

Chapter 1. Introduction

1.1 Purpose of the Supplemental Environmental Impact Report (EIR)

The California Environmental Quality Act (CEQA) requires preparation of an Environmental Impact Report (EIR) when there is substantial evidence that a project may have a significant impact on the environment. The purpose of an EIR is to provide decision makers, public agencies, and the public with an objective and informational document that fully discloses the potential environmental impacts of a proposed project. The EIR process is specifically designed to facilitate the objective evaluation of potentially significant direct, indirect, and cumulative impacts of a proposed project, as well as to identify potentially feasible mitigation measures and alternatives that reduce or avoid a project's significant impacts. In addition, CEQA specifically requires that an EIR identify those adverse impacts determined to be significant after mitigation.

According to the CEQA Guidelines, a Supplemental Environmental Impact Report (Supplemental EIR) is required when “substantial changes are proposed in the project which will require major revisions of the environmental impact report” (Section 15162), and “[o]nly minor additions of changes would be necessary to make the previous EIR adequately apply to the project in the changed situation” (Section 15163(a)(2)). Accordingly, this Supplemental EIR has been prepared to evaluate environmental impacts resulting from the proposed additional Gold Line Foothill Extension Project (the “Project”) refinements (referred to as the “Project Refinements” in this Supplemental EIR) that have occurred since certification of the *Gold Line Phase II Pasadena to Montclair-Foothill Extension Final Environmental Impact Report* (the “2007 Final EIR”), 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”), 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”), and the *Gold Line Phase II Pasadena to Montclair-Foothill Extension Final Supplemental Environmental Impact Report* (the “2011 Supplemental EIR No. 1”).

1.1.1 Changes since the 2007 Final EIR, the 2007 Final EIR Addenda, and the 2011 Supplemental EIR No. 1

All of the Project Refinements described herein would occur within Phase 2A of the Project (described in Chapter 2). 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 anticipated access issues associated with the relocation of the Duarte Station approximately 400 feet to the east. This shift would increase the walking distance from the center of the parking facility to the end of the Duarte Station to over 2,000 feet. The City of Duarte and the Authority concluded that this distance would inconvenience and may negatively impact pedestrian safety and accessibility from the parking facility to the Station, which is why relocation of the parking facility is considered in this Supplemental EIR No. 2. To address this concern, 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~~ may better 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.

1.1.2 Statutory Requirements for a Supplemental EIR

Section 15163 (b) of the CEQA Guidelines states that “the supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.” The regulations also require a Supplemental EIR to be given the same kind of notice and public review as would be given to a draft EIR, but the regulations do not require recirculation of the previous EIR. When the Authority Board decides whether to approve the Project, it must consider the previous 2007 Final EIR as revised by this Supplemental EIR No. 2 in addition to the two CEQA 2007 Final EIR addenda (adopted in 2009 and 2010, respectively) as well as the previously certified 2011 Supplemental EIR No. 1.

1.1.3 Related Environmental Documents

As noted, this 2011 Supplemental EIR No. 2 builds upon the 2007 Final EIR, the 2007 Final EIR Addendum No. 1 and Addendum No. 2, and the 2011 Supplemental EIR No. 1. This document addresses only new or modified environmental impacts associated with the Project Refinements as described in Chapter 2 and Chapter 3.

1.2 The CEQA Environmental Review Process

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

The Supplemental EIR No. 2 ~~is being~~ was sent directly to numerous agencies, organizations, and interested groups and persons for formal comment during the review period. This Supplemental EIR No.2 ~~was is~~ available 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 ~~was 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~~ were 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~~ has now been prepared to include any comments received on ~~the~~ this draft Supplemental EIR No. 2 during the public review period as well as any responses to those comments. This ~~would also~~ included any revisions to the Supplemental EIR No. 2, if any, that ~~were~~ 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.

1.3 Supplemental EIR Organization

Chapter 1, Introduction describes the purpose and use of this Supplemental EIR, provides a brief overview of the Project Refinements analyzed herein, and outlines the organization of this document.

Chapter 2, Project Description describes the overall Project location, overall Project objectives, specific Project Refinement details, and related discretionary actions.

Chapter 3, Environmental Evaluation presents information to help decision makers and the public understand the potential environmental impacts of the Project Refinements and the ways to avoid those impacts. This chapter is composed of resource subsections covering the range of applicable environmental topics and other key information required in the evaluation of impacts under CEQA.

Chapter 4, Alternatives presents the No-Action and action alternatives for the applicable Project Refinements. The No-Action Alternative is required by Section 15126(e) of the CEQA Guidelines, and it assumes that the Project, as described in the 2007 Final EIR, would be built. However, none of the analyzed Project Refinements, as described in Chapter 2, would be built. The Environmentally Superior Alternative is also identified in this chapter.

Chapter 5, Other Impact Considerations addresses the relationship of the Project-related impacts to the greater environment for such issues as secondary impacts, cumulative impacts, short-term impact versus long-term benefits, growth inducement, etc.

Chapter 6, List of Preparers identifies those who prepared this Supplemental EIR and those who conducted the technical impact analyses reported in this document.



Chapter 7, Bibliography lists the data sources used in defining existing conditions and assessing impacts.

[Volume 2, Supplemental EIR Comments and Responses, includes copies of all written comments submitted on the draft Supplemental EIR and responses to those comments.](#)

1.4 Technical Studies and Reports Used in the Supplemental EIR

The following resources are included in this volume of the Supplemental EIR:

Appendix A: Noise and Vibration Analysis for the Supplemental EIR No. 2

Appendix B: Cultural Resources Analysis for the Supplemental EIR No. 2

Appendix C: Geological and Hazardous Materials Analysis for the Supplemental EIR No. 2

Appendix D: Traffic and Transportation Analysis for the Supplemental EIR No. 2

Appendix E: Metro Traction Power Load-Flow Study Report (dated June 10, 2011)

