
Chapter 3 – Environmental Analysis, Impacts, and Mitigation

The Intent of this Chapter

The intent of this chapter is to provide information to help decision makers and the public to understand the potential environmental impacts of the project and alternatives and ways to minimize or avoid those impacts. This chapter has 17 subsections that cover a wide range of environmental topics and other key information required in the evaluation of impacts pursuant to the California Environmental Quality Act (CEQA).

What the Chapter Includes

Each environmental resource section provides detailed discussions of the following:

- Environmental Impacts for each of the three alternatives: No Build Alternative, Transportation Systems Management (TSM) Alternative, and Build Alternative project, including:
 - Regulatory Setting
 - Existing Conditions
 - Evaluation Methodology
 - Impact Criteria
 - Short-term Construction Impacts
 - Long-term Impacts
 - Cumulative Impacts
- Mitigation Measures
 - Short-term Construction Mitigation Measures
 - Long-term Mitigation Measures
- Level of Impact after Mitigation
 - Short-term Construction Impacts
 - Long-term Impacts

Impacts are addressed geographically by city within the project corridor: Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair.

How Impacts Are Discussed

The impacts are assessed pursuant to CEQA, which requires that determinations of significance be made. Accordingly, for each potential impact, one of the following CEQA-defined determinations is made: *less than significant impact*, *less than significant impact with mitigation incorporated*, or *potentially significant impact*. When no effect is determined to occur as a result of the project, a *no impact* determination is made.

Individual resource impacts are evaluated within the Study Area that corresponds to each environmental resource (for example, the South Coast Air Basin for air quality; regional area extending beyond the project's alignment corridor for traffic and circulation; visual effects are evaluated for nearby corridor uses; and noise and vibration impacts are evaluated for adjacent uses).

