global, statewide, and regional projections of GHG emissions, as well as the contribution of the project, to GHG emission impacts.

The Project Modifications would not introduce new or more severe GHG emissions from construction or operation in comparison to what was evaluated in the 2013 FEIR and subsequent environmental actions. In addition, the Project with implementation of the Project Modifications would continue to generate substantial VMT reductions by encouraging public transit use and increasing public transportation opportunities; and thus would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. As such, the Project Modifications would not introduce or contribute to adverse cumulative impacts on GHG emissions.

4.3.5 Mitigation Measures

4.3.5.1 Short-Term Construction Mitigation Measures

Mitigation measures CON-9 through CON-19 would be incorporated from the 2013 FEIR (see Section 4.1.5 of this Draft SEIR). No additional mitigation is required.

4.3.5.2 Long-Term Mitigation Measures

Consistent with the 2013 FEIR and subsequent environmental actions, the Project Modifications do not have the potential to cause significant long-term impacts related to GHG emissions; therefore, no mitigation is required.

4.3.6 Level of Impact after Mitigation

With the incorporation of mitigation measures from the 2013 FEIR, the Project Modifications would not result in new significant GHG impacts. Therefore, impacts of the Project Modifications would be less than significant. The conclusions from the analysis of GHG emissions in the 2013 FEIR and subsequent environmental actions remain unchanged. Based on the foregoing:

- The Project Modifications, with mitigation, will not generate GHG emissions, either directly or indirectly, that would result in a significant impact on the environment.
- The Project Modifications will not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

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4.4 Communities, Population, and Housing

4.4.1 Regulatory Setting

The regulatory setting for communities, population, and housing as described in Section 3.4.1 of the 2013 FEIR is applicable to the Project Modifications. There are no material changes to the regulatory setting for communities, population, and housing.

4.4.2 Existing Conditions

The study area for assessing the potential impacts to communities, population, and housing is exclusive to the cities of Glendora, San Dimas, Pomona, and Claremont, where reconfigured parking would require additional land to be acquired than previously approved. As discussed in Chapter 1 of this Draft SEIR, the reconfigured La Verne Station parking facility would be located on the same site as previously approved. In addition, all impacts related to communities, population, and housing associated with the La Verne Station parking facility would be the same or less than discussed in the 2013 FEIR because parking garages require less construction in terms of materials, equipment, and personnel than surface parking lots. Therefore, the reconfigured La Verne Station parking facility does not warrant further analysis in this section. Since the reconfigured Claremont Station parking facility would be located on the same site as previously approved (Scenario A) or a combination of the same site as previously approved and leased parking within 0.25 mile (Scenario B), only the potential for leased parking within 0.25 mile of the previously approved site is discussed herein.

To remain consistent with the evaluated impacts of the 2013 FEIR and the 2019 SEIR, as well as the traffic and transportation analysis presented in Chapter 3 of this Draft SEIR, the existing conditions for the following sections (4.4.2.1 through 4.4.2.3) are based on the 2035 horizon year.

4.4.2.1 Population and Employment

The forecasted projected population and employment characteristics in the study area from 2008 to 2035 have not changed and are presented in Section 3.4.2.1 of the 2013 FEIR. These population and employment forecasts were used and are based on the 2012 RTP/SCS projections (SCAG 2012) and are the same as presented in the 2013 FEIR because they correspond to the 2035 planning horizon year utilized in that document.

4.4.2.2 Housing Characteristics

The forecasted projected housing characteristics in the study area from 2008 to 2035 have not changed and are presented in Section 3.4.2.2 of the 2013 FEIR. These housing forecasts were used and are based on the 2012 RTP/SCS projections (SCAG 2012) and are the same as presented in the 2013 FEIR because they correspond to the 2035 planning horizon year utilized in that document.

The Regional Housing Needs Assessment (RHNA) is a representation of future housing needs for all income levels of a jurisdiction (city or unincorporated county) and is a requirement of

California State housing law. Every jurisdiction must plan for its RHNA allocation in its housing element of its General Plan. The goal of the RHNA is to ensure that there is an adequate supply of housing for all income levels through the SCAG region. Under the upcoming RHNA allocation process, each of the six jurisdictions identified for this Project will likely be required to plan for more housing than contemplated in the current RTP/SCS. This process is underway and will not be completed in advance of completion of this Draft SEIR. The Project Modifications are not expected to impact the cities' ability to plan for the additional housing.

4.4.2.3 Acquisition and Displacement of Existing Uses

The study area includes fully developed urban areas with residential, commercial, industrial, and institutional land uses. The additional land needed for the reconfigured Glendora Station parking facility is designated for commercial and industrial land uses (City of Glendora 2008). The additional land needed for the reconfigured San Dimas Station parking facility is designated for industrial land use (City of San Dimas 2003). The site where the reconfigured Pomona Station parking facility would be relocated is currently designated as a Transit Oriented District, with a mix of commercial and industrial land uses (City of Pomona 2014). The land within approximately 0.25 mile of the previously approved Claremont Station parking facility that could be leased is designated as institutional, public, village, mixed-use, park and resource conservation, and residential land uses (City of Claremont 2012). Additional discussion of local and regional land uses is included in Section 4.10 of this Draft SEIR.

An acquisition or displacement of an existing use typically occurs when a project requires the partial or full take of privately owned property. A partial take occurs when only a portion of the parcel is necessary to accommodate a project. A full take generally occurs under two circumstances: (1) when the majority of the property is required for a project due to insufficient right-of-way or the need to construct supporting facilities, and/or (2) when a severe loss of access due to a project reduces the useful operation of the property.

The Project Modifications, as described in Sections 1.2.2., would involve both partial and full acquisitions. A detailed analysis of these acquisitions or displacements is provided below in Section 4.4.3 of this Draft SEIR.

4.4.3 Environmental Impacts

4.4.3.1 Evaluation Methodology

To assess the types of potential communities, population, and housing impacts, an evaluation of the reconfigured parking facilities was conducted. Since the reconfigured parking facilities would result in associated traffic and transportation impacts as a result of reduced parking, an evaluation of the study area was conducted along with a review of economic data. The economic data used included the 2012-2035 RTP/SCS projections and the web pages for cities of Glendora, San Dimas, Pomona, and Claremont.

This section evaluates the potential communities, population, and housing impacts of temporary or permanent acquisitions as a result of the Project Modifications. To further assess the

potential impacts from the reconfigured parking, the types of acquisition (partial or full) were also analyzed based on information from the Los Angeles County property assessor (https://portal.assessor.lacounty.gov/). The information included parcel details such as Assessor's identification number, address, and property type. Based on the results of these efforts, a determination was also made of how much of the area (square feet) on the parcels would be affected and whether that acreage would constitute a partial or full acquisition.

As presented in Chapter 3, Transportation, the "Measure R" travel demand model was updated to prepare ridership forecasts for Project with the Project Modifications. Additional information on the travel demand model, including the agency that developed/approved the model and the purpose, key data inputs, key assumptions, and uncertainties of the model, are also provided in Chapter 3. Updated ridership forecasts were compared to determine any potential impacts to communities, population, and housing.

4.4.3.2 Impact Criteria

The impact criteria are the same as applied in the 2013 FEIR. An impact on communities, population, and housing is considered significant if the Project Modifications would:

- Displace a substantial number of existing residential properties or businesses, necessitating the construction of replacement housing or businesses elsewhere.
- Displace a substantial number of people or businesses, necessitating the construction of replacement housing or business property elsewhere.
- Induce substantial population growth in an area, either directly or indirectly.

To assess potential impacts of acquisitions and displacement, consideration was given to the following:

- Whether the acquisition would be permanent or temporary
- The type of acquisition required (full or partial acquisition, or easement)
- Whether the acquisition would include relocation of residential properties or businesses
- Whether Metro-owned property is currently leased to a tenant who would be displaced

The Project Modifications would have a less than significant impact on communities, population, and housing, if (1) the modifications would not induce substantial population growth or displacement beyond the Project impacts analyzed in 2013 FEIR and subsequent environmental actions, (2) the Traffic Management Plan (TMP) mitigation measures to address temporary community impacts related to traffic and access during construction are implemented, and (3) any acquisitions needed to implement the Project Modifications are compliant with the California Relocation Assistance Act.

4.4.3.3 Short-Term Construction Impacts

Communities, Population, and Housing Impacts

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in short-term community, population, and housing impacts during construction. As determined in the 2013 FEIR and subsequent environmental actions, implementation of mitigation measures would reduce Project impacts to less than significant.

Short-term construction activities required to implement the Project Modifications would necessitate the mobilization of equipment, materials, personnel, and staging and storage areas. These activities have the potential to result in temporary access issues (such as street closures) during the construction period, which has the potential to temporarily affect businesses in the area. Construction of the reconfigured parking facilities is not expected to cause additional construction activities beyond those already analyzed because the construction of a parking garage at each station was previously included and approved. In fact, reconfiguring the parking facilities to consist of surface lots rather than parking garages would result in less equipment, materials, personnel, and staging and storage areas, which has the potential to result in a lesser amount of temporary access impacts. Implementation of mitigation measures identified in the 2013 FEIR would reduce potential short-term construction-related impacts associated with the Project Modifications to less than significant (S-1 through S-5). As discussed in Chapter 3, a TMP would also be implemented to address traffic and access issues during the construction period (CTR-3).

With the incorporation of mitigation measures S-1 through S-5 and CTR-3, short-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts would occur.

Acquisitions and Displacements

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in short-term acquisition and displacement impacts during construction. As determined in the 2013 FEIR and subsequent environmental actions, implementation of mitigation measures would reduce Project impacts to less than significant.

Construction activities would require temporary road and lane closures, as well as the need for temporary construction easements and staging areas. Temporary construction easements and construction staging areas could result in the loss of street parking during construction, but this loss of parking would also be temporary and short term. Construction vehicle access to the Glendora Station and Claremont Station parking facility sites would be the same as previously approved. Construction vehicle access to the San Dimas Station parking facility is expected to use East Arrow Highway or South Walnut Avenue, and construction vehicle access to the Pomona Station parking facility is expected to use North Garey Avenue. As indicated and also provided in the 2013 FEIR, these lane closures, easements, and staging areas would all be temporary in nature; once construction is completed, the lanes would be reopened and temporary easements and construction staging areas would revert to their original condition and

use. Implementation of the mitigation measures identified in the 2013 FEIR and subsequent environmental actions would reduce potential short-term construction-related impacts associated with the Project Modifications to less than significant (S-1 through S-5 and CTR-3).

In addition, as discussed above, reconfiguring the parking facilities from parking structures to surface parking lots would result in less construction including less time to construct. This would reduce the amount of time the temporary impacts related to construction easements and staging areas would occur, in addition to the number of construction personnel required. Implementation of the mitigation measures identified in the 2013 FEIR and subsequent environmental actions would reduce potential short-term construction-related impacts associated with the Project Modifications to less than significant (S-1 through S-5 and CTR-3).

With the incorporation of mitigation measures S-1 through S-5 and CTR-3, short-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts would occur.

Therefore, the Project Modifications' impacts, with mitigation measures, would be reduced to less than significant related to the displacement of a substantial number of existing residential properties or businesses, thus the construction of replacement housing or businesses elsewhere would not be necessary.

Additionally, the Project Modifications' impacts, with mitigation measures, would be reduced to less than significant related to the displacement of a substantial number of people or businesses, thus the construction of replacement housing or business property elsewhere would not be necessary. The Project Modifications would have no impacts that would induce substantial population growth in an area, either directly or indirectly.

4.4.3.4 Long-Term Impacts

Communities, Population, and Housing Impacts

The 2013 FEIR and subsequent environmental actions determined the Project would not result in long-term community, population, and housing impacts.

The Project Modifications would result in slightly decreased ridership levels than analyzed in the 2013 FEIR and subsequent environmental actions (see Chapter 3 of this Draft SEIR). This decrease would not be large enough to change the overall long-term socioeconomic makeup of the cities in the study area compared to the planned ridership in the 2013 FEIR and the 2019 SEIR. The change in ridership would also not be of a magnitude that would induce substantial changes to population. Impacts related to population associated with the Project Modifications would be less than significant.

For the Glendora, San Dimas, and Pomona Stations parking facilities, the additional land needed to construct the Project Modifications would generally be of the same land use of the respective previously approved site. For example, the additional land needed to construct the reconfigured Glendora Station parking facility includes commercial and industrial uses, which are the same uses present on the previously approved Glendora Station parking facility site. In

addition, for the Glendora, San Dimas, and Pomona Stations parking facilities, building a parking facility adjacent to the existing rail right-of-way is consistent with the respective cities general plans. As discussed further below, there would be no different or additional property acquisitions in the City of Claremont because the remainder of the required parking (Scenario B) would be provided by leasing existing parking. Since the Project Modifications would be consistent with existing and planned land uses, there would be no impacts related to population associated with the Project Modifications.

The Project Modifications would displace four existing housing units to construct the reconfigured Pomona Station parking facility. This has the potential to result in community, population, and housing impacts. No other housing would be displaced as part of the Project Modifications. As further discussed in the Acquisitions and Displacements subheading below, compliance with the California Relocation Assistance Act of 1969 would reduce impacts to less than significant.

Under certain circumstances, the Project Modifications could result in overflow parking. Overflow parking has the potential to occur when there is not enough parking available within a parking facility thereby resulting in transit riders that drive to the stations parking on city streets. This has the potential to adversely impact existing communities if residents, employees, or visitors are not able to locate street parking due to the diminished availability. Additional details related to overflow parking are included in Chapter 3, Transportation, of this SEIR.

By complying with the California Relocation Assistance Act of 1969, long-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts would occur.

Acquisitions and Displacements

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in long-term acquisition and displacement impacts. As determined in the 2013 FEIR and subsequent environmental actions, compliance with the California Relocation Assistance Act of 1969 would reduce Project impacts to less than significant.

The Project Modifications would change the impacts of the approved Project because reconfigured parking would require different and additional property acquisitions in the cities of Glendora, San Dimas, and Pomona. The properties are identified below by assessor's parcel number (APN) and existing land use type, in addition to the type of acquisition change compared to the Project. These property acquisitions, consistent with the 2013 FEIR and subsequent environmental actions R, would be conducted following the provisions of and consistent with the California Relocation Act of 1969 and California Government Code §7260 (see Section 3.4.1.1 of the 2013 FEIR). Those provisions require that all real property acquired by the Construction Authority be appraised to determine its fair market value. Based on that appraisal, just compensation would not be less than the approved appraisal made for the existing property. As a result of the Glendora, San Dimas, and Pomona Stations parking facility reconfigurations, the owner/displaced business or residence would be given advance written notice and informed of their eligibility for relocation assistance and payments.

Glendora Station Parking Facility Reconfiguration

- 410 S. Vermont Avenue, APN 8639-016-016, commercial land use (previously approved full acquisition)
- 408 S. Vermont Avenue, APN 8639-016-012, industrial land use (new full acquisition)
- 517 S. Glendora Avenue, APN 8639-017-037, industrial land use (new partial acquisition)
- 310 S. Vermont Avenue, APN 8639-016-015, commercial land use (acquisition no longer needed)

The reconfigured Glendora Station parking facility would require one partial and one full new acquisition south of the previously approved site, in addition to a full acquisition that was previously approved. The two new acquisitions would require relocation of industrial businesses. Expanding the parking facility to include these parcels would not result in any new land use type conversion not analyzed in the 2013 FEIR since the additional properties comprise commercial and industrial uses. In addition, the reconfigured parking facility would require 3.58 acres of land compared to the 2.5 acres previously approved, resulting in a limited amount of new acquisitions and displacements. Consistent with the 2013 FEIR and subsequent environmental actions, compliance with the California Relocation Assistance Act would reduce long-term impacts associated with the Project Modifications to less than significant. No mitigation is required.

San Dimas Station Parking Facility Reconfiguration

- 301 S. Walnut Avenue, APNs 8390-018-907, 8390-018-908, and 8390-018-909, public land use (city maintenance yard) (previously approved full acquisition)
- 203 E. Arrow Highway, APN 8390-018-045, commercial land use (new full acquisition)
- 215 E. Arrow Highway, APN 8390-018-066, industrial land use (new full acquisition)
- 207 E. Arrow Highway, APN 8390-018-046, commercial land use (new full acquisition)

The reconfigured San Dimas Station parking facility would involve three new full acquisitions south of the previously approved site, in addition to the acquisitions previously approved. These acquisitions would require the relocation of commercial and industrial businesses. Expanding the parking facility to include these properties would not result in any new land use type conversion not analyzed in the 2013 FEIR since the additional properties comprise like commercial and industrial uses. In addition, the reconfigured parking facility would require 3.36 acres of land compared to the 2.2 acres previously approved, which limits the acquisitions and displacements required. Consistent with the 2013 FEIR and subsequent environmental actions, compliance with the California Relocation Assistance Act would reduce long-term impacts associated with the Project Modifications to less than significant. No mitigation is required.

Pomona Station Parking Facility Reconfiguration

- 2707 N. Garey Avenue, APN 8371-011-007, industrial land use (acquisition no longer needed)
- 173 W. Grevillia Street, APN 8371-014-019, residential land use (new full acquisition), single-family (existing)
- 120 E. Magnolia Street, APN 8371-014-024, commercial land use (new full acquisition)
- 141 W. Magnolia Street, APN 8371-014-027, vacant land (new full acquisition)
- 138 W. Santa Fe Street, APN 8371-014-028, vacant land (new full acquisition)
- 2695 N. Garey Avenue, APN 8371-014-030, industrial land use (new full acquisition)
- 125 W. Magnolia Street, APN 8371-014-031, industrial land use (new full acquisition)
- 2695 N. Garey Avenue, APN 8371-014-033, commercial land use (new full acquisition)
- 2655 N. Garey Avenue, APN 8371-014-034, commercial land use (new full acquisition)
- 2625 N. Garey Avenue, APN 8371-014-035, commercial land use (new full acquisition)
- 150 W. Magnolia Street, APN 8371-014-036, residential land use (new full acquisition), single family (non-existent)
- 190 W. Santa Fe Street, APN 8371-014-037, industrial land use (new full acquisition)
- 154 E. Magnolia Street, APN 8371-014-039, residential land use (new full acquisition), single family (non-existent)
- 152 E. Magnolia Street, APN 8371-014-040, vacant land (new full acquisition)
- 140 E. Magnolia Street, APN 8371-014-041, vacant land (new full acquisition)
- 2555 N. Garey Avenue, APN 8371-014-044, commercial land use (new full acquisition)
- 147 W. Grevillia Street, APN 8371-014-047, residential land use (new full acquisition), single family (existing)
- 149 W. Grevillia Street, APN 8371-014-048, residential land use (new full acquisition), single family (existing)
- 2501 N. Garey Avenue, APN 8371-014-050, commercial land use (new full acquisition)
- 141 W. Grevillia Street, APN 8371-014-051, commercial land use (new full acquisition)
- APN 8371-014-022 (no address), residential land use (new full acquisition), single family (existing)
- APNs 8371-014-029, 8371-014-032, 8371-014-003, 8371-014-004, 8371-014-005, 8371-014-006, 8371-014-042, 8371-014-043, 8371-014-001, 8371-014-038, 8371-014-049 (no addresses), vacant land (new full acquisitions)

The reconfigured Pomona Station parking facility would involve the full acquisition of several properties southeast of the station and previously approved parking site. These full acquisitions would require the relocation of commercial and industrial businesses, and four single-family residences. The relocation of residents would occur in accordance with the California Relocation Act of 1969. As such, impacts would be reduced to less than significant.

The parking facility would result in new land use type conversion (commercial, industrial, and residential). Relocating the parking facility to these properties, which are zoned as transit-oriented district, would conflict with the City of Pomona's land use plan; however, the Construction Authority is not required to comply with city zoning requirements. Although in conflict with the city zoning requirements, the parking facilities are intended to support the transit facilities located within the broader transit-oriented district to complement the existing and planned land uses, causing no additional physical impacts beyond those evaluated throughout this Draft SEIR. Furthermore, development of the parking lot would not prevent further redevelopment of property in the future to include transit-oriented elements, possibly including residential use. Metro often enters into join development arrangements for development of air rights in the vicinity of their stations and associated facilities.

The reconfigured parking facility would require 3.86 acres of land compared to the 1.47 acres previously approved, which limits the acquisitions and displacements required. Consistent with the 2013 FEIR and subsequent environmental actions, compliance with the California Relocation Assistance Act would reduce long-term impacts associated with the Project Modifications to less than significant. No mitigation is required.

Claremont Station Parking Facility Reconfiguration

Under Scenario B, the leased parking to be provided within 0.25 mile of the Claremont Station parking facility could require a number of partial or full acquisitions or easements. However, this parking is expected to be leased from existing parking areas, which would not result in the acquisition or displacement of residences or businesses. Long-term impacts associated with the Project Modification would be less than significant. No mitigation is required.

By complying with the California Relocation Assistance Act, long-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts would occur.

Therefore, the Project Modifications would not displace a substantial number of existing residential properties or businesses, necessitating the construction of replacement housing or businesses elsewhere. This impact would be less than significant.

Additionally, the Project Modifications would not result in long-term impacts related to the displacement of a substantial number of people or businesses, necessitating the construction of replacement housing or business property elsewhere, nor would the Project Modifications induce substantial population growth in an area, either directly or indirectly.

4.4.4 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR provides a regional cumulative impact assessment for transportation improvements through 2035. The RTP/SCS Final Program EIR concludes that impacts to communities, population, and housing could occur due to unfocused growth and displacements. The Project Modifications would result in similar or less community, population, and housing impacts as the Project and would implement required mitigation measures and adhere to the California Relocation Assistance Act. Similar to the cumulative impact discussion in the 2013 FEIR, potential cumulative communities, population, and housing impacts related to the Project Modifications have been accounted for in individual cities' land use planning efforts and the RTP/SCS. Because the Project Modifications would not result in additional communities, population, and housing impacts compared to what was evaluated in the 2013 FEIR, the Project Modifications would not change the cumulative impact conclusions as discussed in Section 3.2.3.5 of the 2013 FEIR.

Therefore, the Project Modifications would not induce substantial population growth or result in a significant cumulative impact related to the displacement or relocation of a substantial number of existing residential properties, businesses and people.

4.4.5 Mitigation Measures

4.4.5.1 Short-Term Construction Mitigation Measures

As identified in Section 3.4.4 of the 2013 FEIR, the following mitigation measures would be implemented as part of the TMP (see Chapter 3 for more information) to address impacts related to traffic and access during construction:

- **S-1.** Schedules for street closures shall be developed in consultation with the study area cities.
- **S-2**. Advance notice shall be posted on city streets indicating when access would be closed or limited.
- **S-3.** Signs shall be posted indicating access routes and alternate access points, as well as announcing that affected businesses are open.
- **S-4.** Newspaper notices shall be placed to indicate street and access closures.
- **S-5.** The Construction Authority website shall include information regarding planned street and access closures.

No additional mitigation for short-term impacts is required.

4.4.5.2 Long-Term Mitigation Measures

As identified in Section 3.4.4 of the 2013 FEIR, the Project Modifications would be implemented in accordance with the California Relocation Assistance Act. No mitigation for long-term impacts is required.

4.4.6 Level of Impact after Mitigation

With adherence to the California Relocation Assistance Act and the incorporation of mitigation measures from the 2013 FEIR, the Project Modifications would not result in new significant communities, population, and housing impacts. Therefore, impacts of the Project would be less than significant. The conclusions from the analysis of communities, population, and housing in the 2013 FEIR and subsequent environmental actions remain unchanged. Based on the foregoing:

- The Project Modifications, with mitigation measures, will not displace a substantial number of existing residential properties or businesses, necessitating the construction of replacement housing or business elsewhere.
- The Project Modifications, with mitigation measures, will not displace a substantial number of people or businesses, necessitating the construction of replacement housing or business property elsewhere.
- The Project Modifications, with mitigation measures, will not physically divide an established community.
- The Project Modifications will not induce substantial population growth in an area, either directly or indirectly.

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4.5 Community Facilities and Parklands

The impact criteria in this section seek to determine whether a project would require new or physically altered community facilities or parklands in order to maintain acceptable service ratios, response times, or other performance objectives, and whether the construction of such new or physically altered facilities or parklands has substantial adverse physical impacts. The impact criteria also seek to determine whether use of an existing park or other recreational facility would be increased such that physical deterioration of the facility would occur or be accelerated. Since the Project Modifications consist of the reconfiguration of parking facilities, which would have no effect on the adequacy of a school, park, library, or government facility service ratio or other performance objective, these impact criteria categories are not further discussed in this section. Further, as detailed in Chapter 3, Transportation, of this Draft SEIR, the Project Modifications would result in a slight decrease in ridership, which has the potential to result in less use of any school, park, library, or government facility that would be visited via transit. The Project Modifications are also not located on any existing or planned community facility or parkland site. Additionally, the San Dimas Maintenance Yard is part of the current parking site and does not change with the Project Modifications; thus, the Project Modifications do not change the impacts to that facility. Therefore, the analysis in this section is limited to whether the Project Modifications would require new or physically altered police and fire protection facilities to maintain acceptable service ratios, response times, or other performance objectives.

4.5.1 Regulatory Setting

The regulatory setting for community facilities and parklands as described in Section 3.5 of the 2013 FEIR is applicable to the Project Modifications. There are no material changes to the regulatory setting for community facilities and parklands.

4.5.2 Existing Conditions

The existing conditions described in the 2013 FEIR and its addenda provide the basis for analysis of the Project Modifications and are summarized herein.

4.5.2.1 Police Protection Services

Police protection services in the study area are provided by a combination of individual city police departments and the Los Angeles Sheriff's Department (LASD). The cities of Glendora, Claremont, La Verne, and Pomona are served by city police departments and the City of San Dimas is served by the LASD. The LASD Transit Services Bureau provides police protection service within railroad right-of-way's as well as on-board security for the entire Metro system.

Table 3.5-1 of the 2013 FEIR details the seven county and city police stations within 1 mile of the LRT alignment and includes the number of officers serving the departments. Based on the seven stations within 1 mile of the alignment and the LASD Transit Service Bureau, there are a total of 791 officers (for an average of 550 residents per officer excluding LASD Transit Services Bureau officers) with response times ranging from 1.4 to 4.2 minutes.

4.5.2.2 Fire Protection Services

The cities of Glendora, San Dimas, Pomona, and Claremont, as well as unincorporated portions of Los Angeles County, are served by Los Angeles County Fire Department (LACOFD). The City of La Verne is served by their City fire department. Table 3.5-2 of the 2013 FEIR details the nine county and city fire stations within 1 mile of the LRT alignment and includes the number of firefighters serving the departments. Across the nine stations within 1 mile of the alignment, there are a total of 55 officers per shift with response times ranging from 2 to 6 minutes. Table 3.5-2 also includes the equipment that each fire station contains.

4.5.3 Environmental Impacts

4.5.3.1 Evaluation Methodology

Direct impacts would involve physical acquisition, displacement, or relocation of a community facility or parkland, as well as whether the Project Modifications would result in the need for additional community facilities or parklands to maintain acceptable service ratios, response times, or other performance objectives. Indirect impacts would involve changes to pedestrian or vehicular access. Pedestrian and vehicle access are discussed in Chapter 3, safety and security are discussed in Section 4.12, and other potential indirect impacts such as those related to air quality and noise are discussed in Section 4.1 and Section 4.11, respectively.

4.5.3.2 Impact Criteria

An impact on community facilities and parklands is considered significant if the Project Modifications would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:
    - Police protection
    - Fire protection

The Project Modifications would have a less than significant impact to fire and police protection services if (1) reconfigured parking facilities and their associated vehicle and pedestrian access changes would not affect existing community facilities' or parks' ability to maintain acceptable service ratios or response times; (2) the Project Modification sites are not located on sites that contain existing community facilities or parklands; (3) the Project Modifications would not increase the use of parks; and (4) the Project Modifications do not include recreational facilities. As discussed in the introduction to this section, it is evident that the Project Modifications do not result in impacts related to (2) through (4). Therefore, no further analysis is required or included herein. Project Modifications that would result in impacts related to item (1) are described in detail below.

4.5.3.3 Short-Term Construction Impacts

The 2013 FEIR and its addenda determined the Project would result in less than significant short-term police and fire protection impacts during construction.

Police Protection Services

Potential short-term construction impacts to police protection services would be related to traffic and disruptions along access routes. Construction vehicles could temporarily increase traffic congestion and road closures, or road constriction based on the construction of the Project Modifications. Intermittent traffic congestion would be temporary and would not substantially affect police response times. In addition, because the reconfigured parking facilities would entail surface parking lots, there would be fewer construction activities required, when compared to parking structures. For example, constructing a surface lot would reduce the number of construction personnel needed as well as the amount of construction time and materials. A TMP, as described in Chapter 3 of this Draft SEIR, would be implemented to address traffic issues during construction (CTR-3). The TMP would include provisions for coordinating with police departments to maintain emergency service coverage during Project Modification construction, consistent with the 2013 FEIR. Short-term police protection impacts associated with the Project Modifications would be less than significant.

Fire Protection Services

As described above for police protection services, access disruptions such as road closures could affect fire protection and emergency response times; however, these intermittent disruptions would be temporary. Further, the TMP would include provisions for coordinating with local and county fire departments, to develop alternative routes or adjust service areas, thereby enabling the departments to maintain emergency service coverage areas and response times during Project Modification construction, consistent with the 2013 FEIR (CTR-3).

Performance objective impacts on fire protection services could also be related to water supply interruptions that could affect fire flow. Fire flow is the flow rate of water supply that is available for firefighting. In general, the required fire flow is closely related to land use. The quantity of water necessary for fire protection varies by development type, occupancy, and the degree of fire hazard. During construction, there could be temporary water supply disruptions; however, disruptions would be infrequent and localized, and typically last less than 1 hour, consistent with the 2013 FEIR. All construction practices would also comply with local fire codes. Short-term fire protection service impacts associated with the Project Modifications would be less than significant.

Short-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and its addenda. No new or more severe significant impacts would occur.

Therefore, the Project Modifications' short-term construction impacts related to the ability to maintain acceptable service ratios or response times for police and fire would be less than significant. In addition, the Project Modification sites are in locations that contain existing

community facilities or parklands; therefore, they would not increase the use of parks, including recreational facilities, and no impacts would occur.

4.5.3.4 Long-Term Impacts

The 2013 FEIR and its addenda determined the Project would result in less than significant long-term impacts to police and fire protection services.

Police and Fire Protection Services

Potential long-term impacts to police and fire protection services would be related to demand for additional services, safety, and increased response time. The Project Modifications would not directly induce population growth in the region.

The affected police and fire departments would not experience impacts that would not be considered typical for operation of parking facilities. The Project Modifications would not substantially increase the demand for local police or fire protection services as the LASD Transit Services Bureau would address most emergency calls. It is anticipated that construction of surface lots as opposed to parking garages allows police and emergency service providers to have greater visibility and accessibility of the parking facilities, which may reduce the amount of time it takes to respond to calls. Therefore, the Project Modifications would not result in the need for additional long-term police officers or firefighters. Long-term police and fire protection service impacts associated with the Project Modifications would be less than significant.

Long-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR, and no new or more severe long-term significant impacts would occur.

Therefore, the Project Modifications' long-term impacts related to police and fire protection services would be less than significant. In addition, the Project Modifications are not expected to place an increased demand on surrounding facilities or service needs, especially since they are reducing ridership and transitory people in the area. As such, they would not increase the use of parks, including recreational facilities, and no impacts would occur.

4.5.4 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR provides a regional cumulative impact assessment for transportation improvements through 2035. The RTP/SCS Final Program EIR concludes that impacts to community facilities and parklands could occur due to future growth that would contribute to conversion of undeveloped land to urban uses within the SCAG region. These impacts generally include additional demands on public services. As described above, the Project Modifications would not significantly increase short-term or long-term demand for police or fire protection services and therefore would not contribute to significant cumulative impacts. Because the Project Modifications would not result in additional impacts compared to what was evaluated in the 2013 FEIR and its addenda, the Project Modifications would not change the cumulative impact conclusions as discussed in Section 3.5.3.5 of the 2013 FEIR.

Therefore, the Project Modifications would not significantly increase demand for police and fire protection services and would not contribute to significant adverse cumulative impacts. In addition, the Project Modifications would not increase cumulative demand for parks, hospitals, libraries, and other government facilities and, therefore, would not contribute to significant cumulative impacts on such facilities.

4.5.5 Mitigation Measures

4.5.5.1 Short-Term Construction Mitigation Measures

Consistent with the 2013 FEIR, the Project Modifications do not have the potential to cause significant short-term impacts to police and fire protection services; therefore, no mitigation is required. The Project Modifications would be required to implement mitigation measure CTR-3 (see Chapter 3, Transportation) which would reduce construction related access impacts.

4.5.5.2 Long-Term Mitigation Measures

Consistent with the 2013 FEIR, the Project Modifications do not have the potential to cause significant long-term impacts to police and fire protection services; therefore, no mitigation is required.

4.5.6 Level of Impact after Mitigation

The Project Modifications would not result in new significant police and fire protection services impacts. Therefore, impacts of the Project would be less than significant. The conclusions from the analysis of police and fire protection services in the 2013 FEIR and subsequent environmental actions remain unchanged. Based on the foregoing:

- The Project Modifications, with mitigation measures, will not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered government facilities to maintain acceptable service ratios, response times, or other performance objectives for public services.
- The Project Modifications will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated.
- The Project Modification will not include recreational facilities or require the construction of recreational facilities, which might have an adverse physical effect on the environment.

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4.6 Cultural Resources

4.6.1 Regulatory Setting

For the purposes of this Draft SEIR, cultural resources are defined as prehistoric and historic-era buildings, structures, objects, sites, and districts. Historical resources include any cultural resources listed, or determined to be eligible for listing, in the California Register of Historical Resources (California Register) (PRC §21084.1). Properties listed or eligible for listing in the National Register of Historic Places (National Register) are automatically listed in the California Register. Historical resources are also presumed significant if they are included in a local register of historical resources or identified as significant in a qualified historical resource survey. f CEQA Guidelines §15064.5 sets forth the criteria and procedures for determining significant historical resources and the potential effects of a project on such resources.

Historical resources can be broken into two major categories: (1) aboveground buildings, structures, objects, and districts that may be referred to as historic architectural resources, and (2) prehistoric and historic-era archaeological sites, objects, and districts that may be referred to as archaeological resources.

The cultural resources analysis for the Project Modifications also includes tribal cultural and paleontological resources and provides an impact evaluation for such resources.

The regulatory setting for cultural resources as described in Section 3.6 of the 2013 FEIR and Section 3.4 of the 2019 SEIR is applicable to the Project Modifications. There are no material changes to the regulatory setting for cultural resources.

4.6.2 Methodology

4.6.2.1 Project Modification Areas

This study examined the Project Modification areas to identify historic architectural and archaeological resources that may be affected by the station parking reconfigurations. For historic architectural resources, this study includes areas that may be directly impacted by construction activities and indirectly impacted by permanent operations related to the Project Modifications, including adjacent areas that may be impacted by visual, audible, or atmospheric elements. For archaeological and paleontological resources, this study includes areas that may be directly impacted by ground-disturbing activities during construction and the respective staging areas associated with the Project Modifications. The study area for tribal cultural properties is the same as archaeological resources, except that information was sought for a broader area because specific documentation of tribal presence and activities is rarely geographically specific.

Figures 4.6-1 through 4.6-5 depict the Project Modification areas where historic architectural, archaeological, paleontological, and tribal cultural resources may be impacted.

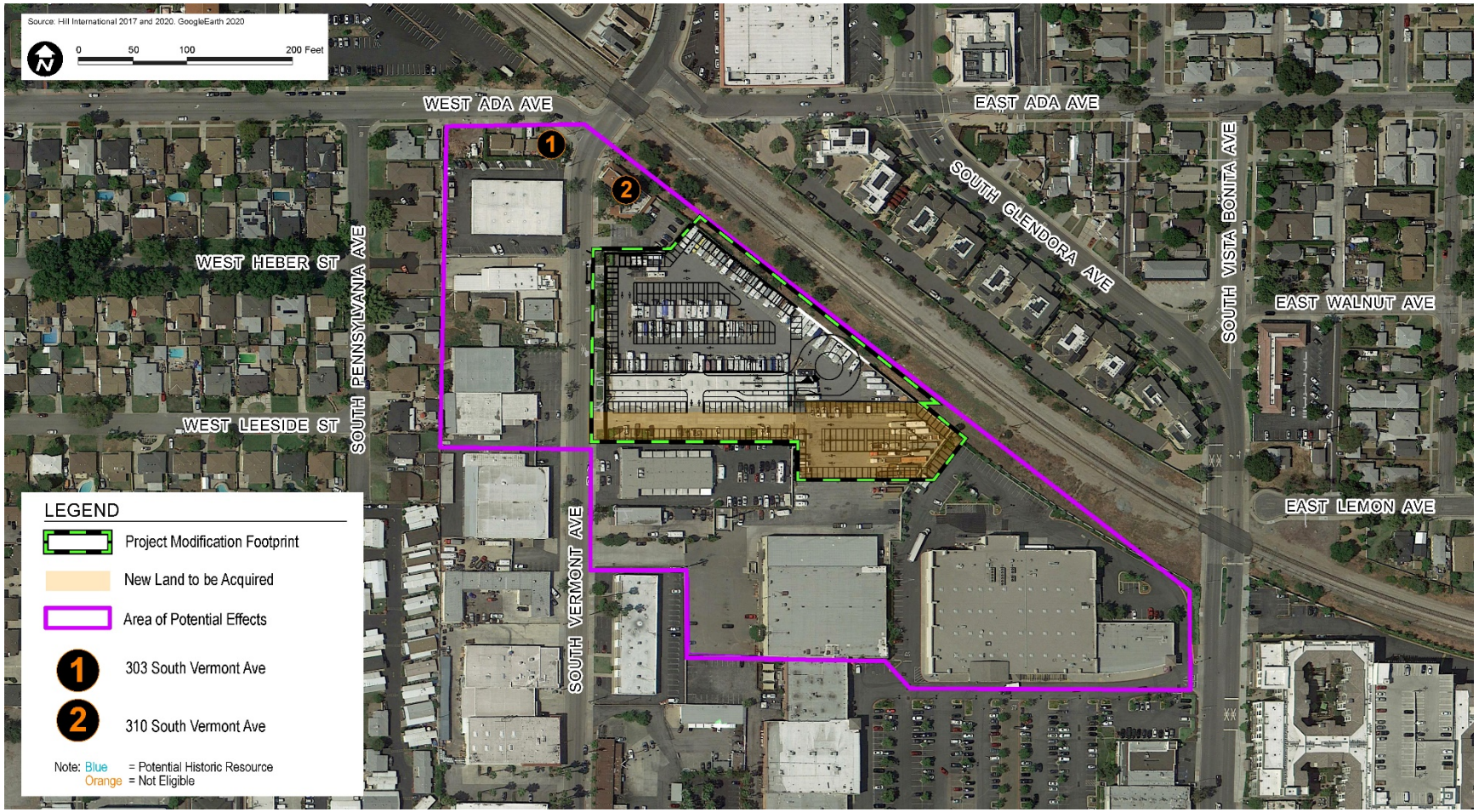


Figure 4.6-1. Glendora Station Parking Facility

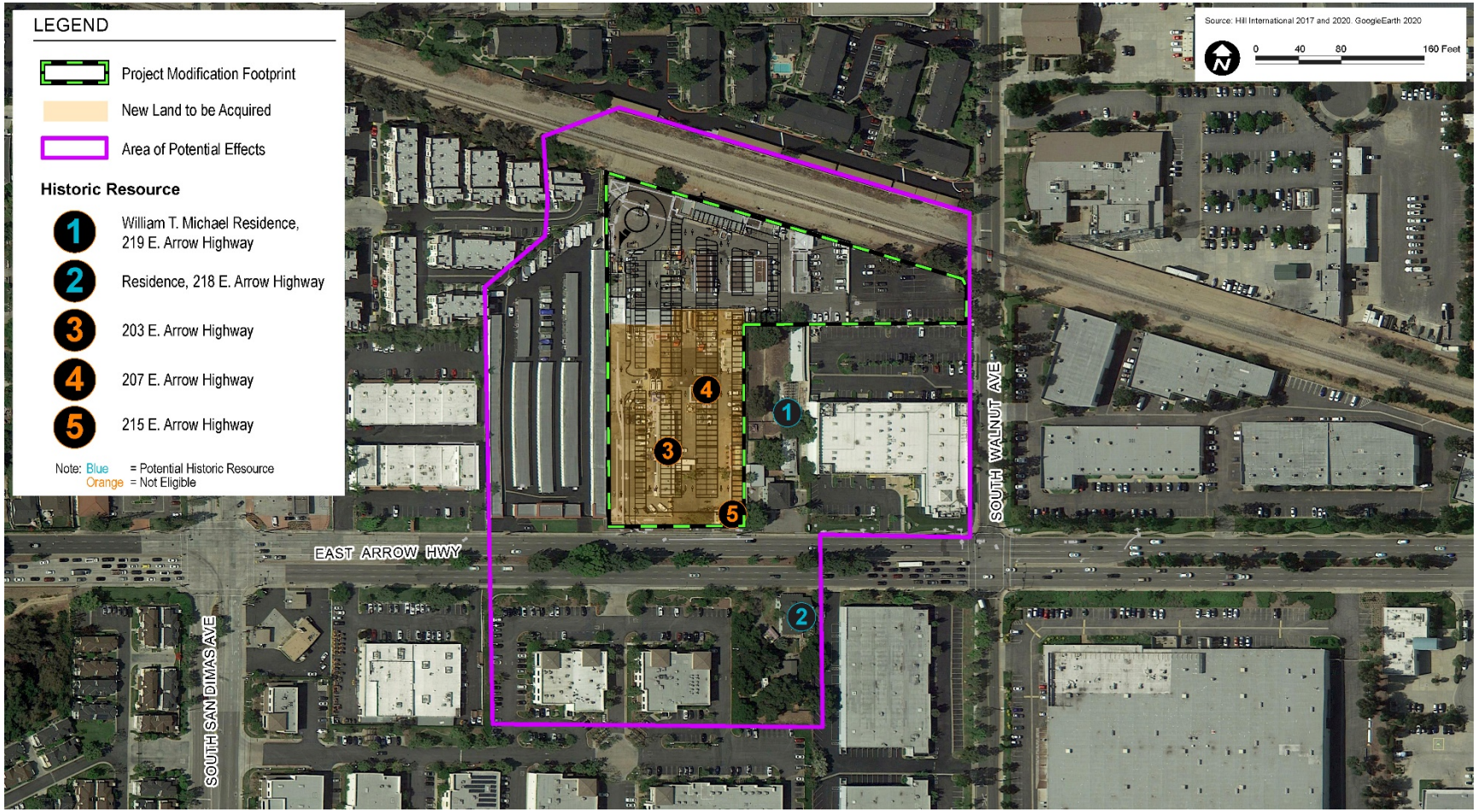


Figure 4.6-2. San Dimas Station Parking Facility

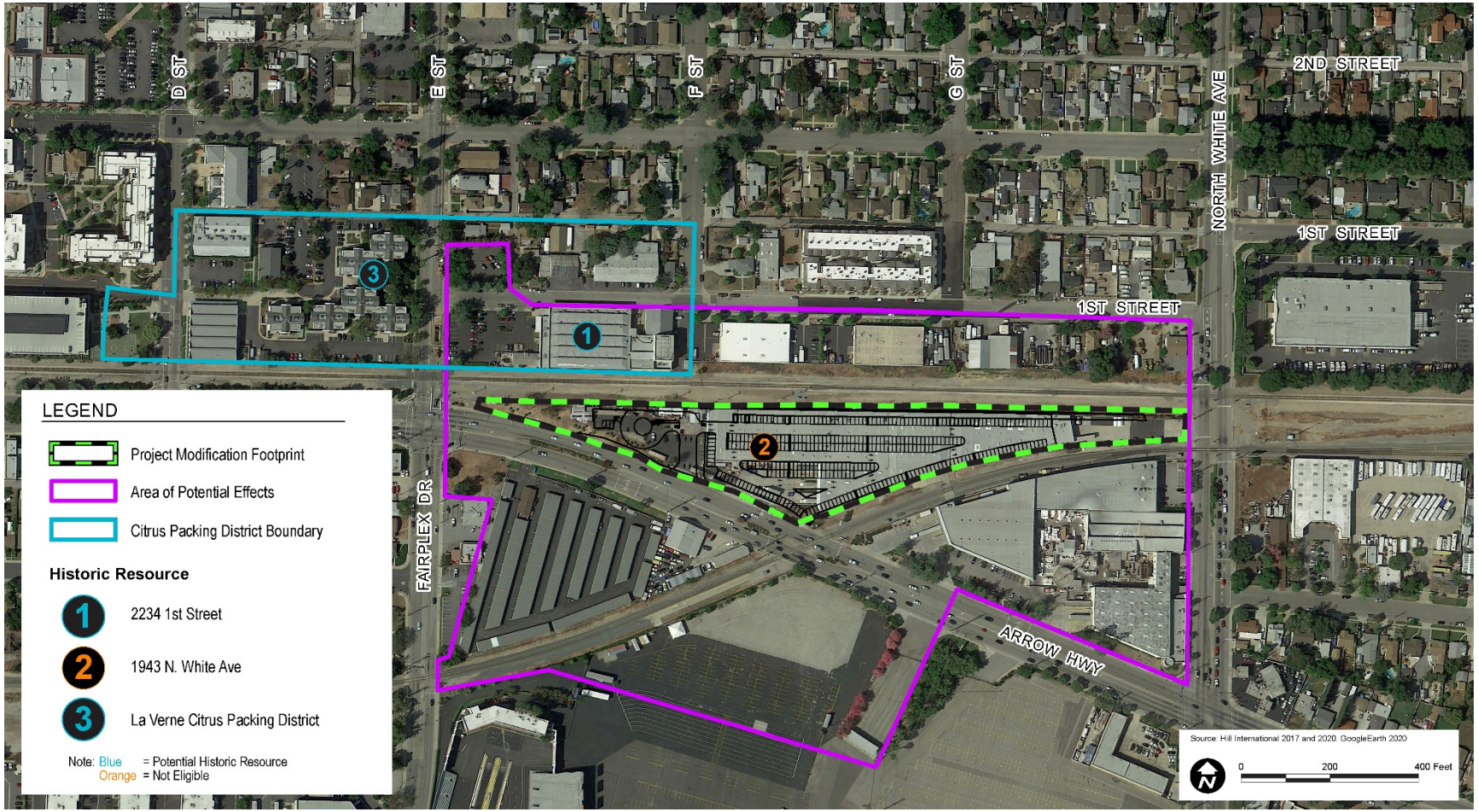


Figure 4.6-3. La Verne Station Parking Facility

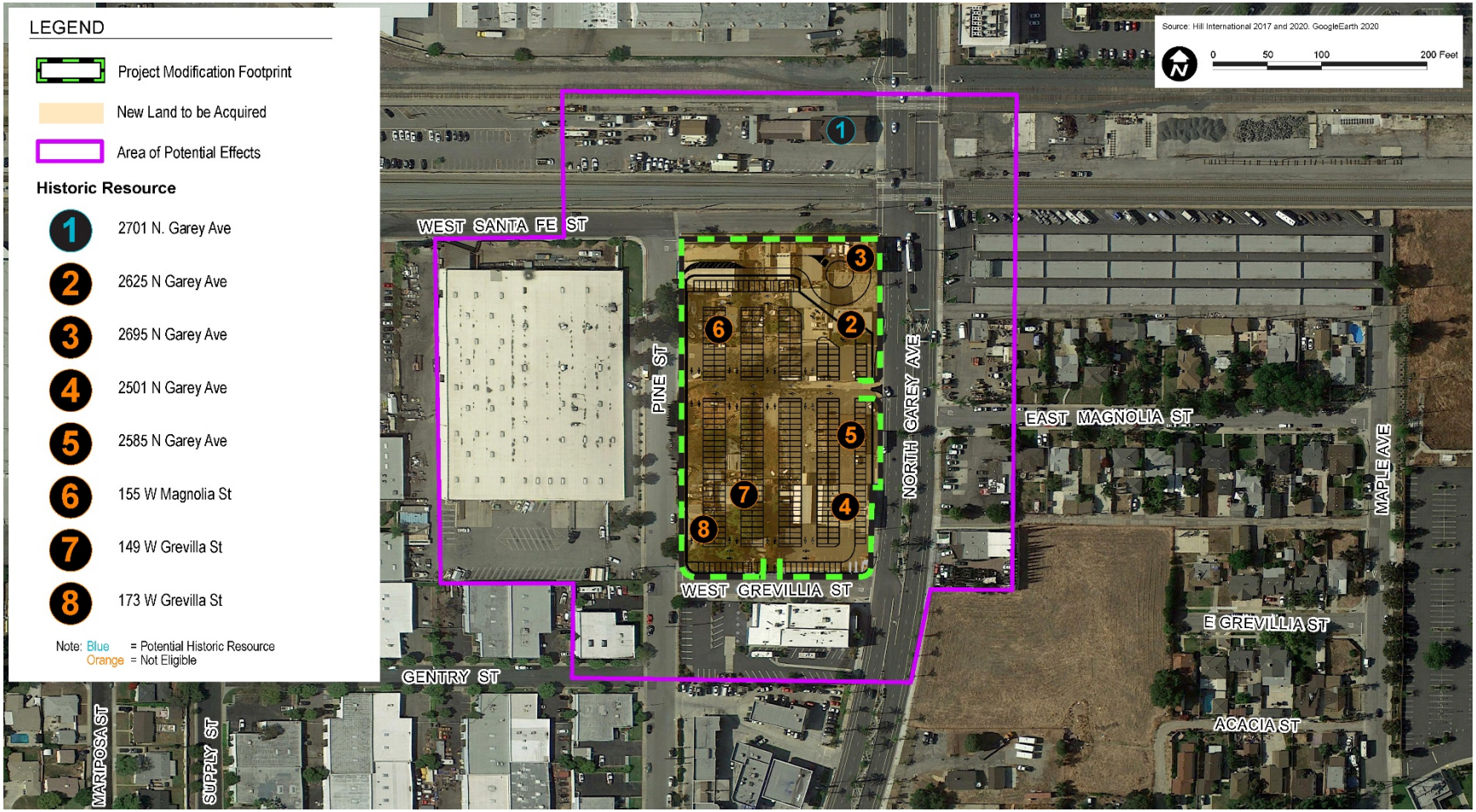


Figure 4.6-4. Pomona Station Parking Facility

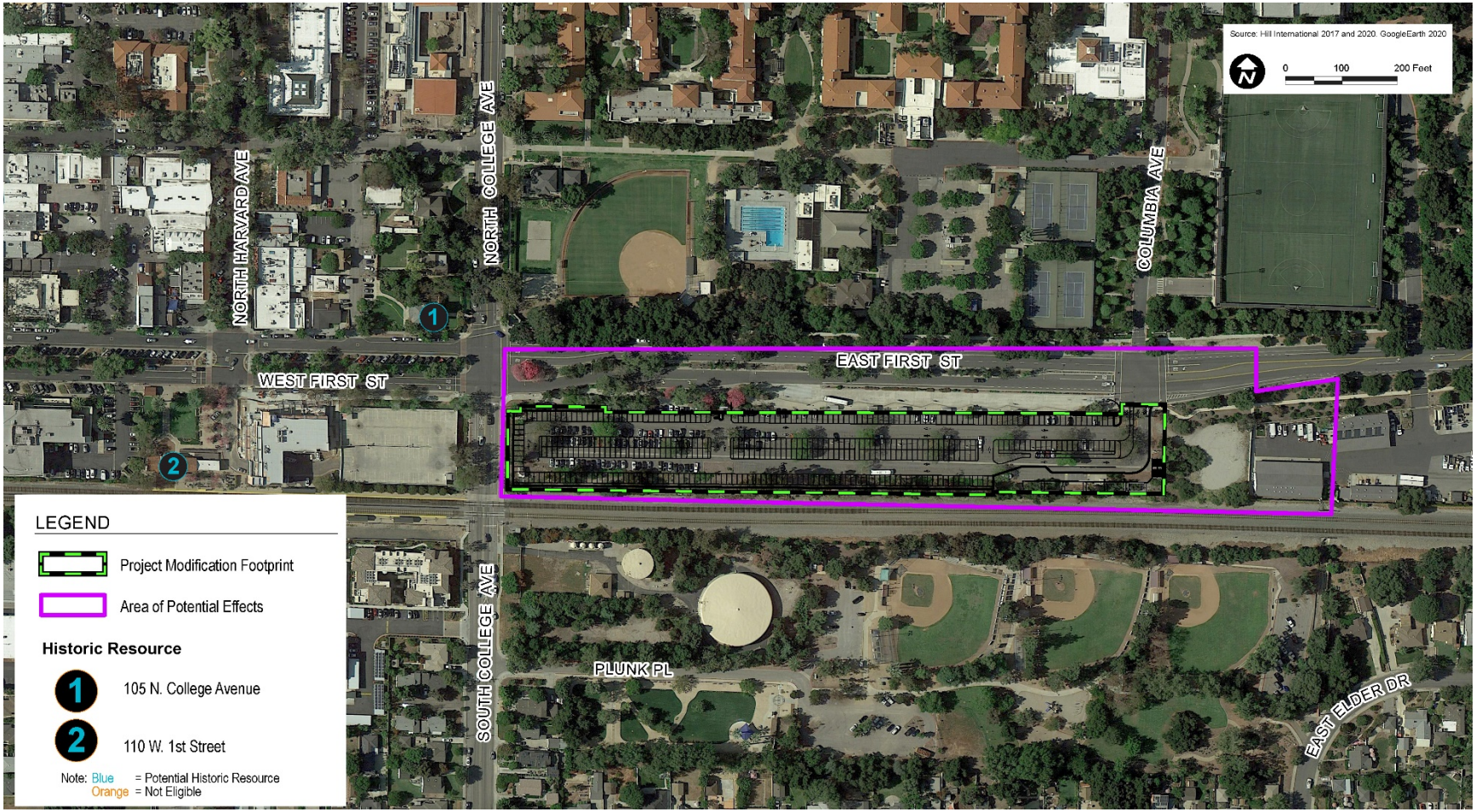


Figure 4.6-5. Claremont Station Parking Facility

4.6.2.2 Historical Resources Criteria for Evaluation

All properties listed in or determined eligible for the National Register or the California Register are historical resources for the purposes of CEQA. In addition, §15064.5 of the CEQA Guidelines states that the term historical resources shall include the following:

> *A resource listed, or determined to be eligible by the State Historical Resources Commission for listing, in the California Register of Historical Resources (Public Resources Code Section 5024.1, Title 14, California Code of Regulations [CCR] Section 4850 et seq.).*
>
> *A resource included in a local register of historical resources. as defined in Section 5020.1(k) of the Public Resources Code, or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.*
>
> *Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be historically significant if the resource meets the criteria for listing in the California Register of Historical Resources (Public Resources Code Section 5024.1, Title 14, CCR Section 4852), including the following:*
>
> *(a) [Criterion 1] is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
>
> *(b) [Criterion 2] is associated with the lives of persons important in our past;*
>
> *(c) [Criterion 3] embodies the distinctive characteristics of a type, period region, or method of construction or represents the work of an important creative individual/ or possesses high artistic values; or*
>
> *(d) [Criterion 4] has yielded, or may be likely to yield, information important in prehistory or history*
>
> *The fact that a resource is not listed or not determined eligible for listing in the California Register of Historical Resources or not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or not identified in a historical resources survey (meeting the criteria in Section 5024.1[g] of the Public Resources Code) does not preclude a lead agency from determining that the resource may be a historical resource, as defined in Public Resources Code Sections 5020.1(j) and 5024.1.*

4.6.2.3 Identifying Historical Resources

To identify historical resources, background research and surveys were conducted under the direct supervision of professionals who meet the Secretary of the Interior's Professional Qualifications Standards (48 FR 22716). Because the study area is fully developed, no pedestrian archaeological survey was warranted as the Project Modification areas have been extensively disturbed, and no cultural resources were located previously.

For the purposes of this Draft SEIR, the broad pool of cultural resources within the study area that require evaluation as historical resources for purposes of CEQA may be categorized into two major types, as follows:

- **Archaeological resources**, which include resources that represent important evidence of past human behavior, including portable artifacts such as arrowheads or tin cans; non-portable features such as cooking hearths, foundations, and privies; and residues such as food remains and charcoal. Archaeological remains can be almost any age, from materials of the early 20th century to prehistoric deposits thousands of years old.
- **Historic architectural resources**, which include man-made features that compose the recognizable built environment. This category typically includes extant aboveground buildings and structures that date from the earliest territorial settlements until the present day.

A records search request for this Draft SEIR was sent via email to the South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton, on June 18, 2020. The search included the Project Modification areas to update the 2011 records search conducted as part of the 2013 FEIR. The research focused on the identification of previously recorded cultural resources within a 0.5-mile to 1-mile search radius of the Project Modifications. The records search results were received on August 12, 2020.

In addition, a Sacred Lands File (SLF) search was requested for the Project Modifications, and results were received from the Native American Heritage Commission (NAHC) on June 8, 2020. Results indicated that there are Native American cultural resources recorded in the SLF in the environs of the Project Modification areas. The NAHC recommended contacting the Gabrieleño Band of Mission Indians – Kizh Nation for additional information.

Numerous cultural resources studies have been previously conducted within and adjacent to the study area, and the reports from many of these were obtained from the SCCIC. The reports were examined to identify overall past survey coverage and the distribution of previously recorded cultural resources, and to assess the general sensitivity of the area and its potential to contain archaeological deposits. The following sources were also consulted:

- National Register
- California Register
- California Historical Resources Inventory System
- California Historical Landmarks

- California Points of Historical Interest
- Built Environment Resources Directory (BERD)
- City of Glendora Historic Landmark Designations
- City of San Dimas Historic Structure List
- City of Pomona Register of Historic Resources
- City of La Verne Heritage Buildings
- City of Claremont Register of Structures of Historical and Architectural Merit

Research was also conducted using topographic maps and geologic information to identify historic architectural, archaeological, tribal cultural, and paleontological resources. In addition, available local and regional histories were consulted.

Previously Recorded Archaeological Resources

City of Glendora

There is one historic archaeological site, and no prehistoric archaeological sites, documented within one mile of the Glendora Project Modification area. There are no archaeological resources documented within the Glendora Project Modification area.

City of San Dimas

Seven archaeological resources were previously recorded in the general vicinity; however, none are located in or adjacent to the current Project Modification area. There are seven archaeological sites documented within one mile of the proposed San Dimas Project Modification location. Six of the seven are prehistoric or Native American in origin. One of the archaeological resources is historic in age. There are no archaeological resources documented within the San Dimas Project Modification area.

City of La Verne

There is one historic archaeological site, and no prehistoric sites, documented within one mile of the La Verne Project Modification area. There are no archaeological resources documented within the La Verne Project Modification area.

City of Pomona

There are no historic archaeological sites, and one prehistoric archaeological site, documented within one mile of the Pomona Project Modification location. There are no archaeological resources documented within the Pomona Project Modification area.

City of Claremont

There are four historic archaeological sites and one prehistoric archaeological site documented within one mile of the Claremont Project Modification location. There are no archaeological resources documented within the Claremont Project Modification area.

Previously Recorded Historic Architectural Resources

City of Glendora

Twenty-three previously recorded architectural resources were identified in the general vicinity. Of these 23 previously recorded architectural resources, two were identified adjacent to the Project Modification area. No previously recorded historic architectural resources were identified in the Project Modification area.

- The resource at 310 S. Vermont Avenue is a commercial building built in 1910 and altered in 1964 (P-19-189174). It is located approximately 50 feet north of the Project Modification area. It was evaluated in 2004 as not eligible for listing in the California Register (Carlisle 2004).
- The resource at 303 S. Vermont Avenue is a vernacular residential building constructed in 1946 (P-19-189161). It is located approximately 130 feet northwest of the Project Modification area. It was evaluated in 2004 as not eligible for listing in the California Register (Carlisle 2004).

City of San Dimas

Thirty-three previously recorded architectural resources were identified in the general vicinity. Of these 33 previously recorded architectural resources, three were identified in or adjacent to the Project Modification area.

- The William T. Michael Residence at 219 E. Arrow Highway is a Queen Anne farmhouse built in 1903 that is listed in the City of San Dimas Historic Structure List. It was previously evaluated as eligible for listing in the National Register under Criterion C and the California Register under Criterion 3 (2013 FEIR).
- The residence at 218 E. Arrow Highway is also a Craftsman-style residence built in 1906 that is listed in the City of San Dimas Historic Structure List. It is located approximately 120 feet southeast of the Project Modification area.
- The resource at 207 E. Arrow Highway is a commercial office building built in 1963 that was previously determined not eligible for listing in the California Register (2013 FEIR). It is located in the Project Modification area.

City of La Verne

Twenty-two previously recorded architectural resources were identified in the general vicinity. Of these 22 previously recorded architectural resources, seven were identified in or adjacent to the Project Modification area.

- The La Verne Orange Growers Association Packing House No. 2 – University of La Verne Central Services Office at 2234 1st Street is an industrial citrus packing house built in 1920 that was previously evaluated as individually eligible for listing in the

California Register under Criterion 1 (2013 FEIR) (P-19-189210). It is located approximately 125 feet northwest of the Project Modification area.

- The La Verne Citrus Packing District is composed of five buildings (four contributing and one non-contributing) located at 2237-2239 1st Street and 2243–2275 1st Street (P-19-189206). One building is also individually eligible for listing in the California Register: the La Verne Orange Growers Association Packing House No. 2 – University of La Verne Central Services Office at 2234 1st Street (described above). The remaining buildings were evaluated as not individually eligible for the California Register. The district was evaluated in 2004 as eligible for listing in the California Register under Criteria 1 and 3 (Chasteen 2004a). The district is located approximately 125 feet northwest of the Project Modification area.
- The resource at 2282 Arrow Highway is a commercial building built in 1951 (P-19-189154). It is located approximately 125 feet southwest of the Project Modification area. It was evaluated in 2004 as not eligible for listing in the California Register(Chasteen 2004b).
- The resource at 2410 1st Street is an industrial building built in 1947 (P-19-189143). It is located approximately 90 feet northeast of the Project Modification area. It was evaluated in 2004 as not eligible for listing in the California Register and is not considered a historical resource.
- The resource at 2446 1st Street is a hipped-roof cottage built in 1912 (P-19-189152). It is located approximately 150 feet northeast of the Project Modification area. It was previously determined not eligible for listing in the California Register (Chasteen 2004d).
- A segment of the Atchison, Topeka and Santa Fe Railway (ATSF) is located in the Project Modification area. It was previously determined not eligible for listing in the California Register (2019 SEIR).
- A segment of the Pacific Electric Railway/Southern Pacific Railroad is located in the Project Modification area. It was previously determined not eligible for listing in the California Register (2019 SEIR).

City of Pomona

Five previously recorded architectural resources were identified in the general vicinity. Of these five previously recorded architectural resources, three were identified in or adjacent to the Project Modification area.

- The Santa Fe North Pomona Station (North Pomona Santa Fe Depot) at 2701 N. Garey Avenue is a Spanish Colonial Revival-style train depot building built circa 1920 that was previously evaluated as eligible for listing in the National Register under Criteria A and C (2013 FEIR). It is located approximately 160 feet north of the Project Modification area.
- A segment of the ATSF is located in the Project Modification area. It was previously determined not eligible for listing in the California Register (2019 SEIR).

- A segment of the Pacific Electric Railway/Southern Pacific Railroad is located in the Project Modification area. It was previously determined not eligible for listing in the California Register and is not considered a historical resource (2019 SEIR).

City of Claremont

Ninety-nine previously recorded architectural resources were identified in the general vicinity. Of these 99 previously recorded architectural resources, four previously recorded historic architectural resources were identified adjacent to the Project Modification area. No previously recorded historic architectural resources were identified in the Project Modification area.

- The resource at 101 W. 1st Street is a vernacular residence built in 1909 (P-19-189187). It is located approximately 150 feet north of the Project Modification area. It was evaluated in 2004 as not eligible for listing in the California Register(Chasteen 2004e).
- The resource at 105 N. College Avenue is a Queen Anne-style residence built in 1886 evaluated as individually eligible for listing in the California Register under Criterion 3 (P-19-185548) (Chasteen 2004f). It is located approximately 180 feet northwest of the Project Modification area.
- The resource at 110 W. 1st Street is the National Register-listed Claremont ATSF Railroad Station. The station was built in 1887 in the Spanish Colonial Revival style and is significant under Criteria A and C (P-19-180728) (Wright 1982). It is located approximately 500 feet west of the Project Modification area.
- The resource at 110 S. College Avenue is a utility building constructed in 1950 (P-19-189171). It is located approximately 170 feet south of the Project Modification area. It was (Wright 1982)not eligible for listing in the California Register (Wright 1982).

Historic Architectural Survey Update

A historic architectural survey update was conducted in June 2020 to identify previously unrecorded historic architectural resources in the Project Modification areas.

The supplemental research and surveys for historic architectural resources included the following steps:

- Visual examination and review of photographs and imagery of Project Modification area parcels and adjacent areas
- Identification of architectural style and construction type of buildings
- Review of previous survey data

Site-specific research was also conducted using the following sources:

- Building Department building permits in the cities of Glendora, San Dimas, Pomona, La Verne, and Claremont
- Los Angeles County assessor data

- Historic aerial photos and maps
- City directories for Los Angeles County

The historic architectural survey update identified 19 previously recorded resources and 10 additional resources that are more than 45 years old in or adjacent to the Project Modification areas and required further evaluation to determine whether they qualified as historical resources for the purposes of CEQA (see Figures 4.6-2 through 4.6-4). Each resource was evaluated for eligibility to the California Register and as potential historical resources. Full descriptions and evaluations of these buildings are documented on California Department of Parks and Recreation (DPR) 523 forms provided in Appendix C.

City of Glendora

The historic architectural survey update identified two ineligible resources in or adjacent to the Project Modification area at the Glendora Station Parking Facility.

- The resource at 310 S. Vermont Avenue is a commercial building built in 1910 and altered in 1964 (P-19-189174). Previously evaluated as not eligible for the California Register (Carlisle 2004), it currently does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.
- The resource at 303 S. Vermont Avenue is a vernacular residential building constructed in 1946 (P-19-189161). Previously evaluated as not eligible for the California Register (Carlisle and Greenwood 2004), it currently does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.

City of San Dimas

The historic architectural survey update identified two historical resources and three ineligible resources in or adjacent to the Project Modification area at the San Dimas Station Parking Facility.

- The William T. Michael Residence at 219 E. Arrow Highway is a Queen Anne farmhouse built in 1903 that is listed in the City of San Dimas Historic Structure List. It continues to exhibit its significance and is considered a historical resource for the purposes of CEQA. It is located adjacent to the Project Modification area.
- The residence at 218 E. Arrow Highway is also a Craftsman-style residence built in 1906 that is listed in the City of San Dimas Historic Structure List. It is considered a historical resource and is located approximately 120 feet southeast of the Project Modification area.
- The resource at 215 E. Arrow Highway is a former substation building constructed circa 1946. The building does not exhibit historic or architectural significance to be eligible for

listing in the California Register, and is not considered a historical resource for the purposes of CEQA.

- The resource at 207 E. Arrow Highway is a commercial office building built in 1963 that was previously determined not eligible for listing in the California Register (2013 FEIR). It is located in the Project Modification area.
- The resource at 203 E. Arrow Highway is a commercial building constructed in 1970. The building does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.

City of La Verne

The historic architectural survey update identified two historical resources and six ineligible resources in or adjacent to the Project Modification area at the La Verne Station Parking Facility.

- The La Verne Orange Growers Association Packing House No. 2 – University of La Verne Central Services Office at 2234 1st Street is an industrial citrus packing house built in 1920 that was previously evaluated as individually eligible for listing in the California Register under Criterion 1 (2013 FEIR) (P-19-189210). It continues to exhibit its significance and is considered a historical resource for the purposes of CEQA. It is located approximately 125 feet northwest of the Project Modification area.
- The La Verne Citrus Packing District is composed of five buildings (four contributing and one non-contributing) located at 2237-2239 1st Street and 2243–2275 1st Street (P-19-189206). One building is also individually eligible for listing in the California Register: the La Verne Orange Growers Association Packing House No. 2 – University of La Verne Central Services Office at 2234 1st Street (described above). The remaining buildings were evaluated as not individually eligible for the California Register. The district was evaluated in 2004 as eligible for listing in the California Register under Criteria 1 and 3 (Chasteen 2004a). It continues to exhibit its significance and is considered a historical resource for the purposes of CEQA. The district is located approximately 125 feet northwest of the Project Modification area.
- The resource at 2282 Arrow Highway is a commercial building built in 1951 (P-19-189154). Previously evaluated as not eligible for the California Register (Chasteen 2004b), it currently does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.
- The resource at 2410 1st Street is an industrial building built in 1947 (P-19-189143). Previously evaluated as not eligible for the California Register (Chasteen 2004c), it currently does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.

- The resource at 2446 1st Street is a hipped-roof cottage built in 1912 (P-19-189152). Previously evaluated as not eligible for the California Register (Chasteen 2004d), it currently does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.
- A segment of the Atchison, Topeka and Santa Fe Railway (ATSF) is located in the Project Modification area. Previously evaluated as not eligible for the California Register (2019 SEIR), it currently does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.
- A segment of the Pacific Electric Railway/Southern Pacific Railroad is located in the Project Modification area. Previously evaluated as not eligible for the California Register (2019 SEIR), it currently does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.
- The resource at 1943 N. White Avenue is an industrial warehouse building constructed in 1968 and is located in the Project Modification area. The building does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.

City of Pomona

The historic architectural survey update identified one historical resource and nine ineligible resources in or adjacent to the Project Modification area at the Pomona Station Parking Facility.

- The Santa Fe North Pomona Station (North Pomona Santa Fe Depot) at 2701 N. Garey Avenue is a Spanish Colonial Revival-style train depot building built circa 1920 that was previously evaluated as eligible for listing in the National Register under Criteria A and C (2013 FEIR). It continues to exhibit its significance and is considered a historical resource for the purposes of CEQA. It is located approximately 160 feet north of the Project Modification area.
- A segment of the ATSF is located in the Project Modification area. Previously evaluated as not eligible for the California Register (2019 SEIR), it currently does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.
- A segment of the Pacific Electric Railway/Southern Pacific Railroad is located in the Project Modification area. Previously evaluated as not eligible for the California Register (2019 SEIR), it currently does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.
- The resource at 2501 N. Garey Avenue is a Contemporary-style commercial building constructed in 1975. The building does not exhibit historic or architectural significance to

be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.

- The resource at 2585 N. Garey Avenue is a Modern-style commercial building constructed in 1961. The building does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.
- The resource at 2625 N. Garey Avenue is a Modern-style commercial building constructed in 1965. The building does not exhibit historic or architectural significance to be eligible for listing in the does not meet the California Register and is not considered a historical resource for the purposes of CEQA.
- The resource at 2695 N. Garey Avenue is a Two-Part Commercial Block-style commercial building constructed in 1923. The building does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.
- The resource at 155 W. Magnolia Street is a Craftsman-style single-family residential building constructed in 1929. The building does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.
- The resource at 149 W. Grevillia Street is a Craftsman-style single-family residential building constructed in 1910. The building does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.

The resource at 173 W. Grevillia Street is a Minimal Traditional-style single-family residential building constructed in 1931. The building does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.

City of Claremont

The historic architectural survey update identified one historical resource and three ineligible resources in or adjacent to the Project Modification area at the Claremont Station Parking Facility.

- The resource at 110 W. 1st Street is the National Register-listed Claremont ATSF Railroad Station. The station was built in 1887 in the Spanish Colonial Revival style and is significant under Criteria A and C (P-19-180728) (Wright 1982). It continues to exhibit its significance and is considered a historical resource for the purposes of CEQA.
- The resource at 101 W. 1st Street is a vernacular residence built in 1909 (P-19-189187). Previously evaluated as not eligible for the California Register (Chasteen 2004e), it currently does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.

- The resource at 105 N. College Avenue is a Queen Anne-style residence built in 1886 (P-19-185548). Previously evaluated as not eligible for the California Register (Chasteen 2004f), it currently does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA. It is located approximately 180 feet northwest of the Project Modification area.
- The resource at 110 S. College Avenue is a utility building constructed in 1950 (P-19-189171). Previously evaluated as not eligible for the California Register (Chasteen 2004g), it currently does not exhibit historic or architectural significance to be eligible for listing in the California Register and is not considered a historical resource for the purposes of CEQA.

Tribal Cultural Resources

Efforts to identify and determine impacts to tribal cultural resources, if present in the Project Modification areas, were evaluated through SCCIC records search and tribal consultation that is required by CEQA, through the passage of AB 52, which is described in Section 4.6.7.

4.6.3 Existing Conditions

4.6.4 Archaeological Resources

A total of 15 archaeological sites are documented within a 1-mile buffer of the project area. Of those 15 archaeological sites, 7 are historic in age, and 8 resources are prehistoric or of Native American origin.

None of the documented archaeological resources are documented within or adjacent to any part of the discontinuous project area or the area of the Project Modifications.

4.6.5 Historic Architectural Resources

The historic architectural survey update identified 19 previously recorded and 10 newly recorded historic architectural resources in or adjacent to the Project Modification area. Of these 29 resources, only seven meet the definition of a historical resource for the purposes of CEQA. The seven historical resources are not in, but are adjacent to, the Project Modification area (see Figures 4.6-6 through 4.6-9). The seven historical resources are:

- William T. Michael Residence, 219 E. Arrow Highway, San Dimas
- Residence, 218 E. Arrow Highway, San Dimas
- La Verne Orange Growers Association Packing House No. 2, 2234 1st Street, La Verne
- La Verne Citrus Packing District, 2237-2239 1st Street and 2243-2275 1st Street, La Verne
- Santa Fe North Pomona Station, 2701 N. Garey Avenue, Pomona
- Residence, 105 N. College Avenue, Claremont

- Claremont ATSF Station, 110 W. 1st Street, Claremont

City of San Dimas

The William T. Michael Residence at 219 E. Arrow Highway, San Dimas (Figure 4.6-6), is adjacent to the reconfigured San Dimas Station parking facility. It is a Queen Anne-style farmhouse built in 1903 that is locally significant for its architectural design. The reconfigured San Dimas Station parking facility would require land acquisition and building demolition on the parcel adjacent to the historical resource. Currently, the adjacent land that would be acquired next to the historical resource contains several non-historic buildings, including the 1970 commercial building at 203 E. Arrow Highway, the 1963 commercial building at 207 E. Arrow Highway, and the circa 1946 former substation at 215 E. Arrow Highway, and extensive paving.

The residence at 218 E. Arrow Highway, San Dimas (Figure 4.6-7), is across the street from the reconfigured San Dimas Station parking facility. It is a Craftsman-style residence built in 1906 that is locally significant for its architectural design.



Figure 4.6-6. William T. Michael Residence, 219 E. Arrow Highway, San Dimas



Figure 4.6-7. Residence at 218 E. Arrow Highway, San Dimas

City of La Verne

The reconfigured La Verne Station parking facility contains the 1968 industrial warehouse building at 1943 N. White Avenue, which is not considered a historical resource and which would be demolished. The reconfigured La Verne Station parking facility is also bordered by segments of the ATSF and Pacific Electric Railway, which are also not considered historical resources. The La Verne Growers Association Packing House No. 2 at 2234 1st Street (Figure 4.6-8), is located approximately 125 feet northwest of the reconfigured La Verne Station parking facility. Built in 1920, it is a prominent example of a citrus packing house that reflects a period of agricultural development from 1920 to approximately 1955 and is eligible for the California Register under Criterion 1. The property is also a contributing resource to the La Verne Citrus Packing District.



Figure 4.6-8. La Verne Growers Association Packing House No.2 (south elevation facing the reconfigured parking facility), 2234 1st Street, La Verne

In addition, the La Verne Citrus Packing District located at 2237-2239 1st Street and 2243-2275 1st Street is located approximately 125 feet northwest the reconfigured La Verne Station parking facility (Figure 4.6-9). The district is composed of five buildings (four contributing and one non-contributing) built between 1893 and 1945 and is representative of early citrus production and processing in Southern California. Of the five buildings, one is also individually eligible for listing in the California Register: the La Verne Orange Growers Association Packing House No. 2 – University of La Verne Central Services Office at 2234 1st Street (described above). All of the buildings have been altered and are not eligible for the National Register. The La Verne Citrus Packing District is eligible for listing in the California Register under Criteria 1 and 3.



Figure 4.6-9. La Verne Citrus Packing District, view west from the F Street and 1st Street intersection, view toward 2247-2275 1st Street (right) and 2230 1stStreet (right), La Verne

City of Pomona

The reconfigured Pomona Station parking facility contains seven structures that would be demolished, including four commercial buildings (2501, 2585, 2625, and 2695 N. Garey Avenue) and three single-family residential buildings (155 W. Magnolia Street and 149 and 173 W. Grevillia Street). None of the seven buildings are considered a historical resource. Segments of the ATSF and Pacific Electric Railway are located north of the reconfigured La Verne Station parking facility but are not considered historical resources. One historical resource, the Santa Fe North Pomona Station at 2701 N. Garey Avenue (Figure 4.6-10), is also approximately 160 feet north of the reconfigured parking facility. Originally the North Pomona Santa Fe Depot, the building is a Spanish Colonial Revival depot built circa 1920 and is eligible under National Register Criteria A and C.



Figure 4.6-10. Santa Fe North Pomona Station (south elevation facing the reconfigured parking facility), 2701 N. Garey Avenue, Pomona

City of Claremont

Two historical resources are located adjacent to the reconfigured Claremont Station parking facility. The residence at 105 N. College Avenue, is located approximately 180 feet northwest of the reconfigured Claremont Station parking facility. Built in 1886, it is a good example of Queen Anne-style architecture and is eligible for the California Register under Criterion 3.

In addition, the Claremont ATSF Station at 110 W. 1st Street is located approximately 500 feet west of the reconfigured Claremont Station parking facility. The station was built in 1887 in the Spanish Colonial Revival style and is listed in the National Register under Criteria A and C.



Figure 4.6-11. 105 N. College Avenue (south and east elevations facing the reconfigured parking facility)

4.6.6 Paleontological Resources

To determine the potential for encountering paleontological resources, in compliance with CEQA, the Division of Geological Sciences of the San Bernardino County Museum completed a literature review and records search for the 2013 FEIR. Geological mapping (completed as part of the literature review) between Sierra Madre Villa in Pasadena and Central Avenue in Montclair indicated that the geology along the alignment consists primarily of Quaternary alluvial sediments, either as fan deposits or alluvium from drainages from the San Gabriel Mountains to the north. Marine deposits of the Miocene Topanga Formation occur to the south. Younger deposits extend from San Dimas Wash eastward to Interstate 210. Older deposits extend to San Dimas Canyon Road, and younger deposits extend to the area west of North Garey Avenue in Pomona. The younger, uppermost layers of these alluvial and fan sediments are unlikely to contain vertebrate fossils. Older Quaternary sediments, which may underlie the younger deposits, are known as the San Dimas Foundation and have yielded Late Pleistocene vertebrate fossil material in other locations, such as the Rancho La Brea asphalt deposits in Los Angeles. Excavations in these areas may expose fossil material. Excavations near the Topanga Formation, known to have yielded a variety of fossils, such as sharks, bony fishes, sea turtles, marine birds, and marine mammals, may encounter similar remains.

Geologic maps were reviewed to compare the 2013 FEIR findings to the current Project Modifications. Of the five planned stations, four—Glendora, La Verne, Pomona, and Claremont—are mapped within surficial deposits of younger Quaternary alluvium. Younger

Quaternary alluvium is typically too young to contain significant fossils but may overlie older Quaternary alluvium at unknown depths. The San Dimas station is mapped within older Quaternary alluvium. Older Quaternary alluvium, dating to the late Pleistocene or earliest Holocene, has been known to yield significant fossils.

4.6.7 Tribal Cultural Resources

The Construction Authority, in concert with the AB 52 consultation requirements, contacted the NAHC for a search of its SLF as part of this Draft SEIR and for resources of importance to Native Americans, including sacred sites and traditional cultural properties. The NAHC responded on June 8, 2020 and indicated that Native American cultural resources recorded in the SLF are located in the environs of the Project Modification areas. The NAHC recommended contacting the Gabrieleño Band of Mission Indians – Kizh Nation for additional information. The NAHC also identified a total of 8 tribal governments with ancestral ties to the project area.

The SCCIC records search, described in Section 4.6.2.3 above, indicated that no resources of Native American origin are documented within the Project Modification sites. Therefore, no resources of Native American origin that may be eligible for the NRHP, CRHR, or local register are documented within the Project Modification sites. No documented resources exist to be evaluated as potential tribal cultural resources.

As part of the AB 52 consultation, the Construction Authority sent letters to tribal representatives on June 11, 2020, to determine whether there are Tribal Cultural Resources within the Project Modification sites and, if so, whether the Project Modifications would have a significant impact on those resources. The letters provided the tribal representatives 41 days to respond to the opportunity to consult under AB 52. Given tolling related to a COVID-19 order issued by the Governor, the 30-day period ended on July 22, 2020.

Consultation with Robert Dorame, Chairperson, Gabrielino Tongva Indians of California Tribal Council occurred on September 3, 2020. Chairperson Andrew Salas and other representatives of the Gabrieleno Band of Mission Indians - Kizh Nation took part in a consultation meeting with the Construction Authority on September 4, 2020.

No tribal cultural resources were identified as a result of the consultations. However, both Chairperson Salas and Chairperson Dorame expressed concern that unknown tribal cultural resources may be buried within the project area. The Project Modifications would reduce potential impacts to paleontological, archaeological, or tribal cultural resources because less subsurface excavation is needed compared to the approved Project. If unknown paleontological, archaeological, or tribal cultural resources are encountered during project excavations, previously identified and adopted mitigation measures CR-1 and CR-2 will reduce impacts to a less than significant level.

4.6.8 Environmental Impacts

4.6.8.1 Impact Criteria

Historical Architectural and Archaeological Resources

The impact criteria are the same as applied in the 2013 FEIR. An impact related to cultural resources is considered significant if the Project Modifications would:

- Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5 of the CEQA Guidelines
- Cause a substantial adverse change in the significance of an archaeological resource, as defined in Section 15064.5 of the CEQA Guidelines
- Disturb any human remains, including those interred outside of formal cemeteries

CEQA Guidelines §15064.5(b)(1) states that a substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

Paleontological Resources

Implementation of the Project Modifications would result in a significant impact to paleontological resources if they would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (CEQA Guidelines, Appendix G). This is the same significance criterion applied in the 2013 FEIR.

The Project Modifications would have less than significant impacts on paleontological resources if (1) the Project Modifications include enforceable mitigation measures to achieve compliance with CEQA regulations and standards, (2) the Project Modifications would not cause additional short-term or long-term substantial adverse changes to the significance of paleontological resources above those considered in the 2013 FEIR and subsequent environmental actions, and (3) no significant paleontological resources are known to exist in the reconfigured parking footprints.

Tribal Cultural Resources

Impacts to Tribal Cultural Resources are considered significant if the Project Modifications would cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC §21074 as a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape; a sacred place; or an object with cultural value to a California Native American tribe, and that is:

- Listed or eligible for listing in the California Register, or in a local register of historical resources as defined in PRC §5020.1(k), or

- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC §5024.1. In applying the criteria set forth in subdivision (c) of PRC §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.6.8.2 Short-Term Construction Impacts

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in short-term cultural resource impacts during construction. As determined in the 2013 FEIR and subsequent environmental actions, implementation of mitigation measures would reduce Project impacts to less than significant.

Short-term impacts consist of construction activities required to implement the Project Modifications. Construction would result in ground-disturbing activities; however, the depth of ground disturbance associated with a surface parking lot would be less than previously analyzed when the Project entailed parking garages. Although previous ground disturbances and the developed nature of the Project Modification areas have reduced the potential for encountering important archaeological and tribal cultural resources, subsurface archaeological deposits or tribal cultural resources could be present within the Project Modification areas and may be exposed during ground disturbance construction activities. Although no paleontological resources have been recorded in the Project Modification areas, paleontological resources may also be encountered during deep excavations. With implementation of mitigation measures CR-1 and CR-2, as detailed in the 2013 FEIR, short-term construction impacts related to archaeological, paleontological, and tribal cultural resources would be less than significant with mitigation measures.

Short-term construction impacts on historical architectural resources would be temporary and limited to indirect impacts from visual, audible, or atmospheric elements associated with adjacent construction activities, including demolition and grading. These impacts would be temporary and would not cause a substantial adverse change in the significance of the four historical resources that are adjacent to the reconfigured parking facility sites, and no new or more severe significant impacts would occur. Furthermore, the historical resources are at a considerable distance that there would not be any construction related or vibration issues associated with the Project Modifications. Additionally, with implementation of mitigation measures CR-1 and CR-2, short-term construction impacts of the Project Modifications would be no greater than those identified in the 2013 FEIR and subsequent environmental actions.

Therefore, short-term construction impacts of the Project Modifications related to historical architectural resources would remain less than significant with mitigation measures.

4.6.8.3 Long-Term Impacts

The 2013 FEIR and subsequent environmental actions determined the Project would not result in significant long-term impacts related to paleontological, archaeological, tribal cultural, or historical architectural resources. If unknown paleontological, archaeological, or tribal cultural

resources are encountered during project excavations, previously adopted mitigation measures CR-1 and CR-2 will reduce impacts to a less than significant level. The Project Modifications analyzed in this Draft SEIR that have the potential for long-term impacts related to historical architectural resources for the cities of San Dimas, La Verne, and Pomona are described in greater detail.

City of San Dimas

The reconfigured San Dimas Station parking facility, including reconfiguration and additional land acquisition and building removal for a surface parking lot, would have long-term indirect impacts on two historical resources, the William T. Michael Residence at 219 E. Arrow Highway and the residence at 218 E. Arrow Highway. The William T. Michael Residence is located on the adjacent parcel to the east of the reconfigured parking facility site, and, due to its proximity to the site, the Project Modifications would alter its immediate surroundings by introducing a permanent visual, audible, and atmospheric element. However, the integrity of the building's historic setting dating to its period of significance (1903) has already been diminished by modern development and extensive paving surrounding the building, particularly resulting from a shift from residential to more industrial and commercial development. The introduction of new paving and parking uses and the removal of non-historic buildings that are not associated with the historical resource would not further diminish its integrity. Therefore, the Project Modifications would not cause a substantial adverse change in the significance of the William T. Michael Residence and impacts would be less than significant.

Likewise, the residence at 218 E. Arrow Highway, which is located across the street from the reconfigured parking facility site, would be indirectly impacted by the Project Modifications. Its historic setting dating to its period of significance (1906) has also been diminished by modern development. The Project Modifications would be located at a considerable distance and would not alter its immediate surroundings or further diminish its integrity. Therefore, the Project Modifications would not cause a substantial adverse change in the significance of the residence at 218 E. Arrow Highway and impacts would be less than significant.

City of La Verne

Consistent with the 2013 FEIR and subsequent environmental actions, the reconfigured La Verne Station parking facility site would have long-term indirect impacts on the La Verne Growers Association Packing House No. 2 at 2234 1st Street, which is located approximately 125 feet northwest of the reconfigured parking facility site. However, changing from a parking garage to a surface parking lot has the potential to reduce previously determined indirect impacts. Furthermore, the impacts on the historical resource's setting would be minimal due to the limited changes to its immediate surroundings. In addition, the south elevation of the building has been substantially altered with the infill of historic freight openings and loading docks and changes related to its conversion into an office building, and it no longer retains integrity that could be diminished by alterations to its setting. Therefore, the Project Modifications would not cause a substantial adverse change in the significance of the La Verne Growers Association Packing House No. 2, and impacts would be less than significant.

The reconfigured La Verne Station parking facility would also have long-term indirect impacts on the La Verne Citrus Packing District at 2237-2239 1st Street and 2243-2275 1st Street, which is located approximately 125 feet northwest of the reconfigured parking facility site. However, changing from a parking garage to a surface parking lot has the potential to reduce previously determined indirect impacts. Furthermore, the impacts on the historical resource's setting would be minimal due to the limited changes to its immediate surroundings. The south elevations of the district's contributing resources that are adjacent to the reconfigured parking facility site been substantially altered with the infill of materials, converted uses, and nearby development, and no longer retain integrity that could be diminished by alterations to its setting. Therefore, Project Modifications would not cause a substantial adverse change in the significance of the La Verne Citrus Packing District, and impacts would be less than significant.

City of Pomona

The reconfigured Pomona Station parking facility, including additional land acquisition and building removal for a surface parking lot, would have long-term indirect impacts on the Santa Fe North Pomona Station at 2701 N. Garey Avenue, which is located approximately 160 feet north of the reconfigured parking facility site. Although at a closer distance than the previously proposed parking facility, the indirect impacts on the historical resource's setting would be minimal due to the limited changes to its immediate surroundings, including its position between the historic railroad corridors of the ATSF and Pacific Electric Railway, which contributes to its integrity. The adjacent non-historic buildings that would be acquired and removed as part of the Project Modifications are not directly associated with the historical resource. Therefore, the Project Modifications would not cause a substantial adverse change in the significance of the Santa Fe North Pomona Station and impacts would be less than significant.

City of Claremont

The reconfigured Claremont Station parking facility, including reconfiguration, would have long-term indirect impacts on two historical resources, the residence at 105 N. College Avenue and the Claremont ATSF Station.

The residence at 105 N. College Avenue, is located approximately 180 feet northwest of the reconfigured Claremont Station parking facility. The indirect impacts on the historical resource's setting would be minimal. Its historic setting dating to its period of significance (1886) has also been diminished by modern development. The Project Modifications would be located at a considerable distance and would not alter its immediate surroundings or further diminish its integrity. Furthermore, at this distance there would not be any construction related or vibration issues associated with the Project Modifications. Therefore, the Project Modifications would not cause a substantial adverse change in the significance of the residence at 105 N. College Avenue and impacts would be less than significant.

In addition, the Claremont ATSF Station located at 110 W. 1st Street is located approximately 500 feet west of the reconfigured Claremont Station parking facility. From the reconfigured Claremont Station parking facility site only the Station's platform is visible and there is no visual relationship between the station building and the site. Therefore, Project Modifications would not

cause a substantial adverse change in the significance of the Claremont ATSF Station and impacts would be less than significant.

Summary

In summary, the Project Modifications would not result in significant long-term impacts related to historical architectural resources and would be no greater than those identified in the 2013 FEIR and subsequent environmental actions, and no new or more severe significant impacts would occur. Therefore, Project Modifications related to historical architectural resources would be less than significant.

4.6.9 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR provides a regional cumulative impact assessment for transportation improvements through 2035. The RTP/SCS Final Program EIR concludes that transportation projects in the region have the potential to yield previously undiscovered human remains because some projects would take place in previously undisturbed or minimally disturbed areas. The referenced EIR acknowledges that excavation and soil removal of any kind, irrespective of depth, has the potential to encounter human remains. The Project Modifications would have no significant impacts on cultural resources, and, during construction, the Construction Authority would require the contractor to implement required mitigation measures in the event of resource discovery, as required by the 2013 FEIR. Therefore, the Project Modifications would not contribute to cumulative cultural resource impacts. Because the Project Modifications would not result in additional cultural resource impacts as compared to what was evaluated in the 2013 FEIR and subsequent environmental actions, the Project Modifications would not change the cumulative impact conclusions as discussed in Section 3.6.3.5 of the 2013 FEIR.

4.6.10 Mitigation Measures

4.6.10.1 Short-Term Construction Mitigation Measures

Mitigation measures CR-1 and CR-2 would be incorporated from the 2013 FEIR. No additional mitigation is required.

- **CR-1.** If buried cultural resources are uncovered during construction, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. In the event that any artifact or an unusual amount of bone, shell, or non-native stone is encountered during construction, work will be immediately stopped and relocated to another area. The Construction Authority will stop construction within 100 feet of the exposed resource until a qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and CCR, Title 14, Section 15064.5[f]). Examples of such cultural materials might include ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historic trash pits containing bottles

and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with State Historic Preservation Office (SHPO) Guidelines. All construction equipment operators will attend a preconstruction meeting presented by a professional archaeologist retained by the Construction Authority that will review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction.

In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code Section 7050.5, California Environmental Quality Act (CEQA) Section 15064.5(e), and Public Resources Code Section 5097.98 shall be implemented. No further excavation or disturbance of the area or any nearby area reasonably suspected to overlie adjacent remains until the coroner is contacted and the appropriate steps taken pursuant to Health and Safety Code §7050.5 and Public Resource Code §5097.98. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. If Native American human remains are discovered during project construction, it shall be necessary to comply with state laws relating to the disposition of Native American burials that are under the jurisdiction of the NAHC (Pub. Res. Code Section 5097). For remains of Native American origin, no further excavation or disturbance shall take place until the most likely descendant of the deceased Native American(s) has made a recommendation to the landowner or the person responsible for the excavation work regarding means of treating or disposing of the human remains and any associated grave goods, with appropriate dignity, as provided in the Pub. Res. Code Section 5097.98; or the NAHC is unable to identify a most likely descendant or the descendant fails to make a recommendation within 48 hours after being notified. In consultation with the most likely descendant, the project archaeologist and the Construction Authority shall determine a course of action regarding preservation or excavation of Native American human remains, and this recommendation shall be implemented expeditiously. If a most likely descendent cannot be located or does not make a recommendation, the project archaeologist and the Construction Authority shall determine a course of action regarding preservation or excavation of Native American human remains, which shall be submitted to the NAHC for review prior to implementation.

- **CR-2.** Project plans shall specify that a qualified paleontologist shall be contacted in the event that potential paleontological resources are discovered. Treatment measures may include monitoring by a qualified paleontologist during construction-related ground disturbing activities if paleontological resources are discovered. The qualified paleontologic monitor shall retain the option to reduce monitoring if, in his or her professional opinion, the sediments being monitored were previously disturbed. Monitoring may also be reduced if the previously described potentially fossiliferous units are not present or, if present, are determined by qualified paleontologic personnel to have a low potential to contain fossil resources. The monitor shall be equipped to salvage fossils and samples of sediments as they are unearthed to avoid construction

delays and shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Specimens shall be curated into a professional, accredited museum repository with permanent retrievable storage. A report of findings, with an appended itemized inventory of specimens, shall be prepared and shall signify completion of the program to mitigate impacts on paleontological resources.

4.6.10.2 Long-Term Mitigation Measures

Consistent with the 2013 FEIR and subsequent environmental actions, the Project Modifications do not have the potential to cause significant long-term cultural resource impacts; therefore, no mitigation is required.

4.6.11 Level of Impact after Mitigation

With the incorporation of mitigation measures from the 2013 FEIR, the Project Modifications would not result in new significant impacts related to cultural resources. Therefore, impacts of the Project Modifications would be less than significant. The conclusions from the analysis of cultural resources in the 2013 FEIR and subsequent environmental actions remain unchanged. Based on the foregoing:

- The Project Modifications, with mitigation measures, will not cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5 of the CEQA Guidelines.
- The Project Modifications, with mitigation measures, will not cause a substantial adverse change in the significance of an archaeological resource, as defined in Section 15064.5 of the CEQA Guidelines.
- The Project Modifications, with mitigation measures, will not disturb any human remains, including those interred outside of formal cemeteries.

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4.7 Energy

4.7.1 Regulatory Setting

The 2013 FEIR described the regulatory background of the CCR, Energy Efficiency Standards (Title 24), and the Renewables Portfolio Standards. Refer to Section 3.5.1 of the 2019 SEIR for regulatory background related to AB 32 and updates to the Renewables Portfolio Standard per SB 100.

This Draft SEIR includes regulatory updates relevant to the Project that were not covered in the 2013 FEIR or the 2019 SEIR. Generally, these plans, policies, regulations, and laws do not directly apply to the Project and Project Modifications but are presented to provide context to the regulatory framework.

4.7.1.1 Federal and State Regulations

Energy Policy and Conservation Act of 1975

The Energy Policy and Conservation Act of 1975 established the first fuel economy standards for on-road motor vehicles sold in the United States. The NHTSA is responsible for establishing standards for vehicles and revising the existing standards. The Corporate Average Fuel Economy (CAFE program was created to determine vehicle manufacturers' compliance with the fuel economy standards. The EPA administers the testing program that generates the fuel economy data.

Safer Affordable Fuel Efficient Vehicle Rule

In September 2019, the NHTSA and EPA published the SAFE Vehicle Rule Part One: One National Program. The SAFE Part One Rule revokes California's authority and vehicle waiver to set its own emissions standards and set zero emission vehicle mandates in California for passenger cars and light trucks and establish new standards, covering model years 2021 through 2026. In April 2020, EPA and NHTSA issued the second part of the proposed SAFE Vehicles Rule. The SAFE Vehicle Rule will increase stringency of CAFE and CO_2 emissions standards by 1.5 percent each year through model year 2026, as compared with the CO_2 standards issued in 2012, which would have required increases of about 5 percent per year (NHTSA 2020).

National Energy Act of 1978

The National Energy Act of 1978 includes the Public Utility Regulatory Policies Act (Public Law 95-617), Energy Tax Act (Public Law 95-318), National Energy Conservation Policy Act (Public Law 95-619), Power Plant and Industrial Fuel Use Act (Public Law 95-620), and Natural Gas Policy Act (Public Law 95-621).

The intent of the National Energy Act was to promote greater use of renewable energy, provide residential consumers with energy conservation audits to encourage slower growth of electricity demand, and promote fuel efficiency. The Public Utility Regulatory Policies Act created a market

for nonutility electric power producers to permit independent power producers to connect to their lines and to pay for the electricity that was delivered.

The Energy Tax Act promoted fuel efficiency and renewable energy through taxes and tax credits. The National Energy Conservation Policy Act required utilities to provide residential consumers with energy conservation audits and other services to encourage slower growth of electricity demand.

Energy Policy Acts of 1992 and 2005

The Energy Policy Act of 1992 was enacted to reduce dependence on imported petroleum and improve air quality by addressing all aspects of energy supply and demand, including alternative fuels, renewable energy, and energy efficiency. This law requires certain federal, state, and local government and private fleets to purchase alternate fuel vehicles. The act also defines "alternative fuels" to include fuels such as ethanol, natural gas, propane, hydrogen, electricity, and biodiesel.

The Energy Policy Act of 2005 was enacted on August 8, 2005. This law set federal energy management requirements for energy-efficient product procurement, energy savings performance contracts, building performance standards, renewable energy requirements, and use of alternative fuels. The Energy Policy Act of 2005 also amends existing regulations, including fuel economy testing procedures.

Energy Independence and Security Act of 2007

Signed into law in December 2007, the Energy Independence and Security Act was enacted to increase the production of clean renewable fuels; increase the efficiency of products, buildings, and vehicles; improve the federal government's energy performance; and increase U.S. energy security, develop renewable fuel production, and improve vehicle fuel economy. The Energy Independence and Security Act included the first increase in fuel economy standards for passenger cars since 1975. The act also included a new energy grant program for use by local governments in implementing energy-efficiency initiatives, as well as a variety of green building incentives and programs.

Executive Order 13834

EO 13834, signed on May 17, 2018, directs federal agencies to manage their buildings, vehicles, and overall operations to optimize energy and environmental performance, reduce waste, and cut costs. EO 13834 includes requirements for federal agencies, including but not limited to reducing building energy use annually and implementing cost-saving energy efficiency measures, ensuring new construction and major renovations conform to building efficiency requirements and sustainable design principles, and meeting statutory requirements for renewable energy and electricity consumption.

4.7.1.2 Local Regulations

Los Angeles County Metropolitan Transportation Authority

In 2019, Metro released the 2019 Energy and Resource Report, a yearly report that analyzes the sustainability and environmental performance of its operational activities (Metro 2019). The Energy and Resource Report summarizes Metro's 2018 performance across 10 sustainability indicators, including operational efficiency (unlinked passenger trips, VMT, operating expenses); air quality (criteria pollutant emissions); climate (GHG emissions, GHG displacement); energy use; water use; and waste (total solid waste, diversion from landfill). Since 2017, Metro has reduced energy use and increased waste diversion from landfills, even as the system is expanding.

4.7.2 Existing Conditions

The existing conditions in the 2013 FEIR and subsequent environmental actions are applicable to the Project Modifications. Updated information applicable to the Project Modifications is included below.

In 2018, California generated a total of 285,488 gigawatt-hours of electricity, of which approximately 194,842 gigawatt-hours were generated in-state (CEC 2019a). Transportation is the largest energy-consuming sector in California, accounting for approximately 40 percent of all energy use in the state (EIA 2019). More motor vehicles are registered in California than in any other state, and commute times in California are among the longest in the country (EIA 2020). Types of transportation fuel have diversified in California and elsewhere. Historically, gasoline and diesel fuel accounted for nearly all demand; now, however, numerous options are available, including ethanol, natural gas, electricity, and hydrogen. Despite advancements in alternative fuels and clean-vehicle technologies, gasoline and diesel remain the primary fuels used for transportation in California, with 15.1 billion gallons of gasoline and 4.2 billion gallons of diesel consumed in 2015 (CEC 2019b, 2019c).

Since 2013, Metro has steadily reduced energy consumption through conservation measures, efficient building design, and improved fuel efficiency. In 2018 alone, Metro reduced total energy consumption by 7.9 percent compared to 2017 as a result of reduced vehicle fuel consumption by buses and support vehicles. In 2018, 31 percent of Metro's electricity came from renewable energy sources, including its own solar photovoltaic systems. These strategies actively reduce GHG emissions, 95 percent of which are derived from energy use (Metro 2019). In 2018, Metro consumed approximately 52 Megajoules per vehicle revenue mile, including energy from facilities, rail propulsion, and vehicle fuel (Metro 2019).

4.7.3 Environmental Impacts

4.7.3.1 Evaluation Methodology

The 2013 FEIR described the Project's energy needs in petroleum and equivalent British thermal unit (Btu), which is the quantity of heat required to raise the temperature of water 1 degree Fahrenheit at sea level. Btu are used as the basis for comparing energy consumption

associated with different resources, including those necessary for the construction and operation of the Project. Impacts from the Project Modifications were evaluated qualitatively in this Draft SEIR based on the construction and operational activities associated with the potential parking facility reconfigurations.

Energy efficiency is a possible indicator of environmental impacts. The actual adverse physical environmental effects of energy use and the efficiency of energy use are detailed throughout this Draft SEIR in the environmental topic-specific sections. For example, the use of energy for transportation leads to air pollutant emissions, the impacts of which are addressed in Section 4.1, Air Quality, of this Draft SEIR. The use of energy for electricity leads to indirect GHG emissions, the impacts of which are addressed in Section 4.3, Greenhouse Gas Emissions, of this Draft SEIR. There is no physical environmental effect associated with energy use that is not addressed in the environmental topic-specific sections of this Draft SEIR.

4.7.3.2 Impact Criteria

The impact criteria are the same as applied in the 2013 FEIR. An impact related to energy is considered significant if the Project Modifications would:

- Result in wasteful, inefficient, or unnecessary use of energy, and/or substantially increase energy demand.
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The Project Modifications would have less than significant impacts on energy if (1) the Project is expected to result in lower VMT in the Project corridor as drivers switch to light rail transit, and (2) there would not be cumulatively considerable increases in energy consumption resulting solely from the Project Modifications.

4.7.3.3 Short-Term Construction Impacts

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in short-term energy impacts during construction. As determined in the 2013 FEIR and subsequent environmental actions, implementation of mitigation measures would reduce Project impacts to less than significant.

The Project Modifications, which include reduced and reconfigured parking at five stations, would not affect the alignment or the total length of the light rail. The number of stations and other supporting facilities would remain the same as evaluated in the 2013 FEIR and subsequent environmental actions. The Project Modifications would result in similar or less total construction-related energy consumption than the approved Project. As explained in Section 1.2.2.4, Construction Methods, of this Draft SEIR, construction methods for the Project elements would be consistent with approved construction methods outlined in the 2013 FEIR (Section 1.4) and reconfiguration of station parking structures to surface parking lots would result in less construction (duration and equipment) than originally assumed. Thus, it is expected that the Project Modifications would require less construction-related energy consumption than the anticipated energy consumption estimated in the 2013 FEIR and subsequent environmental

actions consistent with the 2013 FEIR and subsequent environmental actions, implementation of the mitigation measures identified in the 2013 FEIR (for air quality) would reduce potential short-term construction-related impacts associated with the Project Modifications to less than significant (CON-9 through CON-19).

With the incorporation of mitigation measures CON-9 through CON-19, short-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions, and the Project Modifications would not result in the wasteful, inefficient, or unnecessary use of energy during construction. No new or more severe significant impacts would occur.

4.7.3.4 Long-Term Impacts

The 2013 FEIR and subsequent environmental actions determined the Project would not result in long-term energy impacts.

As discussed previously, the Project Modifications would not change the overall Project scope as evaluated in the 2013 FEIR and subsequent environmental actions. The Project elements, including alignment and stations, would be the same as presented previously, with the exception of the revised parking configurations and associated changes to vehicle and pedestrian access. Parking facility reconfigurations, as shown in Table 1-1, would include a change from parking structures to parking lots and a reduction in parking spaces. All other design features of the Project would remain the same as described in the 2013 FEIR and subsequent environmental actions. Therefore, operational energy consumption associated with the Project Modifications is anticipated to remain similar to the approved Project. In general, the surface parking lot energy demand is anticipated to be less than the energy demand for a parking structure.[4] Therefore, implementation of the Project Modifications would likely result in a decrease in operational energy consumption. Impacts of the Project Modifications would be less than significant.

As concluded in the 2013 FEIR and subsequent environmental actions, the Project is estimated to result in a slight decrease in energy usage during operation due to the reduction in VMT and the associated reduction in fossil fuel-based transportation fuel. As explained in more detail in Chapter 3, Transportation, the Project Modifications would continue to provide VMT savings. Thus, the Project as modified by the Project Modifications would continue to encourage a decrease in reliance on fossil fuels and would reduce regional per-capita energy consumption. The Project Modifications would not have unusual design or operational features that would have unusual high energy demand. Consistent with the approved Project, implementation of the Project Modifications would reduce energy demand in the largest energy-consuming sector statewide (transportation). Therefore, the Project Modifications would not result in the wasteful, inefficient, or unnecessary use of energy during operations.

[4] Based on California Emissions Estimator Model (CalEEMod) Version 2016.3.2 defaults, which assumes an energy intensity of 1.94 kilowatt-hours per square-foot (non-Title 24 and lighting electricity usage) for an unenclosed parking structure with an elevator compared to 0.88 kilowatt-hours per square foot for a surface parking lot (CAPCOA 2017).

Further, as discussed in Section 4.3, Climate Change, the 2017 CARB Climate Change Scoping Plan identifies the transportation sustainability sector to be a key area for fossil fuel consumption reduction strategies. CARB calls for encouraging public transit use and increasing public transportation opportunities in efforts to decrease fossil fuel demand from light-duty combustion vehicles (CARB 2017). Similarly, the SCAG RTP/SCS encourages fuel conservation and trip reductions by providing rail transit alternatives in the Project area. The Project with implementation of Project Modifications would continue to reduce VMT in the region and reduce regional per-capita energy consumption associated with fossil-fuel based transportation consistent with the goals and strategies of the Climate Change Scoping Plan and the SCAG RTP/SCS. The Project Modifications also do not use land that was otherwise slated for renewable energy production. Therefore, the Project Modifications would also not conflict with a state or local plan for renewable energy or energy efficiency. Long-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions and no new or more severe significant impacts would occur.

4.7.4 Cumulative Impacts

The Project Modifications would not introduce new or more severe impacts in comparison to the cumulative energy impacts of the Project described in the 2013 FEIR and subsequent addenda, nor result in wasteful, inefficient, or unnecessary use of energy as compared against existing conditions. The Project Modifications would require less construction-related energy consumption than the anticipated energy consumption estimated in the 2013 FEIR and subsequent environmental actions. In addition, as discussed previously, the Project, as modified by the Project Modifications, would continue to result in a decrease in regional energy consumption and would result in a beneficial energy impact by reducing automobile VMT and the associated fossil fuel-based energy consumption compared to the No Build Alternative. The reduction in automobile travel also reduces vehicle congestion, which reduces energy consumption associated with vehicle idling and vehicle travel at slower speeds. The Project Modifications would not change the overall Project scope as evaluated in the 2013 FEIR and subsequent environmental actions, and the Project would continue to implement a key element of the SCAG RTP/SCS by providing a rail transit alternative to the private automobile in the Project area encouraging fuel conservation and trip reductions. The Project would continue to result in beneficial energy impacts and would not result in wasteful, inefficient, or unnecessary use of energy. The Project would also not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Thus, the Project, as modified by the Project Modifications, would not introduce or contribute to any significant cumulative energy impacts.

4.7.5 Mitigation Measures

4.7.5.1 Short-Term Construction Mitigation Measures

Mitigation measures CON-9 through CON-19 would be incorporated from the 2013 FEIR (see Section 4.1.5 of this Draft SEIR). No additional mitigation is required.

4.7.5.2 Long-Term Mitigation Measures

Consistent with the 2013 FEIR and subsequent environmental actions, the Project Modifications do not have the potential to cause significant long-term energy-related impacts; therefore, no mitigation is required.

4.7.6 Level of Impact after Mitigation

With the incorporation of mitigation measures from the 2013 FEIR, the Project Modifications would not result in new significant energy impacts. Therefore, impacts of the Project Modifications would be less than significant. The conclusions from the analysis of energy in the 2013 FEIR and subsequent environmental actions remain unchanged. Based on the foregoing:

- The Project Modifications, with mitigation measures, will not result in wasteful, inefficient, or unnecessary use of energy, and/or substantially increase energy demand.
- The Project Modifications will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

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4.8 Geologic Hazards

4.8.1 Regulatory Setting

The regulatory setting for geologic hazards as described in Section 3.8 of the 2013 FEIR is applicable to the Project Modifications. There are no material changes to the regulatory setting for geologic hazards.

4.8.2 Existing Conditions

The locations of the reconfigured parking at each of the five stations were previously analyzed as part of the approved 2013 FEIR. As analyzed in the 2013 FEIR, the geologic study area for the Project includes the railway right-of-way and a 1,000-foot buffer on each side of the right-of-way. The entirety of the reconfigured parking facilities are included in the 2013 FEIR study area, with the exception of potential leased parking within 0.25 mile of the Claremont Station under Scenario B. Leased parking for the Claremont Station has the potential to extend approximately 250 to 500 feet outside of the study area. However, this area is immediately adjacent to the 2013 buffer area; therefore, the existing condition information discussed in the 2013 FEIR is applicable to the Project Modifications. Summarized information from the 2013 FEIR is provided herein for reference. Additional details are provided in Section 3.8.1.3 of the 2013 FEIR.

4.8.2.1 Regional and Local Geologic Setting

As analyzed in the 2013 FEIR, the Project Modifications are located at the boundary of the Transverse Ranges and Peninsular Ranges geomorphic provinces of Southern California, within the Los Angeles basin. The Peninsular Ranges province is characterized by a series of northwest-trending mountains, valleys, and faults, all of which generally parallel the San Andreas Fault system. Most of the Project Modifications are within areas of urbanized development and generally flat terrain.

Local Geologic Units

Section 3.8.1.5 of the 2013 FEIR describes the geologic units that underlie the geologic study area based on California Geological Survey (CGS) geologic maps. As shown in Figure 3.8-1 of the 2013 FEIR, the geology of the Project Modifications is mapped as Quaternary Young Alluvial Fan Deposits (Qyf) except for the San Dimas Station, which is mapped as Quaternary Old Alluvial Fan Deposits (Qof).

Nearby Active Faults

As described in the 2013 FEIR, numerous active and potentially active faults lie within a few miles of the Project Modifications. The Sierra Madre-Cucamonga Fault Zone, San Jose Fault, and Red Hill Fault are nearest to the Project Modifications. Descriptions of the faults near the site and a few that cross the overall Project alignment are described in Section 3.8.1.6 and in Figure 3.8-2 of the 2013 FEIR. The descriptions indicate the type of fault, approximate distance to the Project Modification areas, and maximum potential earthquake in terms of magnitude for the faults below:

- Red Hill Fault
- Chino Fault
- Clamshell-Sawpit Fault
- Duarte Fault
- Puente Hills Blind-Thrust Fault
- Raymond Hill Fault
- San Andreas Fault Zone
- San Jacinto Fault Zone
- San Jose Fault
- Sierra Madre-Cucamonga Fault Zone
- Upper Elysian Park Blind-Thrust Fault
- Whittier Fault

4.8.2.2 Groundwater

Generally, groundwater depth ranges from 10 feet below ground surface (bgs) to 200 feet bgs. Based on interpretation of historically highest groundwater contours and borehole log data locations within the five station areas, groundwater can be anticipated to be shallowest (approximately 10 feet bgs) near the western end of the geologic study area and deepest (approximately 250 feet bgs) near the Claremont Station. However, the reported levels are associated with historically high groundwater levels compiled from multiple well soundings and borings drilled over many years. Current groundwater levels in Southern California are generally not near their historically high levels because of human activities such as groundwater pumping, paving, and stormwater diversion channels.

4.8.2.3 Subsidence

Withdrawal of groundwater has occurred in the San Gabriel Valley and along the Project Modifications for past agricultural activities. This practice has been greatly reduced over the years because of urbanization. As a result, groundwater elevations in the San Gabriel Valley have risen or remained constant in recent years. A majority of the San Gabriel Valley and the Project Modifications is underlain by alluvial deposits that can include isolated organic-rich soils and floodplain deposits. Subsidence due to oxidation of these deposits is possible. Given that groundwater withdrawal is highly regulated, subsidence is not expected to be a substantive concern.

4.8.2.4 Volcanic Hazards

Hazards from nearby volcanic activity may include surface rupture, lava flows, and ash falls. Amboy Crater is the closest potentially active volcano to the Project Modifications areas and lies approximately 100 miles northeast of the Project. The Project Modifications are not within the potential hazard area of the Amboy Crater volcanic area. Accordingly, impacts related to volcanic hazards would be considered minimal.

4.8.2.5 Slope Stability

The 2013 FEIR describes most of the Project areas located on flat terrain. Figure 3.8-4 of the 2013 FEIR shows areas mapped as potential seismically induced landslide zones from state Seismic Hazard Zone Maps and Reports. The 2013 FEIR indicates that most of the Project Modification areas are not within seismically induced landslide zones and the potential of this hazard would be low.

4.8.2.6 Soils

The soils within the Project Modifications have been previously disturbed by urban development and the underlying soils have proven capable of supporting infrastructure. All areas of the Project Modifications have existing development that has been evaluated for current state and federal requirements.

4.8.3 Environmental Impacts

4.8.3.1 Evaluation Methodology

The evaluation methodology described here is consistent with the methodology described in the 2013 FEIR and subsequent environmental actions. Consistent with the 2013 FEIR, the geotechnical assessment for this Draft SEIR was conducted in accordance with CGS Note 52 (CGS, 1982 and 2001 in the 2013 FEIR; the CGS updated Note 52 in 2013), which provides guidance for the preparation of EIRs. CGS Note 52 identifies geologic hazards and conditions that must be evaluated for their potential impact to the proposed project/development. This evaluation is based on readily available topographic maps, geologic maps, geologic hazard maps, and general plans available from the cities affected by the Project Modifications.

4.8.3.2 Impact Criteria

The impact criteria are the same as applied in the 2013 FEIR. An impact related to geologic hazards is considered significant if the Project Modifications would:

- Expose people or structure to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, or landslides.
- Be located in an area of erosive soils, liquefactions, or expansive soils

Descriptions of these hazards are included in Section 3.8.2.2 of the 2013 FEIR.

Analysis of the above criteria considers if the Project would be designed and constructed per design codes and standards that account for potential geologic hazards, including codes and standards such as Metro's Rail Design Criteria and the California Building Code, which dictate that geotechnical design reports be prepared to address, and identify feasible mitigation of, potential geologic hazards.

4.8.3.3 Short-Term Impacts

The 2013 FEIR and subsequent environmental actions determined the Project would result in less than significant short-term geologic hazard impacts during construction.

As discussed in the 2013 FEIR, the Project Modifications would be subject to geologic and seismic influences during the construction period. However, construction of the Project Modifications would be less than the Project due to the lesser number of ground-disturbing activities, including excavations, structural support, and the use of less construction equipment required to construct a parking lot as opposed to a parking structure. This has the potential to reduce exposure to geologic and seismic influences during construction should they occur. The Project Modifications do not include any elements that would affect geologic-seismic conditions in the study area. Construction would be in accordance with current federal and state seismic requirements. As such, short-term construction-related geologic hazard impacts associated with the Project Modifications would be less than significant, and less than the impacts associated with the currently approved parking structures.

With adherence to current federal and state seismic requirements, short-term construction-related impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions.

As a result, the Project Modifications would not result in short-term construction impacts that would expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, or landslides. Additionally, the project sites are not located in areas that would result in erosive soils, liquefactions, or expansive soils. Therefore, no new or more severe significant short-term geologic impacts would occur.

4.8.3.4 Long-Term Impacts

Consistent with Section 3.8.2.4 of the 2013 FEIR and Section 3.6.3.4 of the 2019 SEIR, impact determinations are discussed by city. The potential for new or more severe significant impacts at the reconfigured Glendora, La Verne, San Dimas, Pomona, and Claremont Station parking facilities is discussed below.

City of Glendora

The 2013 FEIR indicated geologic hazards of landslides, slope failures, faulting, seismic shaking, and expansive soils within the City of Glendora. Such geologic hazards would be reduced since the Project Modifications at the Glendora Station parking facility would not excavate as deep as the original Project design. The reconfigured Glendora Station parking facility would require approximately 1.08 acres of additional land to the approved site. The additional land includes flat, developed property. As for the Project, the Project Modifications would be constructed in strict compliance with local, state, and federal seismic and geotechnical regulations and permits, and adhere to the design standards as discussed in Table 3.8-9 of the 2013 FEIR. As a result, long-term geologic hazard impacts associated with the Project Modifications would be less than significant.

City of La Verne

From a geologic hazards standpoint, the Project Modifications in the City of La Verne would be located on the same site as previously analyzed in approved in the 2013 FEIR. Therefore, since geologic hazard impacts are site specific, the Project Modifications in the City of La Verne do not have the potential to result in new or more severe geologic hazard impacts than identified in the 2013 EIR and are not further discussed herein.

City of San Dimas

As described in the 2013 FEIR, the geologic hazards for the City of San Dimas include landslides, ground rupture, liquefaction, and differential settlement. Such geologic hazards would be reduced since the Project Modifications at the San Dimas Station parking facility would not excavate as deep as the original Project design. The Project Modifications would expand the approved site by adding 1.16 acres of flat and developed land. As with the Project, the Project Modifications would be constructed in strict compliance with local, state, and federal seismic and geotechnical regulations and permits, and adhere to the design standards as discussed in Table 3.8-9 of the 2013 FEIR. As a result, long-term geologic hazard impacts associated with the Project Modifications would be less than significant.

City of Pomona

The reconfigured Pomona Station parking facility would be situated in the same geologic environment and exposed to the same geologic hazards described in the 2013 FEIR, which include seismically induced inundation and seismic shaking. The reduction in excavation depth associated with the Project Modifications at the Pomona Station would also decrease the potential risks of the geologic hazards. As with the Project, the Project Modifications would be constructed in strict compliance with local, state, and federal seismic and geotechnical regulations and permits, and adhere to the design standards as discussed in Table 3.8-9 of the 2013 FEIR. As a result, long-term geologic hazard impacts associated with the Project Modifications would be less than significant.

City of Claremont

In the 2013 FEIR, the geologic hazards for the City of Claremont included fault-induced ground rupture, seismically induced inundation, and seismic shaking. The Project Modifications would be located in the same general areas as previously approved. Under Scenario B where no parking structure would be constructed, the Project Modifications reduction in excavation depth would decrease the potential risks of the geologic hazards. Leased parking under Scenario B would be provided at existing parking locations nearby, which would not result in different or increased hazards. Under Scenario A, a parking structure would be constructed on approximately half of the site; this is also a reduction in potential hazards since the Project approved a parking structure on the entirety of the site. As with the Project, the Project Modifications would be constructed in strict compliance with local, state, and federal seismic and geotechnical regulations and permits, and adhere to the design standards as discussed in

Table 3.8-9 of the 2013 FEIR. As a result, long-term geologic hazard impacts associated with the Project Modifications would be less than significant.

With the incorporation of regulatory requirements and implementation of the design standards (Table 3.8-9 of the 2013 FEIR) as discussed in the 2013 FEIR and subsequent environmental actions, long-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts would occur.

Therefore, the Project Modifications would not result in long-term operational impacts that would expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, or landslides. Additionally, the Project Modification sites are not located in areas that would result in erosive soils, liquefactions, or expansive soils. As such, no impacts would occur.

4.8.4 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR provides a regional cumulative impact assessment for transportation improvements through 2035. The RTP/SCS Final Program EIR concludes that impacts to geologic hazards could occur due to future growth that would contribute to conversion of undeveloped land to urban uses within the SCAG. The Project Modifications are located in the same general area as the larger Project, which is within urban settings that currently contain development. Therefore, the Project Modifications would not contribute to cumulative geologic hazards impacts. Because the Project Modifications would not result in additional geologic hazards impacts as compared to what was evaluated in the 2013 FEIR, the Project Modifications would not change the cumulative impact conclusions as discussed in Section 3.8.2.5 of the 2013 FEIR.

Therefore, the Project Modifications would not result in cumulative impacts that would expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, or landslides. Additionally, the Project Modification sites are not located in areas that would result in erosive soils, liquefactions, or expansive soils. As such, no impacts would occur.

4.8.5 Mitigation Measures

4.8.5.1 Short-Term Construction Mitigation Measures

Consistent with the 2013 FEIR, construction period impacts associated with the Project Modifications would be less than significant through compliance with the regulatory requirements and/or permits identified in Section 3.8.1 of the 2013 FEIR. No mitigation is required.

4.8.5.2 Long-Term Mitigation Measures

Compliance with existing regulatory requirements and implementation of the design standards in Table 3.8-9 of the 2013 FEIR would result in a less than significant long-term geologic

hazards impact. Consistent with the 2013 FEIR and subsequent environmental actions, the Project Modifications do not have the potential to cause significant long-term geologic hazards impacts; therefore, no mitigation is required.

4.8.6 Level of Impact after Mitigation

With the incorporation of regulatory requirements and implementation of the design standards (Table 3.8-9 of the 2013 FEIR) as discussed in the 2013 FEIR and subsequent environmental actions, the Project Modifications would not result in new significant geologic hazard impacts.

Therefore, impacts of the Project Modifications would be less than significant. The conclusions from the analysis of geologic hazards in the 2013 FEIR and subsequent environmental actions remain unchanged. Based on the foregoing:

- The Project Modifications will not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, or landslides.
- The Project Modifications will not be located in an area of erosive soils, liquefactions, or expansive soils.

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4.9 Hazardous Waste and Materials

4.9.1 Regulatory Setting

The regulatory setting for hazardous waste and materials as described in Section 3.9 of the 2013 FEIR is applicable to the Project Modifications. There are no material changes to the regulatory setting for hazardous waste and materials.

4.9.2 Existing Conditions

As described in Section 3.9.2 of the 2013 FEIR, a Phase I Environmental Site Assessment (ESA) of the entire 24-mile corridor was conducted in 2003 and 2005. A Phase II ESA was also conducted in 2005 to assess potential subsurface soil contamination. A Supplemental Phase I ESA was conducted in 2011 to include an updated review of environmental database reports, evaluate existing conditions for Phase 2B specifically, and conduct site inspections and historical review of parking sites.

In 2020, additional Phase I ESAs were conducted to review the reconfigured parking facilities that are being considered in this Draft SEIR. A Phase I ESA was performed for each of the reconfigured parking facilities (Glendora, San Dimas, La Verne, Pomona, and Claremont) and consisted of updated database searches and record reviews, as well as visual inspections of the properties and adjoining properties.

As described in the 2013 FEIR, each contaminated or potentially contaminated property was classified as high, moderate, or low. The classification definitions from the 2013 FEIR are included herein for reference.

- **High:** Properties with known or probable soil/groundwater contamination (e.g., leaking underground storage tanks [LUSTs], visual soil staining), and properties where remediation is incomplete or undocumented, and where the contamination is known or suspected.
- **Moderate:** Properties with identified or potential soil contamination (e.g., LUSTs), where remediation is in progress, or with groundwater contamination that does not appear to be migrating and has not been reported. Properties with a heavy industrial/manufacturing background that typically use or have used significant quantities of hazardous materials may also be classified as moderate.
- **Low:** Properties that have completed remediation, have not reported release of hazardous substances, have historically utilized only small amounts of known contaminants (e.g., small quantity generators or underground storage tanks [USTs]), or based on their distance and/or direction from the construction area are considered unlikely to negatively affect the site.

Based on the results of the 2020 Phase I ESAs and the existing information in the 2013 FEIR, the reconfigured parking facility properties that have a moderate and high potential for contamination are discussed in the following section.

4.9.2.1 Environmental Concerns

Glendora Station Parking Facility

The updated 2020 Phase I ESA did not identify new high or moderate environmental concerns for the reconfigured Glendora Station parking facility (Kroner Environmental Services Inc. 2020a). The 2013 FEIR identified a moderate environmental concern at 300 South Vermont Avenue, north of the reconfigured parking facility. Information related to this previously identified environmental concern has been incorporated below from the 2013 FEIR.

- **Metro right-of-way at 300 South Vermont Avenue in Glendora:** This facility was listed as disposing of 1.75 tons of contaminated soil from a site cleanup. This facility was classified as a moderate potential to adversely affect the project based on the potential for residual contamination following the site cleanup.

San Dimas Station Parking Facility

The updated 2020 Phase I ESA did not identify new high or moderate environmental concerns for the reconfigured San Dimas Station parking facility (Kroner Environmental Services Inc. 2020b). The 2013 FEIR identified a moderate environmental concern at 301 South Walnut Avenue, which is within the reconfigured parking facility property. Information related to this previously identified environmental concern has been incorporated below from the 2013 FEIR.

- **San Dimas Maintenance Yard at 301 South Walnut Avenue in San Dimas:** An inert waste disposal site, closed at an unknown date, was in the vicinity of this site. The site is currently a maintenance facility. This was classified as a moderate potential to adversely affect the Project based on the long-term industrial use of the property and the potential associated unknown impacts.

La Verne Station Parking Facility

The updated 2020 Phase I ESA noted the same moderate environmental concern identified in the 2013 FEIR and is included herein for reference (Kroner Environmental Services Inc. 2020c). The 2013 FEIR identified a moderate environmental concern at 2321 Arrow Highway, which is within the reconfigured parking facility property. Note, the 2020 Phase I ESA listed a different address than the 2013 FEIR (1941 North White Avenue). Information related to this previously identified environmental concern has been incorporated below from the 2013 FEIR.

- **Paper Pak at 2321 Arrow Highway (or 1941 North White Avenue) in La Verne (proposed site of parking facility):** This property has received closure for a former UST release however this property was classified as having a moderate potential to adversely affect the Project based on residual contamination following the remediation, and the long-time industrial use of the property and potential associated unknown impacts.

Pomona Station Parking Facility

The updated 2020 Phase I ESA did not identify new high or moderate environmental concerns for the reconfigured Pomona Station parking facility (Kroner Environmental Services Inc. 2020d). The environmental concerns identified in the 2013 FEIR for the Pomona Station are located within the Metrolink right-of-way, north of the reconfigured parking facility, and within the previously proposed parking facility, north of the Metrolink right-of-way. These previously identified environmental concerns are not applicable to the Project Modifications because the reconfigured Pomona Station parking facility would be located on an entirely different site than previously addressed in the 2013 FEIR.

Claremont Station Parking Facility

Consistent with the 2013 FEIR, the updated 2020 Phase I ESA identified no environmental concerns for the reconfigured Claremont Station parking facility (Kroner Environmental Services Inc. 2020e). The reconfigured Claremont Station parking facility options would be located within the same property as previously addressed in the 2013 FEIR.

4.9.3 Environmental Impacts

4.9.3.1 Evaluation Methodology

The evaluation methodology described in Section 3.9.3.1, Evaluation Methodology, of the 2013 FEIR is applicable to the Project Modifications. Consistent with the 2013 FEIR, this evaluation is based on the previous and current Phase I and II ESAs.

4.9.3.2 Impact Criteria

The impact criteria are the same as applied in the 2013 FEIR. An impact related to hazardous waste and materials is considered significant if the Project Modifications would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section (§) 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

The Project Modifications would have a less than significant impact to hazardous waste and materials if (1) the potential for a significant hazard to occur either through normal operations or reasonably foreseeable accident conditions can be reduced via compliance with applicable federal and safety standards; (2) the site is not located on a listed hazardous material site that would create a significant hazard; (3) emergency response and evacuation during construction or operation is not worsened; and (4) the potential for wildland fires is not increased compared to the Project impacts identified in 2013 FEIR and its addenda.

4.9.3.3 Short-Term Construction Impacts

The 2013 FEIR and its addenda determined the Project has the potential to result in short-term hazardous waste and materials impacts during construction. As determined in the 2013 FEIR and its addenda, implementation of mitigation measures would reduce Project impacts to less than significant.

Construction equipment and activities would require the short-term transport, storage, and use of various materials and chemicals classified as hazardous materials, such as fuel, hydraulic fluids, solvents, and lubricants for effective operation. However, constructing surface parking lots as opposed to garages may reduce the amount of potentially hazardous construction materials used because the construction of surface parking requires a lesser level of effort compared to garages that require a greater amount of excavation, structural elements, and heavier construction machinery such as cranes. Implementation of the mitigation measures identified in the 2013 FEIR would reduce potential short-term construction-related impacts associated with the Project Modifications to less than significant (HW-1 through HW-6).

Consistent with the 2013 FEIR, the Glendora, San Dimas, La Verne, and Pomona Station parking facility reconfigurations have the potential to encounter hazardous materials during grading and excavation. However, constructing surface parking lots as opposed to garages would greatly reduce the amount of excavation required. Implementation of the mitigation measures identified in the 2013 FEIR would reduce potential short-term construction-related impacts associated with the Project Modifications to less than significant (HW-1 through HW-6).

As discussed in the 2013 FEIR, numerous schools and day care facilities are located within 0.25 mile of the Project corridor. A review of any schools and day care facilities within 0.25 mile of the reconfigured parking facilities was conducted as part of this Draft SEIR and is discussed in Section 4.5. No new schools or day care facilities beyond those described in the 2013 FEIR exist within 0.25 mile of the reconfigured parking facilities. Implementation of the mitigation measures identified in the 2013 FEIR would reduce potential short-term construction-related impacts associated with the Project Modifications to less than significant (HW-1 through HW-6).

As described above, there are no new hazardous materials sites pursuant to Government Code §65962.5 within the reconfigured parking facilities. The previously identified hazardous materials

site at the La Verne Station parking facility, which is in an unchanged location from the 2013 FEIR, has the potential to encounter hazardous materials. The parking facility will now be a surface parking lot as opposed to a garage, with a lesser depth of excavation, which may reduce the potential for exposure to hazardous materials. However, implementation of the mitigation measures identified in the 2013 FEIR would reduce potential short-term construction-related impacts associated with the Project Modifications to less than significant (HW-1 through HW-6).

Reconfiguration of the parking facilities would result in some changed vehicular access (San Dimas and Pomona Stations). However, the Project Modifications would be required to implement the mitigation measure identified in the 2013 FEIR that requires development and implementation of a Traffic Management Control Plan (CTR-3). This mitigation measure would require the plan to be developed in coordination with local emergency response agencies and local jurisdictions, which would reduce impacts to less than significant related to emergency response and emergency evacuation plans.

Constructing surface parking lots as opposed to garages would not increase exposure to wildland fires. As described in the 2013 FEIR, the Project area is within fully developed areas and there are no wildlands nearby.

With the incorporation of mitigation measures HW-1 through HW-6 and CTR-3, short-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and its addenda. No new or more severe significant impacts would occur. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Therefore, the Project Modifications would result in short-term construction impacts that could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, construction impacts have to the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; and emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. With the implementation of mitigation measures, these impacts would reduce to less than significant.

Since the Project Modification areas are not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5, it would not create a significant hazard to the public or the environment. In addition, the Project Modifications, with mitigation measures, will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, nor would they expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. As a result, short -term construction impacts related to hazardous waste and materials would be less than significant with mitigation measures.

4.9.3.4 Long-Term Impacts

The 2013 FEIR and subsequent environmental actions determined the Project would not result in long-term hazardous waste and materials impacts. The discussion of long-term impacts presented in the 2013 FEIR subsequent environmental actions is applicable to the Project Modifications. Implementing surface parking lots as opposed to parking garages and acquisition of additional lands proposed in conjunction with the parking changes would not increase the potential for long-term exposure to hazardous materials. Long-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR subsequent environmental actions, and no new or more severe significant impacts would occur.

The Project Modifications would not result in long-term impacts that could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, long-term impacts do not have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; including hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. Therefore, mitigation measures are not required.

Since the Project Modification areas are not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5, it would not create a significant hazard to the public or the environment. In addition, the Project Modifications, with mitigation measures, will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, nor would they expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

4.9.4 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR provides a regional cumulative impact assessment for transportation improvements through 2035. The RTP/SCS Final Program EIR concludes that although impacts to hazardous materials could occur during construction, there would be no long-term cumulative hazardous materials impacts. During construction, the Project Modifications would result in similar hazardous materials impacts as those identified previously for the Project. The Construction Authority would require the contractor to implement required mitigation measures and adhere to federal and state requirements regarding the removal and disposal of hazardous materials, as required by the 2013 FEIR. Similar to the cumulative impact discussion in the 2013 FEIR, potential cumulative hazardous materials impacts would be site-specific and would be fully mitigated. Because the Project Modifications would not result in additional hazardous materials impacts compared to what was evaluated in the 2013 FEIR, the Project Modifications would not change the cumulative impact conclusions as discussed in Section 3.2.3.5 of the 2013 FEIR.

Therefore, the Project Modifications could result in cumulative impacts that could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, cumulative impacts have to the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; and emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. With the implementation of mitigation measures, these impacts would reduce to less than significant. Since the Project Modification areas are not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5, it would not create a significant hazard to the public or the environment. In addition, the Project Modifications, with mitigation measures, will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, nor would they expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. related to hazardous waste and materials would not result in cumulative impacts, and impacts would be less than significant with mitigation measures.

4.9.5 Mitigation Measures

4.9.5.1 Short-Term Construction Mitigation Measures

Mitigation measures HW-1 through HW-3, HW-5, and HW-6 would be incorporated from the 2013 FEIR. Mitigation measure HW-4 remains valid but is not applicable to the Project Modifications.

- **HW-1.** A Soil Management Plan shall be prepared once final construction plans are in place, showing the lateral and vertical extent of soil disturbance. The plan shall establish soil reuse criteria, establish a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify criteria for imported materials.
- **HW-2.** During project final design, specific soil testing shall be conducted and necessary and appropriate specific means for remediation shall be selected and incorporated into construction or contract documents, such as excavation with offsite disposal or onsite reuse in low risk areas, vapor extraction, or in-situ remediation.
- **HW-3.** Risk-based cleanup levels shall be established in the Soil Mitigation Plan, which will be reviewed and approved by the oversight agency. Soil that contains soluble concentrations of metals in excess of the Soluble Threshold Limit Concentration (STLC) is considered a California hazardous waste and shall be removed from the site and disposed of in accordance with federal and state regulations.
- **HW-4.** Groundwater is not anticipated to be encountered, however, if ongoing engineering indicates groundwater may be encountered, testing shall be designed and performed to characterize the groundwater where dewatering is required.

- **HW-5.** Hazardous materials, drums, trash, and debris shall be removed and disposed of in accordance with regulatory guidelines.
- **HW-6.** A health and safety plan shall be developed and implemented for construction personnel. When ground-disturbing activities begin, the Construction Authority shall identify potential contamination, such as, but not limited to, the presence of underground facilities, buried debris, waste, drums, tanks, and stained or odorous soils, Should such materials be encountered, further investigation and analysis shall be conducted and may include the following actions:
    - Removal and disposal – Identify, remove, transport, and dispose of materials in a licensed Class I, II, or III disposal facility as established by waste profiling procedures.
    - Recycling – Treat and/or recycle materials at regulated recycling facilities.
    - Reuse uncontaminated or treated materials on project lands.
    - Segregate and stockpile the material on plastic sheeting.
    - Spray the stockpile with water or a South Coast Air Quality Management District-approved dust or vapor suppressant and cover the stockpile with plastic sheeting the prevent exposure to soil.
    - Provide qualified and trained personnel with personal protective equipment for activities that include, but are not limited to, excavation, segregation, stockpiling, loading, and transporting hazardous substances.

No additional mitigation for short-term impacts is required.

4.9.5.2 Long-Term Mitigation Measures

Consistent with the 2013 FEIR, the Project Modifications do not have the potential to cause significant long-term impacts related to hazardous waste and materials; therefore, no mitigation is required.

4.9.6 Level of Impact after Mitigation

With the incorporation of mitigation measures from the 2013 FEIR, the Project Modifications would not result in new significant hazardous waste and materials impacts. Therefore, impacts of the Project Modifications would be less than significant. The conclusions from the analysis of hazardous waste and materials in the 2013 FEIR and subsequent environmental actions remain unchanged. Based on the foregoing:

- The Project Modifications, with mitigations measures, will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- The Project Modifications, with mitigations measures, will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

- The Project Modifications, with mitigations measures, will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.
- The Project Modifications will not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would not create a significant hazard to the public or the environment.
- The Project Modifications, with mitigations measures, will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- The Project Modifications will not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

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4.10 Land Use and Planning

4.10.1 Regulatory Setting

The regional regulatory setting is described in Section 3.10.1 of the 2013 FEIR and Section 3.7.1.1 of the 2019 SEIR. This discussion focuses on change to the regional land use regulatory setting since the certification of the 2013 FEIR and subsequent environmental actions relevant to the Project Modifications.

SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

The 2019 SEIR outlines the goals and guiding policies established in the 2016-2040 RTP/SCS, which was an update from the 2013 FEIR discussion of the 2012-2035 RTP/SCS. On May 7, 2020, SCAG Regional Council adopted Connect SoCal (2020-2045 RTP/SCS) for federal transportation conformity purposes only. The 2020-2045 RTP/SCS is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. The Regional Council will consider approval of the 2020-2045 RTP/SCS in its entirety and for all other purposes within 120 days from May 7, 2020 (SCAG 2020). The draft allocations have been made; however, due to COVID-19, the appeal period was been delayed. SCAG issued the final allocations and a 45-day appeal period commenced on September 11 and will end on October 26, 2020. After the close of the appeal period, there will be a 45-day period ending on December 10, 2020, in which cities in the SCAG region can provide comment on the various appeals that may be filed. As a result of this process, changes to local land use plans and future growth projections may occur, however, since the allocation process has not been finalized and to be consistent with the 2013 FEIR, this Draft SEIR uses 2035 as the horizon year for land use analysis as defined in the 2012-2035 RTP/SCS.

4.10.1.1 Local

The local land use regulatory setting is described in Section 3.10.1.2 of the 2013 FEIR and Section 3.7.1.2 of the 2019 SEIR. This discussion focuses on change to the local land use regulatory setting since the certification of the 2013 FEIR and the 2019 SEIR relevant to the Project Modifications. (Note, only changes to the local land use regulatory setting in the cities of La Verne and Pomona were updated for the 2019 SEIR because in 2014 the City of Pomona updated the City's 1976 General Plan and adopted the Pomona North Campus Blueprint Station Area Plan, including updated land use regulatory settings in the area of the White Avenue restriping project in the City of La Verne). The Project Modifications include changes to Project parking in the five cities of Glendora, San Dimas, La Verne, Pomona, and Claremont.

The following general and specific plans govern growth and development within the Project corridor area. For the City of Montclair, the general and/or specific plans were not analyzed in this Draft SEIR because no Project Modifications are occurring at the Montclair TransCenter.

City of Glendora

The Glendora Community Plan 2025 (2008) has not been updated since the approval of the 2013 FEIR. The Glendora Route 66 Corridor Specific Plan (2015) was updated in 2017, although the vision, guiding principles, and objectives of the Specific Plan that were discussed in the 2013 FEIR were not changed. Therefore, the regulatory setting remains the same as presented in Section 3.10.1.2 of the 2013 FEIR.

City of San Dimas

The City of San Dimas General Plan (1990) has not been updated since the approval of the 2013 FEIR. Therefore, the regulatory setting remains the same as presented in Section 3.10.1.2 of the 2013 FEIR.

City of La Verne

The City of La Verne General Plan (1998) has not been updated since the approval of the 2019 SEIR. However, it is currently in the process of being updated. The Arrow Corridor Specific Plan (2006) and the Lordsburg Specific Plan (2004) have also not been updated since the approval of the 2019 SEIR. Therefore, the regulatory setting as it relates to these documents is the same as presented previously. The Walnut Street Specific Plan (1981) as described in the 2013 FEIR is no longer accessible and is replaced by the Old Town La Verne Specific Plan (2013), which is described below.

Old Town La Verne Specific Plan

The Old Town La Verne Specific Plan was adopted in 2013 (City of La Verne 2013). The specific plan area includes the University of La Verne, Old Town La Verne, portions of First Street, and Arrow Highway. The Gold Line Station is planned for the center of the Specific Plan area. The Specific Plan provides for improving physical characteristics and sustainability features of the area. The vision for the specific plan area includes creating a “transit-oriented development near the new Gold Line Station,” and creating “an attractive environment for pedestrians, bicyclists, Gold Line riders, and local transit users.” The urban design framework describes a New Fairplex/TOD/Goldline Plaza open space focal point, which will enhance the setting of the Gold Line Station. The Specific Plan encourages use of alternative modes of transportation, such as biking and public transit, in order to reduce the overall demand for parking. A potential parking structure (Parking Structure P4) is described south of the Gold Line tracks and east of the Gold Line Station, which could serve the Gold Line, mixed-use developments, and other uses close to Old Town. The structure is described as providing between 330–550 spaces.

Land uses within the specific plan area include retail, mixed-use, residential, university, office, institutional, open space, and parking.

City of Pomona

The City of Pomona 2014 General Plan Update (2014) and the Pomona North Compass Blueprint Station Area Plan (2014) have not been updated since the approval of the 2019 SEIR. Therefore, the regulatory setting as it relates to these documents is the same as presented in Section 3.7.1.2 of the 2019 SEIR.

City of Claremont

The City of Claremont General Plan (2008) has not been updated since the approval of the 2013 FEIR. Therefore, the regulatory setting as it relates to this plan remains the same as presented in Section 3.10.1.2 of the 2013 FEIR.

Village South Specific Plan

The Village South Specific Plan, adopted in 2019, includes the Gold Line Station area (City of Claremont 2019). The goals of the Specific Plan are to expand the village, shape new development, diversify mix of uses, enhance active mobility, achieve high quality design, and allow for straightforward implementation.

4.10.2 Existing Conditions

Existing land uses are defined as those currently in the vicinity of the Project Modifications. Planned land uses are those land use designations and policies contained in applicable land use plans and policies. Planned uses were identified in the 2013 FEIR and 2019 SEIR using the adopted general plans, zoning codes, zoning maps, and applicable specific plans of the cities in the Project corridor. For this Draft SEIR, land use in the area of the parking facilities was revisited, and land use for the new areas not previously analyzed in the 2013 FEIR and subsequent environmental actions was also evaluated. The Project Modifications in the City of La Verne would occur on the same site as previously approved. The reconfigured pedestrian access (at-grade crossing as opposed to an undercrossing) would not result in any new or more severe land use impacts and are not further discussed herein.

4.10.2.1 City of Glendora

To accommodate surface parking at the Glendora Station, the parking lot footprint from the 2013 FEIR and Addendum No. 4 is proposed to be expanded. The original footprint includes facilities and industrial land uses. The expanded footprint is composed of additional industrial land.

4.10.2.2 City of San Dimas

To accommodate a surface parking lot at the San Dimas Station, the Construction Authority proposes to expand the 2013 FEIR approved site south to Arrow Highway. The original footprint includes industrial land use. The expanded and relocated footprint includes industrial, and commercial and services land uses.

4.10.2.3 City of Pomona

To accommodate a surface parking lot at the Pomona Station, the Construction Authority proposes to relocate and expand the parking facility from the 2013 FEIR approved site. The original footprint includes industrial land use. The new site includes industrial, commercial and services, facilities, mixed residential, and residential land uses.

4.10.2.4 City of Claremont

To accommodate reduced parking at the Claremont Station, two scenarios are proposed and evaluated in this Draft SEIR. Under Scenario A, the parking facility would remain a parking structure, but the structure would only occupy about half of the site while the remainder of the site would remain as surface parking. The site is in the same location as approved by the 2013 FEIR and Addendum No. 2, and the original land uses described within those documents would not change. Under Scenario B, surface parking would be at the original location, with no change to land use. The remaining parking spaces would be leased at one or more off-site parking site(s) within an approximately 0.25-mile radius of the Claremont Station, which includes a mix of commercial and services, residential, office, and facilities land uses.

4.10.3 Environmental Impacts

4.10.3.1 Evaluation Methodology

An evaluation of the Project Modifications on existing and planned land uses was conducted to assess the types and severity of the impacts. The changes in land use associated with the Project Modifications were evaluated.

4.10.3.2 Impact Criteria

Evaluation of the Project Modifications land use and planning impacts uses the same criteria as described in the 2013 FEIR. Land use and planning impacts are considered significant if the Project Modifications would:

- Conflict with any applicable land use plan, policy, or regulation by an agency with jurisdiction over the project (including, but not limited to, a General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- Physically divide an established community.
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

The Project Modifications would have a less than significant impact to land use and planning, if the modifications, in general, do not conflict with any applicable land use plan.

No habitat conservation plan or natural community conservation plan applies to the study area, and, as presented in Section 4.5, Community Facilities and Parklands, of this Draft SEIR, there

would be no community impacts. The Project Modifications would not physically divide an established community; therefore, these impact criteria are not discussed further.

4.10.3.3 Short-Term Construction Impacts

The 2013 FEIR and subsequent environmental actions determined the Project would not result in short-term land use and planning impacts during construction.

Short-term construction activities required to implement the Project Modifications would necessitate the mobilization of equipment, materials, personnel, and staging and storage areas. These activities and associated impacts were previously described and analyzed in the 2013 FEIR and subsequent environmental actions. The new locations and footprints of the parking lots would not create new short-term impacts, although temporary construction staging sites may be relocated. Any additional staging areas that may be needed, as determined during the final design, would revert back to their designated use upon completion of the construction. Impacts associated with the Project Modifications would be less than significant.

Short-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts would occur.

Therefore, the Project Modifications would not result in short-term construction impacts that would conflict with any applicable land use plan, policy, or regulation by an agency with jurisdiction over the project (including, but not limited to, a General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Additionally, the Project Modifications would not physically divide an established community, nor would they conflict with any applicable habitat conservation plan or natural community conservation plan; therefore, impacts would be less than significant.

4.10.3.4 Long-Term Impacts

The 2013 FEIR and subsequent environmental actions determined the Project would not result in long-term land use and planning impacts.

The Project Modifications include expanded or relocated parking lots, which would require minimal new land acquisitions. Although new land acquisitions are required at the Glendora, San Dimas, and Pomona Stations, the land uses are generally similar to the previously approved parking facility locations and can more easily be converted back to the original land uses than structured parking in the event that the surface parking is no longer required in the future. As discussed in Section 4.4.3, four residential properties near the Pomona Station site were identified as new full acquisitions, therefore relocation of residents would occur in accordance with the California Relocation Assistance Act. In the case of the reconfigured Claremont Station parking facility under Scenario B, leasing off-site parking also does not cause any additional long-term construction impacts since it would occur at parking locations already in existence. It would also allow use of parking to be converted more easily back to original use or a new or different use in the future.

The construction of a transportation building (i.e., a parking facility) is allowed within designated transit-oriented districts in the City of Pomona; however, pursuant to the Pomona Corridor Specific Plan, a surface parking lot fronting North Garey Avenue is not an allowed use. While the Construction Authority is not required to adhere to local jurisdiction plans and processes, the Construction Authority would coordinate with the City regarding uses. Although not entirely consistent with the Pomona Corridor Specific Plan, the parking facility as contemplated by the Project Modifications is intended to support the transit facilities that are critical to the creation of the district and are located within the broader transit-oriented district. The Project Modifications cause no additional physical impacts beyond those evaluated throughout this Draft SEIR. The City of Pomona's General Plan includes goals for future redevelopment and intensification of uses in transit-oriented districts around the Pomona Station (City of Pomona 2014). In conjunction with the General Plan, the City also adopted the Pomona Corridor Specific Plan to facilitate opportunities for development and redevelopment along the City's main corridors providing for minimum densities and design standards for infill housing and mixed-use development. While the reconfigured parking facility location in the City of Pomona would, in the shorter term, redevelop the site with a parking facility rather than other housing or mixed-use development, in the longer term, the surface parking could later be augmented with transit-oriented development that could include housing and shared parking. Shorter term development of the parking facility is an integral part of the transit expansion that supports future use of the area surrounding the Pomona Station as a robust transit-oriented district, thus it is a critical step towards fulfillment of the Pomona Corridor Specific Plan that does not foreclose future development that could fulfill the vision of the Pomona Corridor Specific Plan. Any future redevelopments on the project site would need to be evaluated in a separate CEQA analysis. Potential environmental impacts associated with the Project Modifications would be less than significant.

Long-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts would occur.

Therefore, the Project Modifications would not result in long-term impacts that would conflict with any applicable land use plan, policy, or regulation by an agency with jurisdiction over the project (including, but not limited to, a General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Additionally, the Project Modifications would not physically divide an established community, nor would they conflict with any applicable habitat conservation plan or natural community conservation plan. Therefore, no land use impacts would occur.

4.10.4 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR provides a regional cumulative impact assessment for transportation improvements through 2035. The RTP/SCS Final Program EIR concludes that impacts to land use and planning could occur due to future growth that would be inconsistent with local plans and policies within the SCAG region. The Project Modifications are located in the same general area as the Project, which is included in each of the corridor cities' land use

plans. Therefore, the Project Modifications would not conflict with applicable land use plans and policies and would not contribute to cumulative land use and planning impacts. Because the Project Modifications would not result in additional land use and planning impacts as compared to what was evaluated in the 2013 FEIR and subsequent environmental actions, the Project Modifications would not change the cumulative impact conclusions as discussed in Section 3.10.3.5 of the 2013 FEIR.

Therefore, the Project Modifications would not result in cumulative impacts that would conflict with any applicable land use plan, policy, or regulation by an agency with jurisdiction over the project (including, but not limited to, a General Plan, Specific Plan, local coastal program, or zoning ordinance), adopted for the purpose of avoiding or mitigation an environmental effect. Additionally, the Project Modifications would not physically divide an established community, nor would they conflict with any applicable habitat conservation plan or natural community conservation plan; therefore, no cumulative land use impacts would occur.

4.10.5 Mitigation Measures

Consistent with the 2013 FEIR and subsequent environmental actions, the Project Modifications do not have the potential to cause significant short-term or long-term land use and planning impacts; therefore, no mitigation is required.

4.10.6 Level of Impact after Mitigation

The Project Modifications would not result in new significant land use and planning impacts. Therefore, impacts of the Project would be less than significant. The conclusions from the analysis of land use and planning in the 2013 FEIR and subsequent environmental actions remain unchanged. Based on the foregoing:

- The Project Modifications will not conflict with any applicable land use plan, policy, or regulation by an agency with jurisdiction over the project (including, but not limited to, a General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- The Project Modifications will not physically divide an established community.
- The Project Modifications will not conflict with any applicable habitat conservation plan or natural community conservation plan.

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4.11 Noise and Vibration

This section of the Draft SEIR assesses the potential noise and vibration impacts of the Project Modifications. Both the construction and operation of the five reconfigured parking facilities would result in changes in noise and vibration exposure at adjacent sensitive land uses as a result of the construction approach, construction footprint, operational footprint, and operational capacities at each facility.

4.11.1 Background on Noise

Background information on noise (e.g., noise levels or intensity, frequency, and noise level variation over time), as well as the methodology for its impact evaluation, is provided in Section 3.11 of the 2013 FEIR.

4.11.2 Background on Vibration

Section 3.11 of the 2013 FEIR provides background information on vibration (e.g., sources of vibration, vibration units and metrics, and protocols associated with vibration measurement, prediction, and impact assessment).

4.11.3 Regulatory Setting

The noise assessment utilizes noise impact thresholds defined in the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual (FTA 2018) referred to as the FTA guidance manual. Section 3.11.6.2 of the 2013 FEIR contains a detailed discussion of regulatory criteria.

4.11.4 Existing Conditions

Detailed discussions of the acoustic environment are provided in the 2013 FEIR and subsequent environmental studies. As a part of the 2013 FEIR noise study, baseline long-term (LT) noise measurements were conducted in the vicinity of the Project Modifications. Table 4.11-1 provides a summary of the measured baseline noise levels at locations nearest to each of the five reconfigured parking facility areas.

Table 4.11-1. 2013 Measured Baseline Noise Levels

Reconfigured Parking Facility Area	2013 FEIR Nearest 24-Hour Measurement Location ID	Measured Ldn, dBA
Glendora	LT-9	58
San Dimas	LT-13	65
La Verne	LT-14	64
Pomona	LT-15	62
Claremont	LT-17	65

dBA = a-weighted decibels; Ldn = day-night average sound level

Baseline ambient noise levels at the five measurement locations range from 58 to 65 a-weighted decibels (dBA), day-night average sound level (Ldn), which is typical of a medium-density urban environment.

4.11.5 Environmental Impacts

4.11.5.1 Evaluation Methodology

The noise and vibration impact assessment uses the same methodology as that used in the 2013 FEIR noise evaluation.

Operational Noise Prediction

The operational noise prediction methodology is based on the FTA guidance manual. As summarized in the Noise Assessment of Modified Parking Facilities technical memorandum (Cross-Spectrum Acoustics 2020), the FTA guidance manual recommends that the analysis be conducted for any noise-sensitive receptors within 125 feet (with line-of-sight to the facility) or 75 feet (without line-of-sight to the facility) of a parking facility[5]. Should there be noise-sensitive receptors within these screening distances, the FTA guidance manual provides a reference-based approach for the prediction of hourly operational noise generated by parking facilities using the formula:

$$Leq(1hr) = SEL_{ref} + 10\log\left({N_{autos}}/{1000}\right) - 25\log\left({D}/{50}\right) - 35.6$$

where:

Leq(1hr)	=	1-hour equivalent noise level at the sensitive receiver
SELref	=	Reference Sound Exposure Level
Nautos	=	Number of automobiles per hour
D	=	Distance from the parking garage to the sensitive receiver

Source: FTA 2018 and Cross-Spectrum Acoustics 2020

By inputting the individual capacities of the parking areas and their relative distances to nearest noise-sensitive receptors, the formula allows for the calculation of hourly equivalent noise level (Leq) values for both the original 2013 FEIR parking areas and reconfigured parking facilities. Subsequently, the calculated hourly Leq values can be converted into 24-hour Ldn values for direct comparison between the scenarios and assessment of impacts.

4.11.5.2 Impact Criteria

The impact criteria are the same as applied in the 2013 FEIR. An impact related to noise and vibration is considered significant if the Project Modifications would:

- Expose persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

[5] In accordance with the methodology established in the FTA guidance manual for parking facilities, screening distances are measured from the center of the site.

- Expose persons to or generate excessive groundborne vibration or groundborne noise levels.
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project.
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project.

Impact Criteria Thresholds

The impact criteria thresholds used in the 2013 FEIR and subsequent environmental actions have not changed and are appropriate for the current analysis. Table 4.11-2 lists the noise impact criteria for both operation and construction of the reconfigured parking facilities for each study area.

Table 4.11-2 Project Construction and Operation Noise Impact Thresholds

Reconfigured Parking Facility	Measured Existing Noise Level at Nearest Receptor (Ldn, dBA)	Operational Noise Criteria (Ldn, dBA)		Daytime Construction Noise Impact Threshold (8-Hour Leq, dBA)
		FTA "Moderate" Impact Threshold	FTA "Severe" Impact Threshold	
Glendora	58	57	62	80
San Dimas	65	61	66	80
La Verne	64	61	65	80
Pomona	62	59	64	80
Claremont	65	61	66	80

dBA = a-weighted decibels; Ldn = day-night average sound level; Leq = equivalent noise level

Table 4.11-3 lists the vibration impact criteria at the nearest vibration-sensitive receptor for both operation and construction of the reconfigured parking facilities.

Table 4.11-3 Project Construction and Operation Vibration Impact Thresholds

Reconfigured Parking Facility	Operation Vibration Impact Threshold (VdB)	Construction Vibration Impact Threshold (PPV in/sec)
All Parking Areas	72	0.2

in/sec = inches per second; PPV = parts per volume; Vdb = vibration velocity levels in decibels

Compliance with the above thresholds would mean that the Project Modifications would have a less than significant impact on noise and vibration generated by the construction and operation of the Project. This is based on (1) evaluation of the expected noise and vibration levels produced due to the Project Modifications, (2) comparison of the expected levels with federal guidelines for rail transit projects that are established to protect both human and building structures from excessive exposure, and (3) implementation of the already completed and recommended noise and vibration mitigation plan to restrict noise and vibration levels to within

the federally established criteria and thus ensure sensitive receptors would not be exposed to substantial noise and vibration levels.

4.11.5.3 Short-Term Construction Impacts

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in short-term noise and vibration impacts during construction. As determined in the 2013 FEIR and subsequent environmental actions R, implementation of mitigation measures would reduce Project short-term vibration impacts to less than significant. Even with mitigation, Project short-term noise impacts could not be reduced to a level of less than significant. Project noise impacts were determined to be significant and unavoidable.

Short-term construction-related impacts were qualitatively analyzed for purposes of this Draft SEIR. The reconfigured parking facilities at the Glendora, San Dimas, La Verne, and Claremont parking areas will be carried out in the same general vicinity of the previously approved parking structures. In comparison with the structure-based parking designs of the 2013 FEIR and subsequent environmental actions, the Project Modifications would result in a growth of the reconfigured parking facility site areas while, at the same time, significantly reducing the intensity and duration of construction activities that were required for the original multi-story parking structures. As discussed in Section 4.6.8.3, due to the proximity of historic resources from the Project Modification areas, significant vibration impacts would not occur. Thus, the reconfigured parking facilities would result in a general reduction in both construction noise and construction vibration levels at all applicable receptors.

Although the Project Modifications at the Pomona Station parking facility would similarly result in a notable reduction in construction intensity and duration, the parking area would be relocated to a new site that is closer to sensitive receptors. The nearest sensitive receptors are approximately 360 feet from the center of the reconfigured Pomona Station parking facility construction area. However, at this distance, predicted construction noise and vibration levels would be well below the 80 dBA, 8-Hour Leq, and 0.2 PPV in/sec impact thresholds, respectively. Due to the proximity of historic resources from the Project Modification areas, significant vibration impacts would not occur. While the Project Modifications would not result in new or more severe short-term noise impacts, implementation of the mitigation measures identified in the 2013 FEIR would still be required to address previously identified construction impacts (N-1 and N-2).

With the incorporation of mitigation measures N-1 and N-2, short-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts would occur however the impacts would remain significant and unavoidable.

4.11.5.4 Long-Term Impacts

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in long-term noise and vibration impacts. As determined in the 2013 FEIR and subsequent environmental actions, implementation of mitigation measures would reduce Project

long-term noise impacts to less than significant. Even with mitigation, Project long-term vibration impacts could not be reduced to a level of less than significant. Project vibration impacts were determined to be significant and unavoidable at two locations (note, the two locations were associated with LRT vibration and not located in proximity to the Project Modifications).

The FTA guidance manual recommends an operational noise study whenever noise-sensitive receptors are located within 125 feet (with line-of-sight to the facility) or 75 feet (without line-of-sight to the facility) of a reconfigured parking facility. All studied noise-sensitive receptors have a direct line-of-sight to a reconfigured parking facility. Thus, reconfigured parking facilities within 125 feet of any noise-sensitive receptors shall be analyzed for operational noise. Table 4.11-4 lists the relative distances of noise-sensitive receptors to the nearest reconfigured parking facility boundary and determines whether an operational noise analysis should be pursued.

Table 4.11-4 Noise-Sensitive Receptor Distances per Reconfigured Parking Facility

Reconfigured Parking Facility	Distance to Closest Noise Sensitive Receptor (Feet)	FTA Operational Noise Analysis Required?
Glendora	85	Yes
San Dimas	45	Yes
La Verne	150	No
Pomona	212	No
Claremont	185	No

As shown above, an operational noise analysis is only necessary at the Glendora and San Dimas Station parking facilities. The remaining reconfigured parking facilities all fall beyond the 125-foot operational noise screening distance.

The operational noise FTA-based impact assessment relies on comparing the predicted 24hour (Ldn) noise level generated by project operations to the baseline ambient noise level (Ldn, dBA) at each studied receptor. The FTA parking facility noise prediction calculation introduced in 4.11.5.1 will only produce predicted hourly Leq operational values. To convert this into the (Ldn) metric, the following assumptions were made:

- During the 4 AM to 10 PM period, the parking area is presumed to turn over its full capacity of vehicles every hour.
- During the 10 PM to 2 AM period, the parking area is presumed to turn over half of its full capacity of vehicles every hour.
- During the 2 AM to 4 AM period, the parking area is presumed to have no traffic entering or exiting.

Using these input assumptions, Table 4.11-5 summarizes the predicted operational Ldn levels at the reconfigured parking facilities along with the applicable noise impact thresholds established in Table 4.11-2.

Table 4.11-5 Predicted Operational Noise Levels at Applicable Project Reconfigured Parking Facilities

Reconfigured Parking Facility	Predicted Operational Noise Level (Ldn, dBA)		Change in Operational Noise Level After Proposed Modification (dBA)	Operational Noise Level Criteria (Ldn, dBA)		Proposed Modification Exceeds Impact Threshold?
	2013 FEIR Configuration	Proposed Modification		FTA "Moderate" Impact Threshold	FTA "Severe" Impact Threshold	
Glendora	45	50	+ 5	57	62	No
San Dimas	56	56	+ 0	61	66	No

dBA = a-weighted decibels; Ldn = day-night average sound level

Noise levels generated by the reconfigured Glendora Station parking facility would be approximately 5 dBA greater than the original design that concentrated vehicles further from the adjacent noise-sensitive receptors. Predicted operational noise levels after implementation of the Project Modifications would be approximately 5 to 7 dBA below the lowest applicable impact criteria. Impacts from the Project Modifications would be less than significant.

Vibration levels generated by standard vehicles using any of the reconfigured parking areas would be negligible at any of the receptor distances listed in Table 4.11-4. As discussed in Section 4.6.8.3, due to the proximity of historic resources from the Project Modification areas, significant vibration impacts would not occur. Impacts from the Project Modifications would be less than significant.

As such, long-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts would occur. Additionally, based on the lower ridership and automobile access anticipated as a result of the phased construction conditions, the noise and vibration levels anticipated under Phase 1 and Phase 2 would not exceed those determined for the full build Phase 3 condition. Therefore, no additional noise impacts are anticipated under Phase 1 or Phase 2 conditions.

Therefore, the Project Modifications would result in long-term impacts that would expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. This impact would be less than significant with mitigation measures. Additionally, the Project Modifications would expose persons to or generate excessive groundborne vibration or groundborne noise levels, which may result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project. However, due to the proximity of historic resources from the Project Modification areas, significant vibration impacts would not occur. As such, the Project with Project Modifications would result in substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project. Therefore, impacts would remain significant and unavoidable. Mitigation measures established for the Project in the 2013 FEIR and subsequent environmental actions would be required to reduce impacts to less than significant.

4.11.6 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR provides a regional cumulative impact assessment for transportation improvements through 2035. The RTP/SCS Final Program EIR concludes that mitigation measures may not reduce noise and vibration levels to a less than significant level during both construction and operation. The Project Modifications would not introduce new or more severe noise or vibration impacts in comparison to the 2013 FEIR and subsequent environmental actions. In most cases, the Project Modifications would reduce noise levels generated by long-term operation by limiting the capacity of the reconfigured parking areas. Therefore, the Project Modifications would not substantially contribute to any cumulative noise impacts, including exposing persons to or generating noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; exposing persons to or generating excessive groundborne vibration or groundborne noise levels; result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project with Project Modifications; or result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project with Project Modifications.

4.11.7 Mitigation Measures

4.11.7.1 Short-Term Construction Mitigation Measures

Mitigation measures N-1 and N-2 would be incorporated from the 2013 FEIR.

- **N-1.** Construction shall proceed in accordance with the construction specifications for this project, including but not limited to the following:
    - **Noise and Vibration Control Plan.** A Noise and Vibration Control Plan shall be developed that demonstrates how the appropriate noise limits will be achieved. The plan shall include measurements of existing noise, a list of the major pieces of construction equipment that will be used, and predictions of the noise levels at the closest sensitive receptors (including residences, hotels, schools, churches, temples, and similar facilities). The noise and vibration control plan shall include measures to minimize vibration impacts during construction. Appropriate vibration mitigation measures include minimizing the use of tracked vehicles, avoiding vibratory compaction, and monitoring vibration near residences to ensure thresholds are not exceeded. The noise and vibration control plan shall be approved by the Construction Authority prior to initiating construction and implemented during construction.
    - **Alternative Construction Procedures.** Where construction cannot be performed in accordance with the requirement of the noise limits, the Construction Authority shall investigate and implement alternative construction measures that would result in lower sound levels.
    - **Noise Monitoring.** The Construction Authority shall conduct noise monitoring to demonstrate compliance with contract noise limits.

- **Best Management Practices.** The Construction Authority shall use the following best management practices for noise abatement wherever practical:
    - Use specialty equipment with enclosed engines and/or high performance mufflers when feasible.
    - Locate equipment and staging areas as far as possible from noise-sensitive receptors.
    - Limit unnecessary idling of equipment.
    - Install temporary noise barriers as needed and where feasible.
    - Reroute construction-related truck traffic away from residential street to the extent permitted by the relevant municipality.
    - Avoid impact pile driving where possible. Where geological conditions permit, use quieter alternatives, such as drilled piles or a vibratory pile driver.

- **N-2.** The Construction Authority shall implement complaint resolution procedures, including a contact person and telephone number, to rapidly resolve any construction noise problems.

No additional mitigation is required.

4.11.7.2 Long-Term Mitigation Measures

Mitigation measures N-3 through N-5 remain valid for the Project but are not applicable to the Project Modifications. No additional mitigation is required.

4.11.8 Level of Impact after Mitigation

With implementation of mitigation measures as discussed in the 2013 FEIR and subsequent environmental actions, the Project Modifications would not result in new significant noise and vibration impacts. Significant unmitigable construction impacts related to groundborne vibration and noise impacts previously identified remain significant; however, impacts would be slightly reduced by the Project Modifications requiring less construction equipment for building the parking lots as compared to the parking structures. The conclusions from the analysis of noise and vibration in the 2013 FEIR and subsequent environmental actions remain unchanged. Based on the foregoing:

- The Project Modifications, with mitigation measures, will not expose persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- The Project Modifications, with mitigation measures, will not expose persons to or generate excessive groundborne vibration or groundborne noise levels.

- The Project Modifications will not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project with Project Modifications.
- The Project Modifications will not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project with Project Modifications.

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4.12 Safety and Security

4.12.1 Regulatory Setting

The regulatory setting described in the 2013 FEIR and subsequent environmental actions provides the basis for the current analysis and is incorporated here by reference. Where the regulatory setting has changed since the 2013 FEIR, the changes are described and provided below.

4.12.1.1 Federal and State Regulations

2019 Safety & Security Policy Manual

The FTA outlines and updates safety and security policies based on the National Transit Database. There are several policies regarding parking facilities for reporting collisions, security guards, pedestrian safety, and personal security events (FTA 2019).

Assembly Bill 285, California Transportation Plan

AB 285 amended several transportation-related sections of the California Government Code in October 2019. The amendments require the state to provide a path for achieving maximum feasible emissions reductions within the California Transportation Plan. The amendments also require safety and security to be considered.

Public Transportation Agency Safety Plan

In accordance with 49 U.S.C. 5329(d), public transit agencies are required to develop, implement, and certify a Public Transportation Agency Safety Plan. The Public Transportation Agency Safety Plan Final Rule, which was published in July 2018, requires that public transportation operators that receive federal funds develop safety plans and define safety performance targets (FTA 2018).

4.12.1.2 Regional Regulations

Gold Line Foothill Extension 2B First/Last Mile Plan

The Gold Line Foothill Extension 2B First/Last Mile Plan was adopted by the Metro Board of Directors in June 2019 (Metro 2019). Metro coordinated with the Construction Authority and the cities of Glendora, San Dimas, La Verne, Pomona, and Claremont to create first/last mile station area plans for the Project. The First/Last Mile Plan identifies pathways and physical improvements to help people walk to, bike to, and otherwise access the future stations along the Project alignment. Such improvements include wayfinding signage, crosswalks, and enhanced sidewalk and bike infrastructure.

4.12.2 Existing Conditions

The Project Modifications study area was previously analyzed as part of the approved 2013 FEIR and subsequent environmental actions. Summarized information from the 2013 FEIR and

2019 SEIR applicable to the Project Modifications is provided herein for reference. Additional details are provided in Section 3.12.2 of the 2013 FEIR and Section 3.9.2 of the 2019 SEIR.

4.12.2.1 Security

As described in Section 3.9.2.1 of the 2019 SEIR, The Los Angeles County Sheriff's Department (LASD) Transit Services Bureau, Los Angeles Police Department (LAPD), and Long Beach Police Department (LBPD) provide contract police services to Metro. Table 3.9-1 of the 2019 SEIR includes updated (2016-2018) crime data for reported incidents that occurred on rail or bus facilities and rights-of-way. These data serve as the existing conditions for the purposes of analyzing the Project Modifications.

4.12.2.2 Emergency Response

Station and track design (e.g., access, layout, exits, alarms, and evacuation infrastructure) and operational procedures (e.g., interagency agreement, training, and evacuation) are pertinent to the effectiveness and timeliness of emergency response. Section 3.12.2.4 of the 2013 FEIR provides more detailed discussion about emergency response during construction and operation of the Project. Information about police and fire protection services is provided in Section 4.5, Community Facilities and Parklands, of this Draft SEIR.

4.12.3 Environmental Impacts

4.12.3.1 Evaluation Methodology

As presented and approved in the 2013 FEIR and subsequent environmental actions, the safety and security analysis considered passengers, employees, and the community including pedestrian, bicyclist, and motorists where they would cross over tracks, enter stations, or encounter hazards in the vicinity of other transit facilities during construction and operation of the Project. This safety and security analysis considers crime prevention and the potential for crime within the vicinity of the Project Modifications based on these changes.

4.12.3.2 Impact Criteria

Evaluation of safety and security impacts of the Project Modifications uses the same criteria as described in the 2013 FEIR. Impacts on safety and security would be considered significant if the Project Modifications would have the potential to:

- Create the potential for increased pedestrian and/or bicycle safety risks.
- Create substantial hazards including station, boarding, or disembarking accidents; right-of-way accidents; collisions between LRT/automobile and LRT/pedestrian; fires; or major structural failures.
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

- Substantially limit the delivery of emergency responses such as police, fire, or emergency services to locations along the proposed alignment.
- Create the potential for adverse security conditions including incidents, offenses, crimes, or terrorism.

The Project Modifications would have less than significant impacts on pedestrian, bicyclist, and motorist safety and security if the Project Modifications would be designed, constructed, and operated in adherence to design codes and standards, including the Occupational Safety and Health Administration (OSHA), California OSHA, CPUC, California Manual of Uniform Traffic Control Devices, and Metro safety and security programs and standards (i.e., Metro Rail Design Criteria [MRDC] and Metro Systemwide Station Design Standards Policy). Metro also prepared the First/Last Mile Plan, which city staff have been involved with throughout the development and can adopt for their city if they so choose. The Construction Authority would also consider opportunities to implement First/Last Mile Plan projects. As feasible, additional Crime Prevention Through Environmental Design (CPTED) principles and features would be incorporated.

4.12.3.3 Short-Term Construction Impacts

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in short-term safety and security impacts during construction. As determined in the 2013 FEIR and subsequent environmental actions, implementation of mitigation measures would reduce Project impacts to less than significant.

Safety

During construction, motorists, pedestrians, and bicyclists would experience temporary safety hazards in the Project Modification areas. This would result from the number and proximity of vehicles and people adjacent to the Project Modifications locations. The potential for such significant safety and security impacts would be minimized by compliance with OSHA, California OSHA, and Metro safety and security programs, which are designed to reduce potential impacts during construction to less than significant levels, as previously discussed in the 2013 FEIR. Safety for pedestrians, bicyclists, and motorists would be maintained during construction through the use of signage, partial lane closures, construction barriers, and supervision by safety and security personnel at access points and throughout construction sites, in accordance with the 2013 FEIR. Implementation of mitigation measures identified in the 2013 FEIR would further reduce potential short-term construction-related impacts associated with the Project Modifications to less than significant (SS-1).

Security

As previously stated in the 2013 FEIR, incidents of crime would not likely increase during construction. This remains the case for areas adjacent to the Project Modifications. However, incidents of property crime could occur at construction sites (e.g., theft of construction machinery and materials), although they would be minimized through implementation of standard site security practices by contractors. Further, implementation of mitigation measures

identified in the 2013 FEIR would reduce potential short-term construction-related security impacts associated with the Project Modifications to less than significant (SS-2).

With the incorporation of mitigation measures SS-1 and SS-2, short-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts would occur.

In summary, the Project Modifications would result in short-term construction impacts that could create the potential for increased pedestrian and/or bicycle safety risks; however, impacts would be reduced to less than significant with mitigation measures.

It is not anticipated that short-term construction impacts would create substantial hazards including station, boarding, or disembarking accidents; right-of-way accidents; collisions between LRT/automobile and LRT/pedestrian; fires; or major structural failures; therefore, no impacts would occur.

It is not anticipated that short-term construction activities would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). All construction activities will be conducted in accordance with accepted safety criteria and temporary closures and detour routes will be identified to avoid any increased hazards. Therefore, no impacts would occur.

Additionally, the Project Modifications could result in short-term construction impacts that would substantially limit the delivery of emergency responses such as police, fire, or emergency services to locations along the proposed alignment. However, with the implementation of mitigation measures, impacts would be reduced to less than significant.

Lastly, the Project Modifications could result in short-term construction impacts that would create the potential for adverse security conditions including incidents, offenses, crimes, or terrorism; however, impacts would be reduced to less than significant with mitigation measures.

4.12.3.4 Long-Term Impacts

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in long-term safety and security impacts. As determined in the 2013 FEIR and subsequent environmental actions, implementation of mitigation measures would reduce Project impacts to less than significant.

Safety (Pedestrian, Bicyclist, and Motorists)

As described in the 2013 FEIR, station safety measures include adequate pedestrian queuing and refuge areas, as well as wide crosswalks to facilitate pedestrian mobility. Parking circulation within the stations would also be integrated into the final design that avoids pedestrian conflicts. Consistent with the Project, the Project Modifications would be designed to meet Metro's fire and life safety criteria. As presented and approved in the 2013 FEIR and subsequent environmental actions, the Project also includes design features that would minimize conflicts between LRTs and motorists, including those associated with the Project Modifications. As

previously described, Metro's First/Last Mile Plan for the Project was a coordinated effort between Metro, the Construction Authority, and the cities of Glendora, San Dimas, La Verne, Pomona, and Claremont, introducing additional safety features through design and vehicular speed control measures around station locations to prevent and minimize potential conflicts between motorists, pedestrians, and bicycles. While the First/Last Mile Plan does not incorporate the Project Modification sites, the general safety features around the stations contained within would be applicable to the reconfigured parking facilities as they have only been expanded to include adjacent land or relocated to the other side of the alignment. As discussed in the First/Last Mile Plan, city staff have been involved throughout the development and can adopt for their city if they so choose. The Construction Authority would consider opportunities to implement First/Last Mile Plan projects that are within the Construction Authority's work areas into Project construction if additional funding is made available. Current project funding does not include funding for elements of the First/Last Mile Plan that extend beyond the immediate station and parking locations. For traffic analysis within or around the reconfigured parking facilities, refer to Chapter 3, Transportation, of this Draft SEIR. More detailed discussion of the Project Modifications proposed at station and parking facility locations is presented below.

Reconfigured Glendora Station Parking Facility

There would be no changes to vehicle or pedestrian access at the reconfigured Glendora Station parking facility to what was included in the Project. As previously approved, vehicle access to the parking facility would be from South Vermont Avenue and pedestrian access to the station platform would be from both the north via an at-grade crossing and the south via an underpass. The reconfigured parking facility would also include a turnabout that is closer to the station platform than previously approved to better accommodate pick up and drop off. This revised turnabout would result in increased safety compared to the Project. The reconfigured parking facility would be located in the same general area as previously approved, with adjacent land to the south added. Therefore, the facility would be located in an area with the same safety and security setting as previously analyzed. Implementation of the mitigation measures identified in the 2013 FEIR would reduce long-term impacts associated with the Project Modifications to less than significant (SS-3 through SS-10).

Reconfigured San Dimas Station Parking Facility

Due to the reconfiguration of the San Dimas Station parking facility, vehicle access would be from East Arrow Highway, instead of from South Walnut Avenue as previously proposed. East Arrow Highway is a heavier trafficked roadway with a higher speed limit than South Walnut Avenue, which has the potential to result in increased safety impacts for both motorists and pedestrians. Pedestrian access to the station platform would be via an undercrossing on the east side of the station and from San Dimas Avenue on the west side as previously approved. There would also be pedestrian walkways from Walnut Avenue and East Arrow Highway to the undercrossing, in addition to the pedestrian walkway from San Dimas Avenue as proposed in the 2013 FEIR. The reconfigured parking facility would be located in the same general area as previously approved, with adjacent land to the south added. Therefore, the facility would be

located in an area with the same safety and security setting as previously analyzed. Implementation of the mitigation measures identified in the 2013 FEIR would reduce long-term impacts associated with the Project Modifications to less than significant (SS-3 through SS-10).

Reconfigured La Verne Station Parking Facility

The parking facility would require the same land parcels in the same location as those identified for the previously proposed parking structure. There would be no change to vehicle access; vehicle access would be from East Arrow Highway. The previously proposed turnabout would be in the same general location. Due to the reconfiguration of the parking facility, pedestrian access would be via an at-grade crossing, instead of an underpass. This has the potential to result in more severe safety impacts when compared to the Project. However, the at-grade crossing would include gates, swing gates, detectable warning surface, warning signs, wayfinding, concrete panels, railing, and signals, as required. Implementation of the mitigation measures identified in the 2013 FEIR would reduce long-term impacts associated with the Project Modifications to less than significant (SS-3 through SS-10).

Reconfigured Pomona Station Parking Facility

To accommodate a surface parking lot at the Pomona Station, the Construction Authority proposes to potentially relocate and expand the parking facility from the 2013 FEIR approved site. A bus turnabout would be located north of the parking facility at the end of Santa Fe Street; through traffic at Garey Avenue would be closed as part of the Project Modifications. Due to the relocation of the parking facility and incorporation of the bus turnabout, there would no longer be vehicle access between Pine Street and Garey Avenue via Santa Fe Street or Magnolia Street, which has the potential to result in decreased safety impacts as buses would be the primary vehicle type traveling in this area. A traffic signal would be installed on Grevillia Street to provide for safe fully directional vehicle access, and a second entrance would be located directly off of Garey Avenue for right in/right out access. Pedestrian access from the relocated parking facility would be via a pedestrian path that would extend east from the station platform to Garey Avenue and continue south on the Garey Avenue sidewalk to the parking lot. This would avoid potential safety impacts associated with the LRT tracks and existing Metrolink tracks; however, the pedestrian route would be adjacent to Garey Avenue, a heaver trafficked roadway with a higher speed limit than the route associated with the previously proposed parking facility. Pedestrian access from the east would be via an at-grade crossing, instead of a grade separated crossing. As discussed above, this has the potential to result in more severe safety impacts when compared to the Project. However, the at-grade crossing would include gates, swing gates, detectable warning surface, warning signs, wayfinding, concrete panels, railing, and signals, as required. In addition, these safety features will meet or exceed industry safety standards and would be similar to existing safety features that are currently in use and have shown to be effective. Implementation of the mitigation measures identified in the 2013 FEIR would reduce long-term impacts associated with the Project Modifications to less than significant (SS-3 through SS-10).

Reconfigured Claremont Station Parking Facility

Under either of the Claremont Station parking facility scenarios, there would be a new pedestrian walkway from the eastern side of the parking lot west to the station platform. This would entail a new pedestrian crosswalk on North College Avenue just north of the existing right-of-way. This would result in improved safety conditions at the Claremont Station. Vehicle access components would be the same under either scenario and would remain unchanged from the 2013 FEIR and subsequent environmental actions. Implementation of the mitigation measures identified in the 2013 FEIR would reduce long-term impacts associated with the Project Modifications to less than significant (SS-3 through SS-10).

Security

Consistent with the 2013 FEIR, CPTED features would be incorporated in the Project Modifications to provide a safe, secure, and comfortable transit system. CPTED principles for transit stations include open visible platforms, lighting, signage, emergency telephones, public address system, and monitoring systems. Law enforcement personnel would also routinely patrol the stations to help prevent crime from occurring.

Similar CPTED design principles would be used to deter vagrancy at parking facilities, such as lighting, roving law enforcement personnel, and benches that would prevent people from lying down comfortably. In addition, Metro's Transit Homeless Action Plan, as discussed in the 2019 SEIR, implements a comprehensive outreach and engagement plan providing homeless individuals with resources and services, while maintaining a clean environment and a high level of public safety for Metro transit patrons using the parking facilities. In addition, reconfiguration of the Pomona Station parking facility south of the station, along Garey Avenue, has the potential to result in less security impacts since the parking lot would be adjacent to Garey Avenue, providing more transparency and line of sight into the parking lot, as opposed to the parking facility being located between buildings that may only be open during daytime hours. Implementation of the mitigation measures identified in the 2013 FEIR would reduce long-term impacts associated with the Project Modifications to less than significant (SS-3 through SS-10).

With the incorporation of mitigation measures SS-3 through SS-10, long-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts would occur.

In summary, the Project Modifications would result in long-term impacts that could create the potential for increased pedestrian and/or bicycle safety risks; however, impacts would be reduced to less than significant with mitigation measures.

It is not anticipated that the Project Modifications would result in long-term impacts involving substantial hazards including station, boarding, or disembarking accidents; right-of-way accidents; collisions between LRT/automobile and LRT/pedestrian; fires; or major structural failures however, impacts would be reduced to less than significant with mitigation measures if future incidents occur.

The Project Modifications would not result in substantially increased hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). All project features will be designed and constructed in accordance with appropriate design criteria and to avoid any increased hazards. Therefore, no impacts would occur.

However, the Project Modifications could result in long-term impacts that would substantially limit the delivery of emergency responses such as police, fire, or emergency services to locations along the proposed alignment. However, with the implementation of mitigation measures, impacts would be reduced to less than significant.

Lastly, the Project Modifications could result in long-term impacts that would create the potential for adverse security conditions including incidents, offenses, crimes, or terrorism. These impacts would be reduced to less than significant with mitigation measures.

4.12.4 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR provides a regional cumulative impact assessment for transportation improvements through 2035. The RTP/SCS Final Program EIR concludes that there would be no long-term cumulative security impacts. During construction, the Project Modifications would result in similar security impacts as the Project and implement required mitigation measures and a safety- and security-oriented design, and adhere to standard policies and requirements, as required by the 2013 FEIR and 2019 SEIR. With incorporation of mitigation measures identified in the 2013 FEIR and the 2019 SEIR, the Project Modifications would not result in additional safety and security impacts compared to what was evaluated in the 2013 FEIR and the 2019 SEIR. The Project Modifications would not change the cumulative impact conclusions as discussed in Section 3.12.3.5 of the 2013 FEIR and Section 3.9.3.5 of the 2019 SEIR.

Therefore, safety concerns for motorists, pedestrians, and bicyclists would increase locally, particularly if other development and transportation projects are constructed in the vicinity of the Project Modifications. However, it is not anticipated the Project with Project Modifications will result in a considerable cumulative impact. Additionally, the potential to increase cumulative security impacts and emergency response would not be significant; therefore, cumulative safety and security impacts would be less than significant.

4.12.5 Mitigation Measures

4.12.5.1 Short-Term Construction Mitigation Measures

Mitigation measures SS-1 and SS-2 would be incorporated from the 2019 SEIR. No short-term mitigation measures were proposed in the 2013 FEIR.

- **SS-1.** Work plans, schedules, and traffic control measures shall be coordinated with police and fire service providers prior to and during construction to limit effects on emergency response times.

- **SS-2.** Incorporate security measures at the construction sites and staging areas. Security features would include, but not limited to, closed-circuit television, onsite guards and security teams, lighting focused on potential access points to the site to deter access, and perimeter fencing to prohibit unauthorized individuals from accessing the construction area.

No additional mitigation is required.

4.12.5.2 Long-Term Mitigation Measures

Long-term mitigation measures would be incorporated from the 2013 FEIR (SS-1 through SS-8). Note that the long-term mitigation measures have been renumbered as SS-3 through SS-10 to reflect the short-term construction mitigation measures that were added as a part of the 2019 SEIR (see Section 4.12.5.1 above).

- **SS-3.** All stations and parking facilities shall be equipped with monitoring equipment and/or be monitored by Metro Rail Operations Center staff/LASD Transit Services Bureau Desk Operations personnel on a regular basis.
- **SS-4.** A security plan for LRT operations shall be implemented. The plan shall include both in-car and station surveillance by Metro Rail Operations Center staff/LASD Transit Services Bureau Desk Operation personnel security or other local jurisdiction security personnel.
- **SS-5.** Lighting at all stations shall be to standards that minimize shadows, and all pedestrian pathways leading to/from sidewalks and parking facilities shall be well-illuminated in accordance with Metro Design Criteria.
- **SS-6**. Metro Rail Operations Center staff/LASD Transit Services Bureau Desk Operations personnel shall coordinate and consult with the Los Angeles and San Bernardino County sheriff's department and police departments of the cities adjacent to the alignment to develop and implement safety and security plans for the alignment, parking facilities, and station areas.
- **SS-7.** The station design shall not include design elements that obstruct visibility or observations or provide discrete locations favorable to crime, and pedestrian access to at-grade, below-grade, and above-grade station entrances/exits shall be accessible at ground level, with clear sight lines.
- **SS-8.** Metro Rail Operations Center staff/LASD Transit Services Bureau Desk Operations personnel shall monitor pedestrian crossing activity at all locations with adjacent schools and implement appropriate measures to ensure pedestrian crossing safety, as determined by the CPUC.
- **SS-9**. The Construction Authority shall conduct a hazard analysis before the start of final design, using current safety analysis as a reference. The hazard analysis shall determine a design basis for warning devices, as required by the CPUC.

- **SS-10.** Traffic warning measures, such as signage, shall be provided at locations adjacent to stations to alert motorists to significant pedestrian activity in the area. Traffic warning measures will be per the California Manual of Uniform Traffic Control Devices specifically Part 10, Traffic Controls for Highway-Light Rail Transit Grade Crossing.

No additional mitigation is required.

4.12.6 Level of Impact after Mitigation

With safety- and security-oriented design, adherence to standard policies and requirements, and the incorporation of mitigation measures, the Project Modifications would not result in new significant safety and security impacts. Therefore, safety and security impacts of the Project Modifications would be less than significant. The conclusions from the analysis of safety and security in the 2013 FEIR and subsequent environmental actions remain unchanged. Based on the foregoing:

- The Project Modifications, with mitigation measures, will not create the potential for increased pedestrian and/or bicycle safety risks.
- The Project Modifications will not create substantial hazards including station, boarding, or disembarking accidents; right-of-way accidents; collisions between LRT/automobile and LRT/pedestrian; fires; or major structural failures.
- The Project Modifications would not result in substantially increased hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- The Project Modifications, with mitigation measures, will not substantially limit the delivery of emergency responses such as police, fire or emergency services to locations along the proposed alignment.
- The Project Modifications, with modifications, will not create the potential for adverse security conditions including incidents, offenses, crimes, or terrorism.

4.13 Aesthetics

4.13.1 Regulatory Setting

The regulatory setting for visual quality as described in Section 3.13 of the 2013 FEIR and Section 3.10 of the 2019 SEIR, is applicable to the Project Modifications. There are no material changes to the regulatory setting for visual quality.

4.13.1.1 State

The state regulatory setting as described in Section 3.13.1.1 of the 2013 FEIR is applicable to the Project Modifications. There are no officially designated State Scenic Highways located within the viewshed of the Project Modifications (Caltrans 2019).

4.13.1.2 Local

The local regulatory setting as described in Section 3.13.1.2 of the 2013 FEIR and Section 3.10.1.2 of the 2019 SEIR is applicable to the Project Modifications. Table 4.13-1 outlines additional measures adopted by the affected jurisdictions that relate to visual resources and are directly applicable to the Project Modifications.

Table 4.13-1. Local General Plan Policies and Goals

Jurisdiction	Document	Policy or Goal	Text
City of Glendora	General Plan (2008)	Conservation Element Goal CON-10, Policy CON-10.2	Maintain the tree preservation ordinance to ensure the preservation of existing tree resources.
City of Glendora	General Plan (2008)	Land Use Element Goal LU-18, Policy LU-18.1	Ensure the scale and character of development is sensitive to adjoining uses.
City of Glendora	General Plan (2008)	Land Use Element Goal LU-20, Policy LU-20.4	Encourage the expansion of street trees to improve the pedestrian scale and character of future development.
City of Glendora	Route 66 Specific Plan (2015)	Objective UD-4	Establish a streetscape program using signage, street furniture, entry statements, and other visual amenities that conveys the traditional character of Glendora, withstands the test of time, is cost-effective, and achieves a stronger community image and identity.
City of Glendora	Route 66 Specific Plan (2015)	Priority Subareas for Façade Rehabilitation	The area generally located along Route 66 and Vermont Avenue west of Glendora Avenue and east of Grand Avenue.
City of San Dimas	General Plan (1990)	Open Space Goal 4, Objective 4.1	Preserve existing views of the foothills.
City of San Dimas	General Plan (1990)	Open Space, Plan Proposal C	Identify Walnut Avenue and San Dimas Avenue as scenic corridors (see Exhibit V-4).

Jurisdiction	Document	Policy or Goal	Text
City of San Dimas	General Plan (1990)	Land Use Goal 2, Policies 2.4.1 through 2.4.3	Integrate structures with the environment: • Use natural materials and colors. • Integrate with environmental texture and forms. • Control exterior light sources.
City of San Dimas	General Plan (1990)	Land Use Goal 2, Policies 2.6.1 through 2.6.3	Enhance landscaping: • Use landscaping to blend structure with the environment. • Use drought-tolerant species. • Minimize excessive impervious surface cover.
City of La Verne	General Plan (1998)	Transportation Goal 3, Policy 3.2, Implementation Measure f	Strive for improved street aesthetics.
City of La Verne	General Plan (1998)	Community Design Goal 2, Policy 2.1, Implementation Measure a	Require street tree plantings be mature and dense enough to shade and beautify adjacent areas within 10 years of growth. Street tree selection shall consider the use of tree varieties already found along the street and those listed in Table CD-a: Arterial Street Tree Selection.
City of La Verne	General Plan (1998)	Community Design Goal 2, Policy 2.1, Implementation Measure b.1	Require strict adherence to the City's Landscape Design Guidelines & Standards, which prescribes specific procedures for achieving the following: Boulevard Trees shall be: • Formally massed to promote a rhythmic, ceremonial appearance. • Selected from Table CD-1 for use along arterial streets.
City of La Verne	General Plan (1998)	Community Design Goal 2, Policy 2.4, Implementation Measure a	Require tree preservation plans with all development.
City of La Verne	General Plan (1998)	Community Design Goal 2, Policy 2.4, Implementation Measure c	Preserve all our significant stands of native, protected, and heritage trees.
City of La Verne	General Plan (1998)	Community Design Goal 2, Policy 2.4, Implementation Measure f	Require that all trees permitted for removal be replaced by a ratio of four-to-one.
City of Pomona	General Plan (2014a)	Community Design Policy 7F.G4	Ensure high quality new development and redevelopment throughout the City that is designed appropriately to add value to its surrounding context.

Jurisdiction	Document	Policy or Goal	Text
City of Pomona	Pomona North Metrolink Station Area Plan (2014b)	Recommended Parking Requirements	Surface parking lots shall be heavily landscaped with a tree placed between every three parking stalls along the edges of the lot and between parking bays.
City of Pomona	Pomona North Metrolink Station Area Plan (2014b)	Market Analysis Findings 4	Gold Line infrastructure improvements for the Pomona Station, which may include a structured parking facility for 750 spaces, a flyover structure to support continued use of the BNSF rail spur, and two at-grade crossings, will directly influence the nature and direction of Study Area development. Therefore, the City should act decisively to influence the design and deployment of these improvements.
City of Pomona	Pomona Corridors Specific Plan (2014c)	Community Objective 3	Beautify the Corridors: Begin the transformation of the visual character of Garey Avenue, Holt Avenue, Mission Boulevard and Foothill Boulevard into iconic gateways for Downtown Pomona and other key destinations, and into distinctive places in their own right as the City's most visible thoroughfares.
City of Claremont	General Plan (2014)	Land Use, Character, Preservation Element Goal 2-5, Policy 2.5-1 and 2.5-3	Insist on excellence in architectural design of new construction in the City. Continue to require public art as part of new development projects.
City of Claremont	General Plan (2014)	Land Use, Character, Preservation Element Goal 2-11	Promote community identity and local history by encouraging context-sensitive design and development.
City of Claremont	General Plan (2014)	Land Use, Character, Preservation Element Policy 2.12-4	Encourage all new development to preserve the natural topography of a site and existing mature trees.
City of Claremont	General Plan (2014)	Land Use, Character, Preservation Element Policy 2.13-1	Maintain and enhance the City's collection of street trees and improve Claremont's image of a "City with trees."

Source: City of Glendora 2008, 2015; City of San Dimas 1990; City of La Verne 1998; City of Pomona 2014a, 2014b, 2014c; City of Claremont 2020

4.13.2 Existing Conditions

4.13.2.1 Regional Setting

The regional existing conditions setting as described in Section 3.13.2.1 of the 2013 FEIR is applicable to the Project Modifications.

4.13.2.2 Local Setting

The local existing conditions setting as described in Section 3.13.2.2 of the 2013 FEIR is applicable to the Project Modifications. Additional details specifically related to the Project Modifications are provided below. Photographs presented in this section and referenced below were taken during a site visit conducted on June 20, 2020. Definitions of visual assessment terminology used throughout this section can be found in Section 4.13.3.1 below.

Glendora Station Parking Facility Reconfiguration

The reconfigured parking facility to be constructed at the Glendora Station is in the City of Glendora. Figures 1-2A and 1-2B show the reconfigured parking facility, which would be built on a 3.58-acre parcel south of the Gold Line Station platform, adjacent to the existing Metrolink railroad tracks. As shown in Figures 1-2A and 1-2B, the parking facility is located on the same site as previously approved but requires additional area to the south. There are no changes to pedestrian or vehicle access. Figure 4.13-1 is a photograph depicting the view looking northeast from South Vermont Street toward the additional land needed for the reconfigured Glendora Station parking facility. Figure 4.13-2 is a photograph depicting the view looking east from South Vermont Street toward the additional land needed for the reconfigured Glendora Station parking facility.

An approximately one-story light industrial warehouse and a vehicle storage yard are currently located on the new land to be acquired as part of the reconfiguration. The warehouse, which has a tan exterior and few architectural details, is bounded by South Vermont Street on the west, an automotive shop to the south, and vehicle storage yards to the east and north, which would be part of the reconfigured parking facility. The parcel is lightly landscaped with trees and shrubs along South Vermont Street. The additional land needed for the reconfigured parking facility would be located in an area of mainly industrial and commercial land uses with limited visual resources save for intermittent north-facing views toward the San Gabriel Mountains. As with the approved Project, the reconfigured parking facility would be visible from residences north of the tracks. A row of wooden utility poles runs along the eastern side of South Vermont Street and is an intrusive visual element that reduces visual intactness. The views of the San Gabriel Mountains provide a vivid background.

Viewers in the area are a mix of the residents that live in the neighborhood to the north and farther to the west, and the workers employed at the industrial and commercial facilities. Residents would have a high level of visual concern, while commuters and workers would have a moderate level of concern.



Figure 4.13-1. View looking northeast from South Vermont Street toward the additional land needed for the reconfigured Glendora Station parking facility.



Figure 4.13-2. View looking east from South Vermont Street toward the additional land needed for the reconfigured Glendora Station parking facility.

San Dimas Station Parking Facility Reconfiguration

The reconfigured parking facility to be constructed at the San Dimas Station is in the City of San Dimas. Figures 1-3A and 1-3B show the reconfigured parking facility, which would be built on a 3.36-acre parcel south of the Gold Line Station platform, adjacent to the existing Metrolink railroad tracks. As shown in Figures 1-3A and 1-3B, the parking facility is located on the western portion of the same site as previously approved but requires additional area to the south. Because of the reorientation of the parking, pedestrian and vehicular access would be different than previously approved. Figures 4.13-3 and 4.13-4 are photographs depicting the view looking northwest and north, respectively, from Arrow Highway toward the additional land needed for the reconfigured San Dimas Station parking facility.

Several one-story buildings and storage yard areas are located on the additional land to be acquired as part of the reconfiguration. The buildings are a variety of colors and sizes, which contributes to a reduced intactness and unity in terms of visual quality of the site. The parcel is sparsely landscaped with trees along Arrow Highway. The additional land needed for the reconfigured parking facility would be located in an area of primarily commercial and office land uses with limited visual resources except for views toward the San Gabriel Mountains and tree-lined median of Arrow Highway. There is also a historic structure located directly east of the reconfigured parking facility site on Arrow Highway, as seen in Figure 4.13-4. The views of the San Gabriel Mountains and nearby historic structures provide an element of memorability or vividness.

Viewers in the area are a mix of the motorists traveling on Arrow Highway and workers employed at the commercial and office facilities along Arrow Highway. Motorists and workers would have a moderate level of concern.

La Verne Station Parking Facility Reconfiguration

The reconfigured parking facility to be constructed at the La Verne Station is in the City of La Verne. As shown in Figures 1-4A and 1-4B, the parking facility is located on the same site as previously approved; however, as shown in Figure 1-4B, there are changes to pedestrian access compared to what was previously approved. Figure 4.13-5 is a photograph depicting the view looking southeast toward the location of the new at-grade pedestrian crossing. The new at-grade pedestrian crossing is a change from the previously proposed undercrossing in this location. Since no additional land is needed to construct the reconfigured parking facility, the existing condition information in the 2013 FEIR is applicable to the reconfigured La Verne Station parking facility.



Figure 4.13-3. View looking northwest from Arrow Highway toward the additional land needed for the reconfigured San Dimas Station parking facility.



Figure 4.13-4. View looking north from Arrow Highway toward the additional land needed for the reconfigured San Dimas Station parking facility.



Figure 4.13-5. View looking southeast from Fairplex Drive toward the location of the new at-grade pedestrian crossing at the reconfigured La Verne parking facility.

Pomona Station Parking Facility Reconfiguration

The reconfigured parking facility to be constructed at the Pomona Station is in the City of Pomona. Figures 1-5A and 1-5B show the reconfigured parking facility, which would be built on a 3.86-acre property south of the Gold Line Station platform, adjacent to the existing Metrolink parking lot. As shown in Figures 1-5A and 1-5B, the parking facility is located on an entirely different site south of the tracks instead of north of the tracks as previously approved. Because of the reorientation of the parking, pedestrian and vehicular access would be different than previously approved. Figure 4.13-6 is a photograph depicting the view looking southeast from the intersection of Santa Fe Street and Pine Street toward the reconfigured Pomona Station parking facility location. Figure 4.13-7 is a photograph depicting the view looking southwest from the intersection of East Magnolia Street and North Garey Avenue toward the reconfigured Pomona Station parking facility location. Figure 4.13-8 is a photograph depicting the view looking northwest from the south side of Grevillia Street and Garey Avenue toward the reconfigured Pomona Station parking facility location.

Several one- and two-story residential and commercial buildings are currently located on the new land to be acquired as part of the reconfiguration. The buildings are a variety of colors and sizes, which contributes to a reduced intactness and unity in terms of visual quality of the site. The western properties are heavily landscaped with trees and shrubs, whereas the eastern properties are not landscaped fronting North Garey Avenue, which also contributes to reduced intactness and unity when viewing the site. The new land needed for the reconfigured parking facility would be located in an area of mainly industrial and commercial land uses and some vacant lots with limited visual resources save for intermittent north-facing views toward the San Gabriel Mountains. The reconfigured parking facility would not be visible by residents; the nearest residences are across North Garey Avenue, behind industrial and commercial uses. The views of the San Gabriel Mountains provide an element of memorability or vividness.

Viewers in the area would be a mix of Metrolink rail commuters, motorists, bicyclists, and pedestrians on North Garey Avenue, and the workers employed at the industrial and commercial facilities nearby. Commuters, motorists, and workers would have a moderate level of concern.

Claremont Station Parking Facility Reconfiguration

The reconfigured parking facility to be constructed at the Claremont Station is in the City of Claremont. As shown in Figures 1-6A through 1-6C, the parking facility is located on the same site as previously approved. One scenario involves constructing a parking garage on approximately half of the site and surface parking on the other half. The other scenario involves constructing a surface lot on the entirety of the site with the remainder of the required parking leased off-site. There would also be a change to pedestrian access and a new pedestrian crosswalk as shown in Figure 1-6C. Figure 4.13-9 is a photograph depicting the view looking southwest from the intersection of East First Street and Columbia Avenue toward the reconfigured Claremont Station parking facility location. Figure 4.13-10 is a photograph depicting the view looking southwest from the intersection of North College Avenue and East First Street toward the location of the new pedestrian crosswalk.



Figure 4.13-6. View looking southeast from the intersection of Santa Fe Street and Pine Street toward the reconfigured Pomona Station parking facility location.



Figure 4.13-7. View looking southwest from the intersection of East Magnolia Street and North Garey Avenue toward the reconfigured Pomona Station parking facility location.



Figure 4.13-8. View looking northwest from the south side of Grevillia Street and Gary Avenue toward the reconfigured Pomona Station parking facility location.



Figure 4.13-9. View looking southwest from the intersection of East First Street and Columbia Avenue toward the reconfigured Claremont Station parking facility location.



Figure 4.13-10. View looking southwest from the intersection of North College Avenue and East First Street toward the location of the new pedestrian crosswalk near the reconfigured Claremont Station parking facility.

No additional land is needed to construct the reconfigured parking facility. The site is currently developed and used as a surface parking lot to serve the existing Metrolink station. The parking lot is landscaped with trees throughout and is adjacent to an existing bus facility. There are existing one- and two-story buildings surrounding to the parking facility. Claremont Village, to the northwest of the reconfigured parking facility, is an area of vivid visual quality and high aesthetic quality. Various institutional buildings associated with The Claremont Colleges are also nearby. There is also a historic structure on the northwest corner of North College Avenue and East First Street. The views of nearby historic structures and Claremont Village provide an element of memorability or vividness.

Viewers in the area would be a mix of the residents that live in the neighborhoods surrounding the parking facility, Metrolink rail commuters and other riders, and visitors, students, and employees of the nearby Claremont Village and The Claremont Colleges. Residents, students, and visitors would have a high level of visual concern, while commuters and employees would have a moderate level of concern.

4.13.3 Environmental Impacts

4.13.3.1 Evaluation Methodology

This analysis of the visual resource issues associated with the Project Modifications was prepared in accordance with the visual impact assessment system developed by the FHWA in Visual Impact Assessment for Highway Projects (2015). This method is robust and widely used to provide systematic evaluation of visual changes. The assessment also considers local policy documents that address locally important resources and set guidelines for achieving visually attractive projects. Based on a review of the project character, it was determined that Standard assessment level of analysis is appropriate for the Project since it includes multiple landscape units, local levels of potential controversy, moderate visual alteration and a potentially moderate level of viewer sensitivity[6].

The FHWA method addresses the following primary questions:

- What are the visual qualities and characteristics of the existing landscape in the project area?
- What are the potential effects of the project's proposed alternatives on the area's visual quality and aesthetics?
- Who would see the project, and what is their likely level of concern about or reaction to the way the project visually fits within the existing landscape?

The initial step in the evaluation process was a review of planning documents applicable to the Project Modification study area to gain insight into the types of land uses intended for the general area, and the guidelines given for the protection or preservation of visual resources. Consideration was then given to the existing visual setting within the Project Modification

[6] FHWA Guidelines for the Visual Impact Assessment of Highway Projects, January 2015, Table 3-2.

viewshed, which is defined as the geographical area in which the Project Modifications can be seen. Site reconnaissance was conducted to view the site and surrounding area and take representative photographs of existing visual conditions. The existing visual conditions were evaluated using the FHWA visual quality assessment system.

The FHWA visual quality assessment asks the following: Is this particular view common or dramatic? Is it a pleasing composition (a mix of elements that seem to belong together) or not (a mix of elements that either do not belong together or contrast with the other elements in the surroundings)? Under the FHWA visual quality analysis system, the visual quality of each view is evaluated in terms of its vividness, intactness, and unity:

- **Vividness** is defined as the degree of drama, memorability, or distinctiveness of the landscape components. Overall vividness is an aggregated assessment of landform, vegetation, water features, and human-made components in views.
- **Intactness** is a measure of the visual integrity of the natural and human-built landscape and its freedom from encroaching elements. This factor can be present in well-kept urban and rural landscapes, as well as in natural settings. High intactness means that the landscape is free of unattractive features and is not broken up by features and elements that appear out of place. Low intactness means that visual elements that are unattractive and/or detract from the quality of the view can be seen.
- **Unity** is the degree of visual coherence and compositional harmony of the landscape considered as a whole. High unity frequently attests to the careful design of individual components and their relationship in the landscape or refers to an undisturbed natural landscape.

Changes associated with the Project Modifications are described in Section 1.2.2 of this Draft SEIR and the anticipated visual effects of these proposed changes to the visual environment are described in Sections 4.13.3.3 and 4.13.3.4. Once all effects were examined, a determination was made as to whether any potential impacts would reach a level that would be significant under the impact criteria discussed below in Section 4.13.3.2.

4.13.3.2 Impact Criteria

The impact criteria are the same as applied in the 2013 FEIR. An impact on visual quality is considered significant if the Project Modifications would:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources with a scenic highway, including, but not limited to, trees, rock outcroppings, and historic buildings.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

- Introduce substantial new shadow effects on sensitive users.

Analysis of these thresholds of significance would demonstrate (1) the extent to which the Project Modifications would conform with applicable laws, ordinances, and regulations governing visual resources, and (2) whether the Project Modifications would generally degrade the visual character and quality of the site and its surroundings. The impact criteria provide a comprehensive assessment of potential impacts to visual resources.

4.13.3.3 Short-Term Construction Impacts

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in short-term construction-related visual quality impacts. As determined in the 2013 FEIR and subsequent environmental actions, implementation of mitigation measures would reduce Project impacts to less than significant.

Construction of the Project Modifications has the potential to result in additional short-term impacts to visual resources in the vicinities of each of the parking facilities as there would be a larger area of disturbance to construct parking lots versus structures. Impacts would include temporary visual obstructions, distractions, and interferences within the existing visual environment due to the presence of construction equipment and construction objects (e.g., staged/stockpiled building materials, traffic barricades, signage, construction personnel, and lighting should work be conducted in the evening hours). These activities would be visible from residences, businesses, and roadways adjacent to the areas where the modifications are planned. In addition, as discussed above in Section 4.13.2, there are historic structures adjacent to the reconfigured San Dimas Station and Claremont Station parking facilities. However, since construction of surface parking lots entails less equipment, materials, and construction personnel than construction of parking garages, short-term impacts are expected to be less than previously analyzed. Construction activities are not expected to create new shadow effects on sensitive users. Implementation of mitigation measures identified in the 2013 FEIR would reduce short-term construction-related visual quality impacts associated with the Project Modifications to less than significant (VIS-1 though VIS-3).

With the incorporation of mitigation measures VIS-1 through VIS-3, short-term construction-related visual quality impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts associated with construction of the Project Modifications at any of the reconfigured parking facilities would occur.

Therefore, the Project Modifications would not result in short-term construction impacts that would have a substantial adverse effect on a scenic vista. In addition, construction impacts would not substantially damage scenic resources with a scenic highway, including, but not limited to, trees, rock outcroppings, and historic buildings. The Project Modifications could substantially degrade the existing visual character or quality of the site and its surroundings; however, mitigation measures would reduce impacts to less than significant. Additionally, the Project Modifications could create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area, which may introduce substantial new shadow

effects on sensitive users. As such, short-term construction impacts to visual quality would be less than significant with mitigation measures.

4.13.3.4 Long-Term Impacts

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in long-term visual quality impacts. As determined in the 2013 FEIR and subsequent environmental actions, although the implementation of mitigation measures would reduce Project impacts, impacts would remain significant and unavoidable (associated with the Towne Avenue flyover in the City of Pomona and removal of deodar cedar trees along Arrow Highway in the City of La Verne).

Long-term changes to the visual environment near the sites of the reconfigured parking facilities include demolition of buildings that currently exist; removal of existing trees and landscaping, as necessary; construction of a surface parking lot; installation of new landscaping such as trees; and associated pedestrian and vehicle access improvements. These changes would result in minimal light and glare impacts, as compared to the Project, since the parking facilities would be replaced with a surface lot and pedestrian lighting, as opposed to a large concrete structure that may have greater potential for spillover light.

Glendora Station Parking Facility Reconfiguration

The reconfigured Glendora Station parking facility would be located on the same site previously approved in the 2013 FEIR with additional land to the south. Construction of a surface lot instead of a parking structure would reduce long-term visual resource impacts because there would be no multi-level parking garage. Visual impacts associated with the reconfigured Glendora Station parking facility are negligible because the site is currently developed with similar low intensity uses. A surface parking lot would also blend with the existing one-story buildings adjacent to the parking facility and across South Vermont Avenue to the west, which contributes to enhanced unity in terms of visual quality. Minimal landscaping would need to be removed and would be replaced with new landscaping once construction is complete, which would enhance the vividness of site views. Additionally, mitigation measures VIS-4 and VIS-5 will ensure that the facility design, landscaping, and lighting are appropriate for the site and fit the surrounding community. Implementation of mitigation measures identified in the 2013 FEIR would reduce long-term visual quality impacts associated with the Project Modifications to less than significant (VIS-4 and VIS-5).

San Dimas Station Parking Facility Reconfiguration

The reconfigured San Dimas Station parking facility would be located on the same site previously approved in the 2013 FEIR with additional land to the south. Construction of a surface lot instead of a parking structure would reduce long-term visual resource impacts because there would be no multi-level parking garage. Visual impacts associated with the reconfigured San Dimas Station parking facility are negligible because the site is currently developed with similar low intensity uses. The new vehicular access from Arrow Highway would also not negatively alter the existing visual quality since there is currently access from Arrow

Highway to the properties. Minimal landscaping would need to be removed and would be replaced with new landscaping once construction is complete, which would enhance the vividness of site views. Due to the reconfiguration of the parking facility to the south to Arrow Highway, the parking facility would abut an existing historic structure directly to the east. However, mitigation measures VIS-4 and VIS-5 would ensure that the facility design, landscaping, and lighting are appropriate for the site and fit the surrounding community. Implementation of mitigation measures identified in the 2013 FEIR would reduce long-term visual quality impacts associated with the Project Modifications to less than significant (VIS-4 and VIS-5).

La Verne Station Parking Facility Reconfiguration

The reconfigured La Verne Station parking facility would be located on the same site previously approved in the 2013 FEIR. Construction of a surface lot instead of a parking structure would reduce long-term visual resource impacts because there would be no multi-level parking garage. A surface parking lot would also blend with the existing one-story buildings adjacent to the parking facility and across Arrow Highway to the east, which would contribute to the unity of the site. Additionally, mitigation measures VIS-4 and VIS-5 would ensure that the facility design, landscaping, and lighting are appropriate for the site and fit the surrounding community, which would also enhance the unity and intactness of the views of the site. The new at-grade pedestrian crossing as opposed to an undercrossing would not negatively affect the visual quality of the area. Implementation of mitigation measures identified in the 2013 FEIR would reduce long-term visual quality impacts associated with the Project Modifications to less than significant (VIS-4 and VIS-5).

Pomona Station Parking Facility Reconfiguration

The site previously analyzed for a Pomona Station parking facility (parking structure) in the 2013 FEIR was a location northeast of the Gold Line Station. The 2013 FEIR determined that visual impacts associated with a parking structure constructed in this location would be less than significant. With approval of the Project Modifications analyzed in this Draft SEIR, a parking facility would not be built on this previously proposed site; therefore, no impacts to visual resources would occur at that location.

Construction of a surface lot would reduce long-term visual resource impacts because there would be no multi-level parking garage. A surface parking lot would also blend with the existing one-story buildings adjacent to the parking facility and across North Garey Avenue to the east, which would contribute to the unity of the site. Construction of the parking facility would have a negligible effect on visual quality for the land uses in the vicinity. The proposed changes to the visual environment are minimal and not out of place in an industrial/commercial area, and viewer concern is not expected to be high. Additionally, mitigation measures VIS-4 and VIS-5 would ensure that the facility design, landscaping, and lighting are appropriate for the site and fit the surrounding community, which would also enhance the unity and intactness of the views of the site. A residential neighborhood is located across Garey Avenue to the east but is separated from the parking facility by industrial uses that front Garey Avenue. These industrial land uses in addition to Garey Avenue itself, which includes a median landscaped with trees, would act as a

buffer between the parking facility and the residential neighborhood. Regardless, mitigation measure VIS-4 would remain valid and would reduce potential impacts associated with facility lighting. Current views from many parts of the surrounding industrial buildings toward the San Gabriel Mountains are partially to fully screened by other existing warehouse structures. Demolishing the existing structures on the reconfigured parking facility site to construct the surface lot would improve views toward the San Gabriel Mountains, a vivid background in terms of visual quality. There would also be a reduced potential for shadows. Implementation of mitigation measures identified in the 2013 FEIR would reduce long-term visual quality impacts associated with the Project Modifications to less than significant (VIS-4 and VIS-5).

Claremont Station Parking Facility Reconfiguration

Both scenarios for the reconfigured Claremont Station parking facility would be located on the same previously approved site analyzed in the 2013 FEIR. Visual impacts associated with the reconfigured Claremont Station parking facility are negligible since the site is currently developed with a parking lot. Additionally, there would be no visual quality impacts from the adjacent leased parking facilities, since it would be provided within existing parking facilities. Under Scenario A, should a parking structure be built on a portion of the site, it would have a limited effect since there are existing parking structures and other two-story buildings nearby. Changes to the visual environment would not be out of place or scale in the urbanized setting. Scenario B would retain or improve the existing visual quality of the site since there would be improvements to accommodate Gold Line riders. Under Scenario B, there would be no visual quality impacts from the leased parking since it would be provided within existing parking facilities and within 0.25 mile of the station, which would contribute to the existing unity and intactness of the site. The new pedestrian pathway and crosswalk would not negatively affect the visual quality of the area. While there is a historic structure located diagonally across the street from the parking facility (on the northwest corner of College Avenue and East First Street), there would be no visual quality change because a parking garage was previously analyzed in this location in the 2013 FEIR. In addition, mitigation measures VIS-4 and VIS-5 would ensure that the facility design, landscaping, and lighting are appropriate for the site and fit the surrounding community, which would also enhance the unity and intactness of the views of the site. Implementation of mitigation measures identified in the 2013 FEIR would reduce long-term visual quality impacts associated with the Project Modifications to less than significant (VIS-4 and VIS-5).

With the incorporation of mitigation measures VIS-4 and VIS-5, long-term visual quality impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts would occur.

Therefore, the Project Modifications could result in long-term impacts that would have a substantial adverse effect on a scenic vista. In addition, construction impacts could substantially damage scenic resources with a scenic highway, including, but not limited to, trees, rock outcroppings, and historic buildings, and thus substantially degrade the existing visual character or quality of the site and its surroundings. Implementation of required mitigation measures would reduce impacts to less than significant. The Project Modifications could create a new source of

substantial light or glare that would adversely affect day or nighttime views in the area, which may introduce substantial new shadow effects on sensitive users. As such, long-term visual quality impacts would be less than significant with mitigation measures.

4.13.4 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR provides a regional cumulative impact assessment for transportation improvements through 2035. The RTP/SCS Final Program EIR concludes that there would be no long-term cumulative visual quality impacts. During construction, the Project Modifications would result in similar or less visual quality impacts as the Project, and implement mitigation measures, as required by the 2013 FEIR. With incorporation of mitigation measures identified in the 2013 FEIR, the Project Modifications would not result in additional visual quality impacts compared to what was evaluated in the 2013 FEIR. The Project Modifications would not change the cumulative impact conclusions as discussed in Section 3.13.3.5 of the 2013 FEIR.

Some permanent changes to the visual setting (e.g., Towne Avenue flyover obstruction of mountain views in Pomona) and impacts to visual resources (e.g., removal of trees and landscaping, including cedar trees in La Verne) would occur, resulting in significant and unavoidable impacts to visual resources in La Verne and Pomona. While these impacts would be significant and unavoidable, they would only occur at singular locations and be highly localized. The Project Modifications are consistent with the applicable policies and goals articulated in the General Plans and specific plans of each of the local jurisdictions in the parking facility areas, and the implementation of the identified mitigation measures for those instances where visual quality could be adversely affected would further ensure that the project would not make a substantial contribution to a cumulatively significant visual quality impact. As such, the Project Modifications would not result in cumulative impacts related to substantial adverse effect on a scenic vista. However, the Project Modifications could result in impacts that would substantially damage scenic resources with a scenic highway, including, but not limited to, trees, rock outcroppings, and historic buildings; substantially degrade the existing visual character or quality of the site and its surroundings; create a new source of substantial light or glare that would adversely affect day or nighttime views in the area; and introduce substantial new shadow effects on sensitive users. With implementation of required mitigation measures, these impacts would be reduced to less than significant.

4.13.5 Mitigation Measures

4.13.5.1 Short-Term Construction Mitigation Measures

Mitigation measures VIS-1 through VIS-3 would be incorporated from the 2013 FEIR as follows:

- **VIS-1.** As determined by a qualified arborist, specimen trees within the existing right-of-way shall be relocated. The relocated trees shall be incorporated into the landscape plan or along adjacent public right-of-way where space permits wherever feasible. In cooperation with the cities, landscape guidelines and design strategies shall be prepared prior to the start of construction or any action to trim or remove heritage trees and implemented during the construction phase to minimize the loss of deodar cedars and

incorporate new landscaping of commensurate quality when called for, consistent with the Metro Rail Design Criteria (MRDC) and in compliance with local jurisdictions' tree preservation ordinances. The MRDC state that landscaping for new facilities shall be designed in conformance with local landscape ordinances and existing plant material shall be preserved, as appropriate.

- **VIS-2.** Temporary construction area screening shall be considered in areas adjacent to roadways, residences, and businesses.
- **VIS-3.** If lighting is required during construction, lighting shall be shielded and directed downward and away from adjacent residential and commercial uses.

No additional mitigation for short-term impacts is required.

4.13.5.2 Long-Term Mitigation Measures

Mitigation measures VIS-4 and VIS-5 would be incorporated from the 2013 FEIR. Mitigation measure VIS-6 remains valid but is not applicable to the Project Modifications. Mitigation measure VIS-7, which was introduced as a new mitigation measure in the 2019 SEIR, is no longer applicable because there are no residential parcels adjacent to the new Pomona Station parking facility site and because a parking structure is no longer proposed.

- **VIS-4.** All lighting at the parking facilities and station locations shall utilize best available technology to reduce spillover to adjacent land uses and shall be directed away from adjacent residences. In addition, landscaping, fences, or other measures to shield adjacent residences from light and glare shall be provided where applicable. All lighting will conform to American National Standards Institute-Illuminating Engineering Society of North America (ANSI-IESNA) standards.
- **VIS-5.** All walls, structures, and fences shall be properly screened or incorporate design features to improve appearance and reduce visual intrusion pursuant to the standards established in the MRDC. The goal of the MRDC is to create site-adapted designs that reflect the specific urban context of each station and that enhance the neighborhood context in which the project is proposed. The MRDC include artwork, signage, advertising, landscaping, and guidelines for the selection of materials and finishes. Station design shall feature materials, landscaping, art, and other elements consistent with MRDC and developed by the station design team that includes architects, landscape architects, and lighting experts. Surface treatments shall be provided at the face of safety walls and at roadway/pedestrian portals, and landscaping along safety walls outside of the LRT portal shall be provided where feasible to provide wall screening. Per MRDC, artwork will be provided at each station and will be designed by professional artists. According to the MRDC, careful consideration must be given to station compatibility with proposed future development in the neighborhood of each station, and where applicable, future extensions and/or connecting line transfers. Neighborhood culture and character shall be emphasized through artwork. The Designer should become familiar with the general aspects of the entire system in order to determine how his individual project relates to the whole. The Landscape Architect shall

coordinate design and production of construction drawings with Designers and Metro Art to ensure that landscaping, facilities architecture, site engineering and station art are visually and functionally compatible. Coordination is particularly important with regard to the design of lighting, paved surfaces, walls and site furnishings. The Construction Authority shall coordinate with Metro Facilities Maintenance group in the review and comment stage of landscape design review submittals.

- **VIS-6.** The final design of the Towne Avenue flyover structure shall include considerations of materials and design refinements to reduce the height of the flyover structure above the surrounding grade to the lowest height feasible.

No additional mitigation for long-term impacts is required.

4.13.6 Level of Impact after Mitigation

With incorporation of mitigation measures from the 2013 FEIR, the Project Modifications would not result in new significant visual quality impacts. Therefore, impacts of the Project Modifications would be less than significant. The conclusions from the analysis of visual quality in the 2013 FEIR and subsequent environmental actions remain unchanged. Based on the foregoing:

- The Project Modifications will not have a substantial adverse effect on a scenic vista.
- The Project Modifications, with mitigation measures, will not substantially damage scenic resources with a scenic highway, including, but not limited to, trees, rock outcroppings, and historic buildings.
- The Project Modifications, with mitigation measures, will not substantially degrade the existing visual character or quality of the site and its surroundings.
- The Project Modifications, with mitigation measures, will not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.
- The Project Modifications, with mitigation measures, will not introduce substantial new shadow effects on sensitive users.

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4.14 Water Quality and Resources

4.14.1 Regulatory Setting

The regulatory setting for water resources as described in Section 3.14 of the 2013 FEIR and Section 3.11 of the 2019 SEIR is applicable to the Project Modifications. There are no material changes to the regulatory setting for water resources.

4.14.2 Existing Conditions

The locations of the reconfigured parking at each of the five stations were previously analyzed as part of the approved 2013 FEIR and subsequent environmental actions. As previously analyzed, the water resource study area for the Project includes the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. Summarized information from the 2013 FEIR and 2019 SEIR applicable to the Project Modifications is provided herein for reference. Additional details are provided in Section 3.14.2 of the 2013 FEIR and Section 3.11.2 of the 2019 SEIR.

Surface Hydrology

The reconfigured parking facilities are located in areas that are developed with urban uses. As identified in the 2013 FEIR, several channels and drainages in the study area drain either into the San Gabriel River or Santa Ana River. The concrete-lined Little Dalton and Big Dalton washes are approximately 0.3 mile north and 0.7 mile southeast of the reconfigured Glendora Station parking facility, respectively. A wash associated with concrete-lined Walnut Creek is approximately 0.2 mile southwest of the reconfigured San Dimas Station parking facility. The concrete-lined Live Oak Wash is approximately 0.35 mile west of the reconfigured La Verne Station parking facility. The concrete-lined Thompson Creek is approximately 0.35 mile west of the reconfigured Pomona Station parking facility. The concrete-lined San Antonio Creek Channel is approximately 0.65 mile east of the reconfigured Claremont Station parking facility.

When discussing channels and drainages, the State Water Resources Control Board assigns beneficial use designations to water bodies. All channels and drainages discussed above have potential or existing municipal and wildlife habitat beneficial use, and intermittent groundwater recharge beneficial use. See Table 3.14-3 of the 2013 FEIR for additional beneficial use details. In addition to listing beneficial uses for each water body, the State Water Resources Control Board prepares a list of impaired water bodies. See Table 3.11-1 of the 2019 SEIR for impairment details.

Groundwater Hydrology

Groundwater is found in subsurface water-bearing formations. The elevation of groundwater varies with the amount of withdrawal and the amount of recharge. Groundwater basins may be recharged naturally through filtrating precipitation, or artificially with imported or reclaimed water. The study area, from west to east, traverses the Glendora, Way Hill, San Dimas, Pomona, and Chino Sub-Basins of the Upper Santa Ana Valley groundwater basins. Table 3.14-4 of the 2013 FEIR summarizes characteristics of these basins.

Floodplains and Flooding

As discussed in the 2013 FEIR and subsequent environmental actions, there are no 100-year flood zones in the study area. As also discussed, the study area is not located downstream of a dam or levee, or in an area vulnerable to inundation by seiches (standing waves), tsunamis, or mudflows.

4.14.3 Environmental Impacts

4.14.3.1 Evaluation Methodology

The evaluation methodology described here is consistent with the methodology described in the 2013 FEIR and subsequent environmental actions. As discussed in Section 3.14.3.1 of the 2013 FEIR, the impacts are evaluated qualitatively based on standard professional practice. Construction activities with the potential to have an impact on water quality include:

- Soil-disturbing activities (e.g., excavation and grading), which can lead to erosion and sedimentation
- Use of construction-related hazardous materials, which could result in spills that would impact surface waters
- Excavation in areas of high groundwater, which could result in impacts to groundwater quality or quantity from dewatering activities and direct exposure of groundwater to sediment and other contaminants
- Construction within a designated flood zone, which could pose a risk to workers
- Operational impacts to water resources could result from either ongoing activities of the railroad or the physical impact of Project facilities on the landscape, including stations, traction power supply substations, and parking areas. For the project, actions that could lead to an impact include:
- Increases in impervious surfaces as a result of the project, leading to changes in the timing and volume of water runoff
- Changes or interruptions in the local drainage infrastructure as a result of project design, potentially leading to localized or regional drainage impacts (e.g., flooding)
- Creation of significant new sources of pollutants, such as from parking lots and maintenance facilities, leading to new sources of contaminated runoff
- Location of project facilities below the naturally occurring water table, with potential impacts related to flooding and changes in groundwater quality and/or quantity
- Location of project facilities within a designated floodplain, exposing the project to risks related to flooding, as well as subjecting other areas to impacts resulting from changes in the location and or direction of flood flows
- Location of project facilities within areas subject to inundation by seiches, tsunamis, or mudflows, resulting in potential damage to such facilities

For each area of impact, the level of impact was compared against the significance criteria provided below.

4.14.3.2 Impact Criteria

The impact criteria are the same as applied in the 2013 FEIR. An impact related to water resources is considered significant if the Project Modifications would:

- Violate any water quality standards or waste discharge requirements.
- 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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or offsite.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite.
- Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff or otherwise substantially degrade water quality.
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- Place structures within a 100-year flood hazard area that would impede or redirect flood flows or expose people or structures to a significant risk or loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.
- Place structures within an area vulnerable to inundation by seiches, tsunamis, or mudflows.
- Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Require new or expanded entitlements of water supplies to serve the project.

The Project Modifications would have a less than significant impact to water quality and flooding if (1) waste discharges to surface and groundwater resources during construction and operations would meet established water quality standards; (2) flooding and risk for loss of life and property would not increase; (3) drainage patterns would be preserved and downstream

drainage systems would not be overburdened; and (4) water supply entitlements would not expand compared to the Project impacts identified in the 2013 FEIR and subsequent environmental actions.

4.14.3.3 Short-Term Construction Impacts

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in short-term water resource impacts during construction. As determined in the 2013 FEIR and subsequent environmental actions, implementation of mitigation measures would reduce Project impacts to less than significant.

As discussed in the 2013 FEIR and subsequent environmental actions, construction-related water resource impacts would be temporary and primarily limited to surface water, specifically in the areas of channels and drainages. The 2013 FEIR and subsequent environmental actions determined that ground disturbance at the stations, including the parking facilities, would be minimal. The reconfigured parking facilities would require additional footprints than the previously approved parking configurations. As discussed in Chapter 1, Project Description, of this Draft SEIR, the reconfigured Glendora Station parking facility would entail approximately 1.08 acres of additional land, compared to the 2.5-acre site as previously approved. The reconfigured San Dimas Station parking facility would entail approximately 1.16 acres of additional land, compared to the 2.2-acre site as previously approved, and the reconfigured Pomona Station parking facility would entail approximately 2.39 acres of additional land, compared to the 1.47-acre site as previously approved.

While the Project Modifications would result in increased levels of ground disturbance, which could increase the potential for short-term surface water impacts, the Project Modifications would be required to comply with all applicable water quality permits and regulations. Consistent with the Project, construction of the Project Modifications would be required to comply with National Pollutant Discharge Elimination System (NPDES) permits described in Section 3.14.1 of the 2013 FEIR and Section 3.11.1 of the 2019 SEIR. Compliance would include preparation of a Storm Water Pollution Prevention Plan and deployment of stormwater BMPs such as those described in Section 3.14.1.2 of the 2013 FEIR and summarized below.

- Installing check dams and filter berms to protect drainage ways.
- Placing chemical stabilizers, mulch, seed, or sod over exposed soils. Using geotextiles and gradient terraces to protect slopes.
- Using silt fences and temporary diversion dikes to protect construction area perimeters.
- Using on-site dust control (such as watering and covering areas prone to wind dispersion with plastic).
- Stabilizing construction area entrances (using aggregate or vehicle rinse mechanisms to minimize the amount of soil on roadways from construction-related trucks).
- Adhering to the appropriate measures guiding/governing the use of fertilizers, pesticides, and soil amendments.

As such, the Project Modifications would not violate water quality standards or discharge requirements, substantially alter the existing drainage pattern of the site, or contribute to runoff water that would exceed existing or planned capacity. Compliance with applicable permits and incorporation of associated BMPs would reduce potential short-term construction-related impacts associated with the Project Modifications to less than significant.

Because the reconfigured parking facilities would entail surface parking lots, there would be fewer construction activities and materials required, when compared to parking structures. For example, constructing a surface lot would reduce the number of construction personnel needed as well as the amount of materials as there would be no vertical construction needed. While the 2013 FEIR and subsequent environmental actions discussed that no construction-related groundwater impacts were anticipated because no excavation would be conducted below groundwater tables, the Project Modifications would further reduce potential groundwater impacts. This is because there would be less excavation needed to construct surface parking lots. At the Claremont Station parking facility, Scenario A would retain a parking structure on approximately half of the site and construct a surface parking lot on the remainder of the site. This would also be a reduction in construction activities and materials compared to the Project. Short-term construction-related groundwater impacts associated with the Project Modifications would be less than significant.

Consistent with the 2013 FEIR and subsequent environmental actions, during construction, water would be needed for dust control, vehicle maintenance and washing, and other uses. However, this water use would be short term and minimal, and in compliance with existing BMPs to minimize surface and groundwater quality impacts. The Project Modifications would not result in short-term impacts related to new or expanded water supply entitlements.

With regulatory compliance and implementation of BMPs, short-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts would occur.

The Project Modifications, with mitigation measures, would not result in impacts that would violate any water quality standards or waste discharge requirements; 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 (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted); substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site; create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff or otherwise substantially degrade water quality; place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; place structures within a

100-year flood hazard area that would impede or redirect flood flows or expose people or structures to a significant risk or loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam; place structures within an area vulnerable to inundation by seiches, tsunamis, or mudflows; require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or require new or expanded entitlements of water supplies to serve the project.

4.14.3.4 Long-Term Impacts

The 2013 FEIR and subsequent environmental actions determined the Project would result in less than significant long-term water resource impacts.

As discussed in the 2013 FEIR, the Project would introduce new impervious surfaces; however, the extent would be minimal and would not alter the drainage or increase the amount of runoff significantly since most of the areas where parking facilities will be developed are already developed with buildings and other impervious materials. While the reconfigured parking facilities would add approximately 4.63 acres of land as a result of the Project Modifications, a portion of this land would include landscaped areas such as parking islands, areas adjacent to pedestrian walkways and other site perimeter locations. There would nevertheless be an increased amount of impervious surface compared to the parking structures approved as part of the Project. The reconfigured parking facilities would be designed to comply with existing regulations (see Section 3.14.1 of the 2013 FEIR and Section 3.11.1 of the 2019 SEIR). New drainage facilities would preserve existing drainage patterns and discharge downstream to lined channels or existing storm drains in a manner that ensures proper treatment and conveyance. This would reduce potential impacts to surface water quality and interference with groundwater recharge. Post-construction stormwater controls and BMPs in accordance with Construction General Permit requirements, and compliance with the RWQCB's Water Quality Certification 401 permit conditions for dewatering activities, would be implemented to ensure stormwater is treated in compliance with state and federal water quality standards prior to discharge. Operation and maintenance of the reconfigured parking facilities would be similar to the Project parking facilities as they would be located in the same general areas as previously approved. Long-term surface and groundwater impacts associated with the Project Modifications would be less than significant.

None of the Project Modification sites or the larger study area are within a 100-year floodplain nor located downstream of a dam or levee or in an area vulnerable to inundation by seiches, tsunamis, or mudflows. As such, the Project Modifications would not impede or redirect flood flows or expose people or structures to a significant risk or loss, injury, or death.

With the incorporation of post-construction stormwater controls as required by state and federal water quality standards, long-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. Construction and operation of the Project Modifications would also be coordinated with the applicable affected city

to determine if drainage improvements are required. No new or more severe significant impacts would occur.

Although new impervious surface would be created with the Project Modifications, the increase in impervious surface area would not be expected to impact storm water drainage systems. All runoff leaving the project site would continue to drain to existing storm drain inlets. New storm drain inlets would be constructed to improve runoff management. Although impervious surface would increase, traffic capacity on the roadway would not change. There would be no new pollutant sources and pollutant levels in storm water runoff from the surface areas would remain similar to existing conditions. As such, the Project Modifications with mitigation measures incorporated, would result in less than significant impacts related to substantially altering the existing drainage pattern of the sites or areas, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite.

In addition, the Project Modifications, with mitigation measures, will not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff or otherwise substantially degrade water quality. As such, impacts would be less than significant.

4.14.4 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR provides a regional cumulative impact assessment for transportation improvements through 2035. The RTP/SCS Final Program EIR concludes that impacts to water quality could occur due to future growth that would contribute to conversion of undeveloped land to urban uses within the SCAG region. The Project Modifications are located in the same general area as the larger Project, which is within urban settings that currently contain development. Therefore, the Project Modifications would not convert undeveloped land to urban uses and would not contribute to cumulative water quality impacts. Because the Project Modifications would not result in additional water quality impacts as compared to what was evaluated in the 2013 FEIR and because appropriate construction and post-construction BMPs would be implemented and regulatory requirements followed, the Project Modifications would not change the cumulative impact conclusions as discussed in Section 3.12.3.5 of the 2013 FEIR.

Therefore, the Project Modifications, with mitigations measures, will not result in cumulative impacts related to water quality and resources.

4.14.5 Mitigation Measures

4.14.5.1 Short-Term Mitigation Measures

With adherence to NPDES permits and implementation of associated BMPs during construction, the Project Modifications would result in less than significant short-term water resource impacts. Consistent with the 2013 FEIR and subsequent environmental actions, the Project Modifications

do not have the potential to cause significant short-term water resource impacts; therefore, no mitigation is required.

4.14.5.2 Long-Term Mitigation Measures

With adherence to existing regulatory requirements and implementation of post-construction BMPs, the Project Modifications would result in less than significant long-term water resource impacts. As discussed in the 2013 FEIR and subsequent environmental actions, should the Project contribute to off-site drainage deficiencies, participation in a fair-share basis in the construction of improvements would be necessary (as determined by the cities affected by the Project) to address the deficiencies. Consistent with the 2013 FEIR and subsequent environmental actions, the Project Modifications do not have the potential to cause significant long-term water resource impacts; therefore, no mitigation is required.

4.14.6 Level of Impact after Mitigation

With the incorporation of regulatory requirements and implementation of BMPs as discussed in the 2013 FEIR and subsequent environmental actions, the Project Modifications would not result in new significant water resource impacts. Therefore, impacts of the Project Modifications would be less than significant. The conclusions from the analysis of water resources in the 2013 FEIR and subsequent environmental actions remain unchanged. Based on the foregoing:

- The Project Modifications will not violate any water quality standards or waste discharge requirements.
- The Project Modifications will not 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 (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted).
- The Project Modifications will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or offsite.
- The Project Modifications will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite.
- The Project Modifications will not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff or otherwise substantially degrade water quality.
- The Project Modifications will not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

- The Project Modifications will not place structures within a 100-year flood hazard area that would impede or redirect flood flows or expose people or structures to a significant risk or loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.
- The Project Modifications will not place structures within an area vulnerable to inundation by seiches, tsunamis, or mudflows.
- The Project Modifications will not require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- The Project Modifications will not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- The Project Modifications will not require new or expanded entitlements of water supplies to serve the project.

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4.15 Growth-Inducing Impacts

CEQA Guidelines §15126(d) requires a discussion of "…ways in which the project could foster economic or population growth, either directly or indirectly, in the surrounding environment…", including the project's potential to remove obstacles to population growth. For example, the extension of infrastructure may encourage or facilitate other activities that could significantly affect the environment.

The Project Modifications would not introduce the potential for new induced growth beyond that already identified for the Project in the 2013 FEIR and subsequent environmental actions. The parking facility reconfigurations represent minor design refinements that would not modify the already identified transit service improvements. The reconfigurations are not expected to introduce any changes to the already analyzed and approved evaluation of growth-inducing impacts provided in the approved 2013 FEIR and subsequent environmental actions. The Project Modifications do not include the development of employment-generating uses that might otherwise provide direct or indirect growth-inducing impacts.

As described in the 2013 FEIR, the Project Modifications are not anticipated to directly or indirectly attract growth beyond that already envisioned in SCAG's 2012-2035 RTP/SCS. The corridor cities' land use plans recognize and account for the approved 2013 FEIR, and any future new development would be consistent with each city's land use plans and regulations. No new or increased significant impacts would occur.

The RHNA is a representation of future housing needs for all income levels of a jurisdiction (city or unincorporated county) and is a requirement of California State housing law. Every jurisdiction must plan for its RHNA allocation in its housing element of its General Plan. The goal of the RHNA is to ensure that there is an adequate supply of housing for all income levels through the SCAG region. Under the upcoming RHNA allocation process, each of the six jurisdictions identified for this project will likely be required to plan for more housing than contemplated in the current RTP/SCS. However, the Project Modifications are not expected to impact the cities' ability to plan for the additional housing.

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4.16 Irreversible and Irretrievable Commitments of Resources

The purpose of this section is to identify irreversible and irretrievable commitments of environmental resources required to implement the Project Modifications.

Similar to the approved 2013 FEIR and subsequent environmental actions, the Project Modifications would involve a negligible addition to certain commitments of resources, including but not limited to natural, physical, human, and fiscal resources. The parking facility reconfigurations would involve a greater commitment of land needed to construct parking lots as opposed to parking structures as previously approved. However, as discussed in Chapter 1, Project Description, of this Draft SEIR, new land would be necessary to construct the surface parking lots: an increase of 4.63 acres of land in total, including 1.08 acres at the Glendora Station, an increase of 1.16 acres at the San Dimas Station, and an increase of 2.39 acres at the Pomona Station. No new land would be needed to construct the reconfigured La Verne Station parking facility. No new land would be needed for either of the reconfigured Claremont Station parking facility scenarios. This is because parking would be provided entirely within the previously approved site (Scenario A) or provided via a combination of the previously approved site and existing parking facilities within 0.25 mile of the site (Scenario B). In Scenario B, since the parking is existing and would be leased by the Construction Authority, no new land would be needed.

The Project Modifications would result in a lesser amount of construction resources because constructing a parking structure requires more material resources than constructing a surface parking lot. The Project Modifications would result in less construction materials such as aggregate and cement, less financial resources related to construction labor, and less construction equipment and associated fossil fuel resources consumed.

As described in Chapter 3, Transportation, of this Draft SEIR, the Project Modifications when modeled using updated regional transportation inputs with the reduction of parking result in a small decrease in ridership thereby translating to a slight increase in VMT over what was forecast in the 2019 SEIR. There would still be a substantial decrease in VMT over that anticipated under a No Build condition; therefore, the overall benefits associated with the Project Modifications would still be positive. Since the VMT reduction would be smaller, there would be slightly more associated fossil fuel resources consumed than what would be anticipated with the Project as approved in the 2013 FEIR and subsequent environmental actions. The difference in fossil fuel resource consumption is considered negligible since the overall benefit of reduced VMT would occur.

As described above, the Project Modifications would involve only a negligible addition to the irreversible or irretrievable commitment of resources beyond that already identified in the 2013 FEIR and subsequent environmental actions. As discussed in the 2013 FEIR, the commitment of resources to construct and operate the Project with the Project Modifications would be offset by the extent to which residents, employees, and visitors would benefit from the improved transportation system in Southern California. No new or increased significant impacts would occur.

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5 Public and Agency Outreach

5.1 Introduction

The Construction Authority's environmental review, analysis, and documentation process included public and agency engagement in the context of the proposed Project Modifications and this Draft SEIR. The referenced engagement involved formal noticing through the SEIR NOP (CEQA §15082), which is provided in Appendix D, and comprehensive information sharing through a range of different media types. A detailed discussion of the engagement efforts conducted is provided in this chapter, and the summary materials from these efforts can be found in Appendix D.

5.2 Scoping Meeting for Supplemental EIR

A virtual public scoping meeting was held on June 24, 2020, 5:30 PM – 7:00 PM. To comply with local and state social distancing requirements, an in-person scoping meeting was not held. The virtual scoping meeting was a live presentation on GoToWebinar; comments were accepted following the presentation. The meeting was virtually attended by 165 stakeholders and 12 staff. Formal comments were accepted verbally or via a comment form during the virtual meeting. Written comments were accepted via mail or e-mail in concert with the NOP's 30-day timeline. All comments were due to the Construction Authority by July 8, 2020.

Detailed documentation of scoping activities can be found in the Scoping Report (Appendix D).

5.3 Scoping Meetings Notification for Supplemental Environmental Impact Report

The Construction Authority notified stakeholders of the SEIR scoping meeting and encouraged their involvement and attendance. This section contains a summary of the scoping meeting notification efforts. Appendix D contains more details and additional documentation.

5.3.1 Notice of Preparation

In accordance with CEQA (§15082) and the Office of Planning and Research, State Clearinghouse, an NOP was mailed to the following agencies:

- California State Clearing House
- California Air Resources Board
- California Department of Fish and Game
- California Department of Fish and Wildlife – Region 5
- California Department of Fish and Wildlife – Region 6
- California Department of Toxic Substances Control
- California Department of Conservation
- California Department of Water Resources
- California Department of Parks and Recreation
- California Energy Commission

- California Natural Resources Agency
- California Public Utilities Commission
- California State Lands Commission
- California Water Boards – Los Angeles - R4
- California Department of Transportation – District 7
- California Department of Transportation – District 8
- California Transportation Commission
- California Health Care Services
- Los Angeles County Metropolitan Transportation Authority
- Native American Heritage Commission
- Office of Historic Preservation
- San Bernardino County Transportation Authority
- Southern California Regional Rail Authority
- Southern California Association of Governments
- Los Angeles County Clerk
- San Bernardino County Clerk of the Board of Supervisors
- City of Glendora
- City of San Dimas
- City of La Verne
- City of Pomona
- City of Claremont
- City of Montclair

5.3.2 Scoping Meeting Notice

Consistent with the Construction Authority's engagement efforts, outreach e-mails were sent to the same agencies listed above in Section 5.3.1, in addition to the following agencies and community organizations between June 5, 2020, and June 23, 2020:

- Glendora City Public Library
- Glendora Unified School District (Glendora and San Dimas)
- San Dimas Los Angeles County Library (confirmed all County Libraries closed due to COVID – 19)
- City of La Verne
- Wilson Library – University of La Verne
- Bonita Unified School District (San Dimas and La Verne)
- Pomona City Public Library
- Pomona Unified School District
- Claremont Library
- Claremont Unified School District
- City of Montclair
- Montclair San Bernardino County Public Library, Montclair (closed due to COVID-19)
- Ontario-Montclair Unified School District

5.3.3 Agency Coordination

In addition to the NOP and scoping meeting, the Construction Authority coordinated with the six corridor cities to ensure the local agencies, businesses, and residential communities were well informed of the upcoming and proposed Project Modifications. To facilitate this effort, the Construction Authority created a Virtual Public Scoping meeting notice that was distributed on June 9, 2020, via email. The Virtual Public Scoping Meeting Notice provided a brief background of the Project status, information regarding the scoping meeting's purpose, and relevant information on the Project Modifications. The text was formatted to fit various pre-established forms of communication such as e-mail, social media, websites and newsletters. Traditional public counter distribution was not encouraged because agencies were closed due to COVID-19.

Legal meeting notices were published on June 7, 2020, in the following newspapers that cover all six corridor city jurisdictions:

- Inland Valley Daily Bulletin, Los Angeles County
- San Gabriel Valley Tribune, San Bernardino County

Native American Tribal Consultations

Outreach and coordination efforts with Native American Tribes are described Section (4.6. Cultural Resources)

5.3.4 Project Website

The Construction Authority's website is designed to provide the latest Project information as well as background on the Construction Authority and earlier Project phases. On June 4, 2020, the scoping meeting notice was placed on the Construction Authority's website under the "What's New" and "Meeting/Events Calendar" sections. Visitors could easily click on the scoping meeting link to read meeting details and instructions on how to submit scoping comments to the Construction Authority. It is estimated that 2,405 people visited the Construction Authority's website from June 4, 2020, through June 24, 2020.

5.3.5 E-news

The scoping meeting invitation was also e-mailed via the Foothill Gold Line's E-News starting on June 8, 2020. The e-mail was sent to the approximately 11,917 people in the Construction Authority's database.

The scoping meeting was included in two E-News Updates e-mailed to the full database on the following two dates: June 18, 2020, and June 23, 2020.

5.3.6 Social Media

The scoping meeting invitation was also published on the Construction Authority's social media platforms, including Facebook, Twitter, and I Will Ride blog, on June 8, 2020. The Facebook post on June 8. 2020, also included meetings added as "events" on the Project page.

According to Facebook's analytics, approximately 10,800 people saw the Facebook post for the scoping meeting on their feed, with 166 people confirming they were attending or interested in attending. According to Twitter's analytics, the Construction Authority's tweets about the scoping meeting appeared approximately 4,400 times in people's Twitter feeds. The I Will Ride blog post on the scoping meeting was sent to 3,038 subscribers of the blog.

5.3.7 Media Advisory and Earned Media

The Construction Authority sent the scoping meeting E-News announcement to 150 representatives of local and regional media, including newspapers, television, radio, and online news outlets. The members of the media attended the scoping meeting and published stories in the following newspapers:

- Inland Valley Daily Bulletin (June 29, 2020)
- Streetsblog Los Angeles (June 26, 2020)
- Urbanize Los Angeles (June 8, 2020)

6 Agencies and Persons Consulted

6.1 Cities

City of Claremont

Tara Schultz, City Manager
Chris Paulson, Assistant City Manager
Maria Tipping, Acting City Engineer

City of Glendora

Alison Sweet, Director of Public Works
Jeff Kugel, Planning Director
Steven Mateer, Transportation Superintendent
John Aguirre, Community Services Director
Adam Raymon, City Manager

City of La Verne

Dan Keesey, Public Works Director
Candice Bowcock, Senior Planner
Bob Russi, City Manager
Eric Scherer, Community Development Manager

City of Pomona

Rene Guerrero, Director of Public Works
James Makshanoff, City Manager
Kirk Pelser, Deputy City Manager
Sonia Carvalho, Partner BBK Law (outside counsel for City of Pomona)

City of San Dimas

Shari Garwick, Public Works Director
Brad McKinney, Acting City Manager

6.2 Regional Agencies

Los Angeles Metropolitan Transportation Authority

Rick Meade, Executive Officer, Project Management
Frank Ching, Deputy Executive Officer, Countywide Planning and Development

San Bernardino County Transportation Authority

Carrie Schindler, Director of Transit and Rail Programs

Southern California Regional Rail Authority/ Metrolink

Justin Fornelli, Chief Program Directory
Roderick Diaz, Director, Planning and Development
Andy Althorp, Principal Engineer, Project Management

Southern California Association of Governments

Kome Ajise, Executive Director

6.3 State Agencies

California Water Boards – Los Angeles District 4

Renee Purdy, Executive Officer

California Department of Transportation, District 8

Michael Beauchamp, District Director

California Health Care Services

Bradley Gilbert, MD, Director

Native American Heritage Commission

Katy Sanchez, Associate Environmental Planner

Office of Historic Preservation

Julianne Polanco, State Historic Preservation Officer

California Natural Resources Agency

Wade Crowfoot, Secretary

California Water Boards – State Water Resources Control

Eileen Sobeck, Executive Director

California Department of Toxic Substances Control

Meredith Williams, Director

California Air Resources Board

Richard Corey, Executive Officer

California Department of Conservation

David Shabazian, Director

California Energy Commission

Drew Bohan, Executive Director

California Department of Parks and Recreation

Lisa Mangat, Director

California Transportation Commission

Mitch Weiss, Executive Director

California Department of Transportation, District 7

John Bulinski, District Director

California Public Utilities Commission

Marybel Batjer, President

California State Lands Commission

Jennifer Lucchesi, Executive Officer

California State Clearing House

Morgan Scott, Chief Deputy Director

California Department of Fish and Game

Charlton “Chuck” Bonham, Director

California Department of Fish and Wildlife – Region 5

Brock Warmuth, Environmental Scientist
Betty Courtney, Environmental Program Manager

California Department of Fish and Wildlife – Region 6

Kim Romich, Environmental Scientist
Joanna Gibson, Senior Environmental Scientist (Specialist)

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7 Preparers of the Supplemental Environmental Impact Report

7.1 Lead Agency

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

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Email: llevybuch@foothillgoldline.org

7.2 Consultants to the Lead Agency

7.2.1 AECOM Technical Services Inc.

Environmental Documentation, Project Management, Air Quality, Energy, Climate Change, Cultural Resources, GIS, Land Use and Planning, Traffic and Transportation, Safety and Security, Visual Impacts, Water Quality

AECOM Technical Services Inc.
401 West A Street, Suite 1200
San Diego, CA 92101

Robert Hertz, Senior Project Manager
M.S. Urban Planning, 29 years of experience in transportation planning

Patrick Coleman, Senior Ridership Forecaster
M.S. Civil Engineering, 28 years of experience in travel demand modeling

John Swartz, Transportation Planner
M.S. Urban and Regional Planning, 12 years of experience in transportation planning

Nagaraju Kashayi, Modeler
M.S. Transportation Engineering, 15 years of experience in travel demand forecasting and transportation planning

Lynn Feng, Transportation Planner
M.S. Planning, 6 years of experience in transportation planning

Erin Phillips, Environmental Planner
B.S. City and Regional Planning, 6 years of experience in CEQA/NEPA documentation

Jessica Koon, Transportation Planner
M.S. Urban and Environmental Planning, 6 years of experience in transportation planning and CEQA/NEPA documentation

Yara Fisher, Principal Planner
M.S. Urban and Regional Planning, 22 years of experience in CEQA/NEPA documentation

Chelsea Johnson, Environmental Planner
B.S. Environmental Studies, 2 years of experience in CEQA/NEPA documentation

Mary Nooristani, Environmental Planner
B.S. Environmental Science, 2 years of experience in CEQA/NEPA documentation

Jane Thornton, Urban Planner
M.S. Landscape Architecture, 3 years of experience in land use planning

Paola Pena, Air Quality Specialist
B.S. Environmental Chemistry, 4 years of experience in air quality and greenhouse gas analysis

Matthew Gerken, Principal Planner
M.A. Regional Planning, 19 years of experience with CEQA analysis, including air quality and greenhouse gas analysis

Chris Kaiser, Acoustic Specialist
B.S. Sound Engineering, 8 years of experience in noise and acoustics analysis

Marc Beherec, Archaeologist
Ph.D. Anthropology, 15 years of experience in archaeology

Trina Meiser, Senior Architectural Historian
M.A. Historic Preservation Planning, 19 years of experience in cultural resources management

Monica Wilson, Historic Resource Specialist
M.A. Public History, 7 years of experience in fields of cultural resource management, cultural heritage preservation, and archival research

Michelle Fehrensen, Senior Biologist
B.S. Biology, 12 years of experience biology in CEQA/NEPA documentation and biological resources

7.2.2 Jacobs Engineering Group

Loren Bloomberg, Global Technology Leader for Traffic Engineering/Operations
M.S./M.E. Civil Engineering (Transportation), 27 years of experience in traffic engineering and transportation planning

Jose Herrera, Traffic Designer/Analyst
B.S. Civil Engineering, 8 years of experience traffic engineering and transportation planning.

7.2.3 Kroner Environmental

Hazmat

Michael Wolff, Principal Geologist
B.S. Geology, 49 years of experience in environmental site assessments of hazardous material investigations

Alex Grant, Project Scientist
B.S. Environmental Science, 10 years of experience in permitting, regulation and environmental site assessment

Kurt Kroner, Environmental Manager
B.S. Environmental Engineering, 31 years of experience in environmental site assessment of hazardous material investigations

7.2.4 Cross-Spectrum Acoustics Inc.

Noise

Shannon McKenna, Senior Associate
M.S. Electrical Engineering. 10 years of experience in noise and vibration control.

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