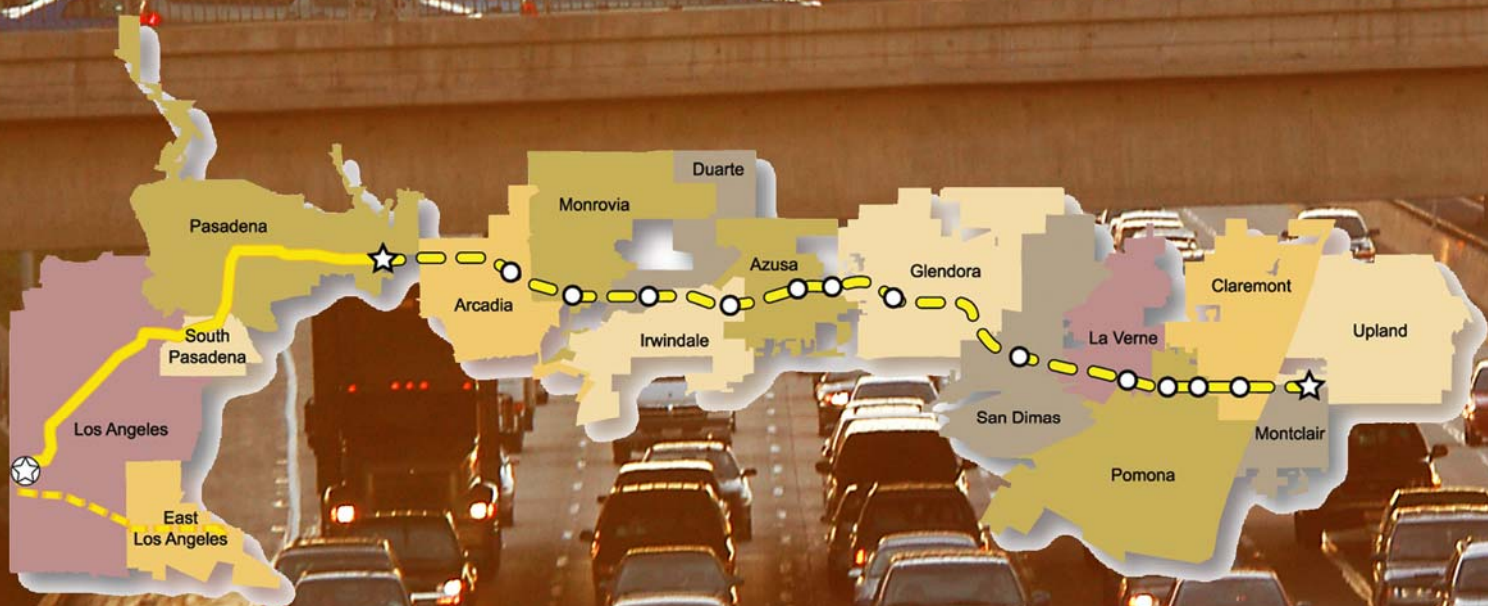


Gold Line Phase II

Pasadena to Montclair - Foothill Extension 2A

Draft Supplemental Environmental Impact Report No.2 For Additional Project Refinements

(SCH No. 2003061157)
November 2011



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LIST OF ABBREVIATIONS

Abbreviation	Term
CEQA	California Environmental Quality Act
dB	decibel
dBA	A-weighted decibel
EIR	Environmental Impact Report
EIS/EIR	Environmental Impact Statement/Environmental Impact Report
FTA	Federal Transit Administration
Hz	Hertz
L _{dn}	day-night sound level
L _{eq}	equivalent sound level
L _{max}	maximum sound level
LOS	level of service
LRT	light rail transit
L _{xx}	percent exceedance level
M&O	Maintenance and Operation
NEPA	National Environmental Policy Act
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCCIC	South Central Coastal Information Center
SCH	State Clearinghouse
SEL	sound exposure level
TPSS	traction power substation
VdB	vibration decibels



Executive Summary

Background

The Pasadena Metro Blue Line Construction Authority/Metro Gold Line Foothill Extension Construction Authority (the “Authority”) initially prepared a Draft Environmental Impact Statement/Environmental Impact Report (the “Draft EIS/EIR”) for the Gold Line Foothill Extension Project (the “Project”). Referred to as Phase 2 of the overall Project and, at complete build out, extending from the cities of Pasadena to Montclair, the Project was divided into two subsequent phases: Phase 2A, spanning from the cities of Pasadena to Azusa, and Phase 2B, spanning from the cities of Azusa to Montclair. Phase 2A includes 11.5 miles of track through six cities (Pasadena, Arcadia, Monrovia, Duarte, Irwindale, and Azusa), six stations, and the construction of a new Maintenance and Operation (M&O) Facility. In conjunction with Authority’s decision to proceed with Phase 2A, a Final EIR was prepared based on the Draft EIS/EIR, though this document was only for the purposes of the Phase 2A extension. It was certified pursuant to the California Environmental Quality Act (CEQA) in February 2007 as the *Gold Line Phase II Pasadena to Montclair-Foothill Extension Final Environmental Impact Report* (the “2007 Final EIR”).

Following certification, additional Project refinements to the design of Phase 2A were identified, and two addenda were prepared to address these refinements. The “Addendum to Gold Line Phase II Extension Project as Certified for Segment 1 (SCH # 2003061157)” dated August 21, 2009 (the “2007 Final EIR Addendum No. 1”) assessed the following Project refinements:

- Constructing a grade separation and pedestrian crossing over Santa Anita Avenue in the City of Arcadia.
- Redesigning the Myrtle Avenue/Duarte Road/California Avenue at-grade crossings and relocation of traction power supply substation (TPSS) unit No. 3 due to Station Square transit-oriented development in the City of Monrovia.
- Shifting the Irwindale Station location approximately 75 feet eastward from the previously proposed location in the City of Irwindale.
- Eliminating the shift of the freight rail track from the south side to the north side in the City of Azusa.

The “Addendum to Gold Line Phase II Extension Project as Certified for Segment 1 (SCH # 2003061157)” dated June 18, 2010 (the “2007 Final EIR Addendum No. 2”) assessed the following Project refinements:

- Relocating TPSS unit No. 1 due to drainage concerns in the City of Arcadia.
- Relocating and/or shifting TPSS unit No. 5 to avoid existing improvements (water well/water tanks) and moving the access road in the City of Duarte.
- Relocating the rail crossover between Station 1026+00 and Station 1031+00 to 1200 feet west of the current location in the City of Monrovia. This refinement also



included replacing the existing bridge over Alta Vista Wash with a bridge class box culvert.

- Relocating TPSS unit No. 6 due to access issues in the City of Irwindale.
- Relocating TPSS units No. 7 and No. 8 due to access issues in the City of Azusa. This refinement also included the option of constructing a surface parking facility on 2 acres of land for the Azusa-Citrus Station parking facility.
- Realigning the freight track from Station 1244+20+/- to Station 1433+80+/- in the cities of Irwindale and Azusa. The refinement also included a 12-foot shift south and the addition of a bridge to accommodate a 30-foot separation of track centers due to Federal Railroad Administration intrusion design requirements.

After certification of the 2007 Final EIR with addenda, it was again determined that further Project refinements were needed. To address these refinements, the Authority prepared the *Gold Line Phase II Pasadena to Montclair-Foothill Extension Final Supplemental Environmental Impact Report* (the “2011 Supplemental EIR No. 1”) for the M&O Facility in Monrovia and for other minor refinements within Phase 2A, all of which was based on the 2007 Final EIR. The 2011 Supplemental EIR No. 1, certified in January 2011, assessed the following Project refinements:

- Replacing the North Colorado Boulevard Bridge in the City of Arcadia.
- Constructing the M&O Facility in the City of Monrovia during Phase 2A to support the Metro Gold Line and other existing light rail transit (LRT) systems.
- Relocating the parking facilities at the Monrovia Station in the City of Monrovia.
- Realigning the Mountain Avenue and Duarte Road intersection in the cities of Duarte and Monrovia.
- Replacing the San Gabriel River Bridge in the City of Irwindale.
- Relocating the parking facility at the Irwindale Station in the City of Irwindale.

Upon certification of the 2011 Supplemental EIR No. 1, it was once more determined that additional Project refinements were needed for Phase 2A (referred to as the “Project Refinements” in this Supplemental EIR). Initially, the Authority prepared a third addendum to the 2007 Final EIR. However, in order to ensure the opportunity for public comment on the following Project Refinements, the Authority is preparing this Supplemental Environmental Impact Report No. 2 for Additional Project Refinements (the “Supplemental EIR No. 2”).

Section 15163 (b) of the CEQA Guidelines states that “the supplement to the EIR need only to contain the information necessary to make the previous EIR adequate for the project as revised.” Accordingly, this supplement analyzes the potential environmental impacts of the currently proposed Project Refinements.



Project Refinements

All proposed construction and improvements would occur within Phase 2A. Since publication of the 2007 Final EIR, the 2007 Final EIR Addendum No. 1 and Addendum No. 2, and the 2011 Supplemental EIR No. 1, the following Project Refinements have been identified.

- Adding traction power supply substation (TPSS) units in various cities within Phase 2A.** The 2007 Final EIR and 2007 Final EIR Addendum No. 2 analyzed eight TPSS units, which were thought to provide the necessary power required for the operation of Phase 2A. However, on June 10, 2011, Metro prepared a “Traction Power Load-Flow Study Report” to determine the traction power needs of Phase 2A, including sizes and locations for the proposed TPSS units. The analysis indicated that even with all the proposed TPSS units in service, the system could not maintain traction voltage in compliance with Metro Design Criteria.

Therefore, additional TPSS units are required to provide electrical power to the light rail vehicles. The proposed additional units are identified as the Michillinda TPSS (TPSS No. 0) unit and the Soldano TPSS (TPSS No. 8A) unit. The Michillinda TPSS unit would be a new substation with three potential build alternatives analyzed within this document. The 2007 Final EIR Addendum No. 2 authorized the use of either the Soldano TPSS or the Citrus TPSS (TPSS No. 8B) unit; however, due to consideration of the findings of the Authority’s updated report and current Metro Design Criteria, both the Soldano TPSS and the Citrus TPSS units are needed to meet Metro’s load-flow requirements.

- Relocating the Duarte Station parking facility in the City of Duarte.** Although the 2007 Final EIR included analysis of parking facilities for each light rail transit (LRT) station, the relocation of the Duarte Station parking facility is currently being proposed due to access issues associated with the relocation of the Duarte Station approximately 400 feet to the east. The Authority is evaluating the shifting of the proposed Duarte Station Surface parking facility from the location identified in the 2007 Final EIR to the east on a 1.5-acre parcel currently occupied by an existing parking lot. This new location would support pedestrian accessibility needs and safety, alleviate circulation impacts on surrounding businesses, and reduce impacts to residential uses. There are two alternatives proposed for the Duarte Station parking facility. Both alternatives would be approximately 1.5 acres and would facilitate 125 parking spaces at opening day of the facility.
- Eliminating sound barrier (Duarte Eastbound Group 1) in the City of Duarte.** The analysis in the 2007 Final EIR recommended a 334-foot sound wall along the eastbound track in a residential area within the City of Duarte. Through review of the mitigation recommendations proposed in the 2007 Final EIR, the Authority, based on further analysis and refined design during Advanced Conceptual Engineering and consistent with 2007 Final EIR mitigation commitments, has determined that a sound barrier would not be warranted because the predicted noise level would be below the impact threshold. Therefore, the previously recommended sound barrier can be eliminated.
- Mitigating vibration impacts for a single-family residence in the City of Azusa.** As part of the ongoing design adjustments during the Advanced Conceptual Engineering phase,



the preliminary vibration analysis prepared for the 2007 Final EIR was expanded to better define the limits of vibration mitigation required along the entire alignment. Based on the findings of the expanded vibration analysis, vibration levels would exceed the Federal Transit Administration (FTA) impact criteria at one vibration-sensitive receiver. The receiver is a single-family residence located 15 feet from the proposed inbound LRT tracks. Therefore, the Authority is evaluating potential mitigation measures, such as constructing a floating slab track, acquiring the single-family residence, or negotiating an easement with the current property owner. All other vibration impacts will be mitigated through the use of tire derived aggregate.

Project Objectives

The Project Refinements, if approved, would be developed by the Authority to support operations of the Metro Gold Line. Specific objectives of the Project Refinements include:

- Maintaining traction voltage in compliance with Metro Design Criteria.
- Supporting pedestrian accessibility needs and safety, alleviating circulation impacts on surrounding businesses, and reducing impacts to residential uses.
- Eliminating an unnecessary sound barrier.
- Mitigating vibration impacts for a single-family residence.

Project Alternatives Discussion

The Authority previously evaluated various alternatives within the alternatives analysis chapters of studies conducted for the Project. The alternatives analysis for the Gold Line Foothill Extension Phase 2 is described within the 2007 Final EIR. Following the work of the 2007 Final EIR, the 2011 Supplemental EIR No. 1 analyzed the M&O Facility at a different location than what was first analyzed in the 2007 Final EIR.

As for this Supplemental EIR No. 2, alternatives analysis involves the following two Project Refinements:

- Adding TPSS units in various cities within Phase 2A, and
- Relocating the Duarte Station Parking Facility in the City of Duarte.

Alternatives for eliminating the sound barrier (Duarte Eastbound Group 1) in the City of Duarte, and mitigating vibration for a single-family residence in the City of Azusa are not considered as discussed in Section 4.2.2.

Environmental Process

This 2011 Supplemental EIR No. 2 will include input from affected agencies and members of the public. The public review period will begin on November 7, 2011, and end on December 21, 2011 (a 45-day review period).

The Supplemental EIR No. 2 is being directly to numerous agencies, organizations, and interested groups and persons for formal comment during the review period. This Supplemental EIR No.2 is



also for review online at http://www.foothillextension.org/construction_phases/pasadena_to_azusa/supplemental-environmental-impact-report/ and at the following locations:

- Metro Gold Line Foothill Extension Construction Authority: 406 East Huntington Drive, Suite 202, Monrovia, California 91016
- City of Monrovia, Planning Division: 415 South Ivy Avenue, Monrovia, CA 91016
- City of Arcadia, Planning Department: 240 West Huntington Drive, Arcadia, CA 91007
- City of Irwindale, Planning Department: 5050 North Irwindale Avenue, Irwindale, CA 91706
- City of Duarte, Planning Department: 1600 Huntington Drive, Duarte, CA 91010
- City of Azusa, Planning Department: 213 East Foothill Boulevard, Azusa, CA 91702
- Los Angeles County, Department of Regional Planning: 320 West Temple Street, Los Angeles, CA 90012

The Supplemental EIR No. 2 is also available at each city's local public library.

During the public review period, comments on environmental issues raised in this Supplemental EIR No. 2 along with the document's accuracy and completeness can be submitted to the lead agency at the following address:

Metro Gold Line Foothill Extension Construction Authority
ATTN: Lisa Levy Buch, Director of Public Affairs
406 East Huntington Drive, Suite 202, Monrovia, California 91016
Fax Number: 626-471-9048 or 626-471-9049
Email: llevybuch@foothillextension.org

Upon completion of the public review period, a final Supplemental EIR No. 2 will be prepared to include any comments received on this draft Supplemental EIR No. 2 during the public review period as well as any responses to those comments. This would also include any revisions to the Supplemental EIR No. 2, if any, that are necessary to address issues raised in the comments.

Prior to approval of the Project, the Authority Board will consider whether to certify that the Supplemental EIR No. 2 has been completed in compliance with CEQA, that the Authority has reviewed and considered the information in the Supplemental EIR, and that this Supplemental EIR reflects the independent judgment of the Authority.

Summary of Impacts and Mitigation

The following is summary of the Project Refinements' less-than-significant environmental impacts and the potentially significant impacts that may be reduced to less-than-significant levels with the implementation of proposed mitigation measures. There are no unavoidable significant environmental impacts associated with any of the Project Refinements.

The less-than-significant impacts of the Project Refinements are on cultural resources as well as traffic and transportation. However, all related mitigation measures for these two resources from the



2007 Final EIR and the 2011 Supplemental EIR No. 1 would still apply to the Project as approved in 2007 and to these Project Refinements as applicable.

The potentially significant environmental impacts of the Project Refinements are on geological and hazardous materials as well as noise and vibration, though the impacts relate only to the vibration impact on the single-family residence in the City of Azusa and can be mitigated with the implementation of Mitigation Measure N-10.

N-10 Because the single-family residence is located so close to the proposed track alignment, the Authority shall construct a floating slab, acquire the property, or negotiate a vibration easement to create a “buffer zone” between the track and any vibration-sensitive receivers adjacent to the impacted residence. The first two proposed mitigation approaches meet the same performance standard of reducing the projected vibration level at the single-family residence to 72 VdB or less. The third proposed mitigation approach mitigates the impact because the Authority would gain the right to impact the property. Subsequently, all three approaches would mitigate the vibration impact.

Additionally, mitigation measures to reduce geological and hazardous material impacts to the single-family residence in the City of Azusa are from the 2007 Final EIR Hazardous Materials mitigation measures (HZ-1 through HZ-10).

Beyond this, all related mitigation measures for these two resources from the 2007 Final EIR and the 2011 Supplemental EIR No. 1 would still apply to the Project as approved in 2007 and to these Project Refinements as applicable.

Environmentally Superior Alternative

Section 15126.6 (e)(2) of the CEQA Guidelines requires that an Environmentally Superior Alternative be identified among the selected alternatives (excluding the No-Action Alternative). The Environmentally Superior Alternative as discussed in this Supplemental EIR No. 2 is the implementation of the Project Refinements as described in Chapter 2, which includes determining the preferred Michillinda TPSS unit alternative based on feasibility prior to Project initiation and constructing the Duarte Station parking facility Alternative A (east-west orientation).

Permits and Authorization

In addition to compliance with CEQA, the Project Refinements would be subject to additional permitting requirements under state and federal regulations. Anticipated permitting requirements for the overall Project are described in Table ES-1.

Table ES-1: Permitting Requirements

Agency	Type of Permit/Authorization
U.S. Army Corps of Engineers	Clean Water Act, Section 404
Regional Water Quality Control Board	Clean Water Act, Section 401 Porter Cologne Water Quality Control Act



Agency	Type of Permit/Authorization
Regional Water Quality Control Board	National Pollutant Discharge Elimination System Permits
California Department of Fish and Game	Fish and Game Code, Section 1602 California Endangered Species Act, Section 2081

