Final Supplemental Environmental Impact Report 3 for

METRO GOLD LINE FOOTHILL EXTENSION

Evaluating Relocation of the San Dimas Station Parking Facility

Azusa to Montclair (SCH No. 2010121069)

July 2022

Foothill Gold Line

Metro Gold Line Foothill Extension Construction Authority

FINAL
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR No. 3)
FOR THE
METRO GOLD LINE FOOTHILL EXTENSION

San Dimas Parking Facility Relocation
(SCH No. 2010121069)

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Acronyms and Abbreviations

§	Section
µg/m^3	microgram(s) per cubic meter
2013 FEIR	*Metro Gold Line Foothill Extension - Azusa to Montclair Final Environmental Impact Report* (Metro Gold Line Foothill Extension Construction Authority, 2013)
2019 SEIR 1	*Metro Gold Line Foothill Extension - Azusa to Montclair Final Supplemental Environmental Impact Report* (Metro Gold Line Foothill Extension Construction Authority, 2019)
2021 SEIR 2	*Metro Gold Line Foothill Extension - Azusa to Montclair Final Supplemental Environmental Impact Report* (Metro Gold Line Foothill Extension Construction Authority, 2021)
~~Draft~~ Final SEIR 3	*Metro Gold Line Foothill Extension - Azusa to Montclair Final Supplemental Environmental Impact Report* (Current)
AA	Alternatives Analysis
AB	Assembly Bill
ADA	Americans with Disabilities Act
ANSI-IESNA	American National Standards Institute-Illuminating Engineering Society of North America
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
BERD	Built Environmental Resources Directory
bgs	below ground surface
BMP	best management practice
BNSF	Burlington Northern Santa Fe
Btu	British thermal units
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
California OSHA	California Occupational Safety and Health Administration
California Register	California Register of Historic Places
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
CHRIS	California Historical Research Information System
CMS	changeable message sign
CNDDB	California Natural Diversity Database
Construction Authority Board	Construction Authority Board of Directors

CO	carbon monoxide
CO Protocol	Carbon Monoxide Protocol
CO_2	carbon dioxide
CO_2e	CO_2 equivalent
Construction Authority	Metro Gold Line Foothill Extension Construction Authority
CPTED	Crime Prevention Through Environmental Design
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
dBA	a-weighted decibels
diesel PM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
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
kWh	kilowatt-hours
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
LST	localized significance threshold
LT	long-term
LUST	leaking underground storage tank
Metro	Los Angeles County Metropolitan Transportation Authority
mph	miles per hour
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
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NOx	nitrous oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OSHA	Occupational Safety and Health Administration
PM_{10}	particulate matter less than 10 micrometers in aerodynamic diameter
$PM_{2.5}$	particulate matter less than 2.5 micrometers in aerodynamic diameter
PM	particulate matter
PMP	parking management plan
ppb	parts per billion
ppm	parts per million
PPV	part(s) per volume
PRC	California Public Resources Code
Project	Metro Gold Line Foothill Extension – Phase 2B project (Azusa to Montclair)
Qof	quaternary old alluvial fan deposits
RHNA	Regional Housing Needs Assessment
ROW	right-of-way
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	State Regional Water Quality Control Board
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	2017 Climate Change Scoping Plan - A Framework for Change
SCS	Sustainable Communities Strategy
SEIR	Supplemental Environmental Impact Report
SHPO	State Historic Preservation Office
SLF	Sacred Lands File
SO_2	sulfur dioxide
STLC	soluble threshold limit concentration
TAC	Toxic Air Contaminant
TCR	Tribal Cultural Resource
TMP	Traffic Management Plan
TPSS	traction power supply substation
TSM	Transportation Systems Management
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

Executive Summary

The following clarifications and modifications are intended to update the Draft SEIR 3 in response to the comments received during the public review period. The following clarifications and modifications also show revisions made to convert the Draft SEIR 3 into this Final SEIR 3; a single document that encompasses the final impact analysis for the proposed project. None of these revisions made to the Draft SEIR 3 have resulted in new significant impacts. Additionally, two supplemental memorandums (Attachments B and C to Appendix A) have been provided to address issues raised on potential impacts resulting from queuing and secondary effects of the Project Modifications. These changes have not increased the severity of potential environmental impacts. None of the CEQA criteria for recirculation have been met.

Text which has been removed is shown with a ~~strikethrough~~ line, while text that has been added is shown <u>underlined</u>.

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 (ROW) 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 (L 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, a supplemental EIR (SEIR) in 2019, and a second SEIR in 2021.

The Construction Authority prepared a Final 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 of Directors (Construction Authority Board) in June 2019 and is herein referred to as the SEIR 1. In the SEIR 1, 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.

Following approval of SEIR 1, the Construction Authority prepared a second SEIR in response to the then proposed project modifications, which included 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 second SEIR is herein referred to as SEIR 2, and evaluated the environmental effects of the parking reductions and reconfigurations as compared 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 SEIR 1 from 2019. The Final SEIR 2 was certified by the Construction Authority Board in January 2021. The combination of these documents will be hereinafter referred to as “the 2013 FEIR and subsequent environmental actions”. This ~~Draft~~ Final SEIR (henceforth to be referenced as SEIR 3) is intended to provide information to the public, the Construction Authority Board, 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~~ Final SEIR 3. This ~~Draft~~ Final SEIR 3 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, and the San Dimas parking lot in particular.

ES.1.1 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 City of Montclair Transcenter. It 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.

On June 17, 2021, the City of San Dimas in cooperation with the Construction Authority approved a binding letter of intent to relocate the San Dimas Station parking facility from the

currently approved location, which was studied in SEIR 2 and prior analyses, to a new location south of the Project ROW between Monte Vista Avenue and San Dimas Avenue. The potential reconfiguration of parking at the San Dimas Station as described in this ~~Draft~~ Final SEIR 3 is referred to as the "Project Modifications." The Project Modifications also include roadway improvements to accommodate vehicles accessing the parking facility along Commercial Street. The installation of one signal and crosswalk on San Dimas Avenue just south of the Project ROW is under construction and is part of the Project. A second traffic signal and crosswalks were previously installed at the intersection of Commercial Street and San Dimas Avenue as part of the Project. Patrons from the proposed San Dimas parking facility would be able to utilize these crossings to access the San Dimas Station. No modifications are proposed for the parking facilities at the Glendora, La Verne, Pomona, Claremont, and Montclair Stations; and the number of parking spaces to be provided remains the same as what was approved in SEIR 2.

The proposed San Dimas parking facility would also include a Kiss & Ride area to allow for pick-up and drop-off. Bus drop-off for Foothill Transit services would be located at the intersection of Bonita and San Dimas Avenues, and buses would not be entering the parking lot. The existing parking lot on the proposed site would be redeveloped to accommodate 289 parking spaces - the same number of parking spaces as identified for the approved parking location in San Dimas. Due to the reconfiguration of the parking facility, vehicular access is proposed from Commercial Street and Monte Vista Avenue, instead of from East Arrow Highway as previously approved. The new access road would include two-lanes, one in each direction, to allow vehicles to turn right or left while entering or exiting the parking facility from Commercial Street. Vehicles turning left onto Commercial Street from the access road would then travel south or north on San Dimas Avenue. Vehicles turning right onto Commercial Street would then travel north or south on Monte Vista Avenue. The new access road would accommodate right turns from the alleyway onto the access road by vehicles, including large vehicles such as garbage trucks and fire engines, while access to the alley along the southerly edge from the parking lot would be restricted by a median. Vehicles would be able to exit the alley heading eastbound and turn right onto the parking lot driveway and travel south to Commercial Street allowing access to San Dimas Avenue. The Construction Authority anticipates prohibition of right turns from the parking lot westbound onto the alley via signage and a bulb out on the curb to make it difficult for vehicles to turn right.

The proposed San Dimas parking facility would also include a Kiss & Ride area to allow for pick-up and drop-off. Access to the Kiss & Ride area would be provided via the new access road from Commercial Street. The design of the access road includes a median that will prevent parking lot patrons from accessing the Kiss & Ride area through the parking lot. Vehicles using the Kiss & Ride area would continue to exit the parking facility south on San Dimas Avenue. An existing secondary entrance/exit on Railway Street would remain as part of the Project Modifications.

The Construction Authority would work with the City of San Dimas to install traffic calming elements around the parking lot such as speed humps/bumps and signage. Additionally, the design of the intersection at the new driveway and Commercial Street could be modified or signed to dissuade vehicles from traveling west onto Commercial Street and driving through the

local streets. Vehicles exiting the parking lot via Railway Street will either continue west to Cataract Avenue or travel south on Monte Vista Avenue. The Construction Authority will work with the City of San Dimas to provide signage/design features to improve transit patron access to the parking facility while reducing effects on residents in the area. Pedestrian access to the station platform would be via a pedestrian crossing and signal on San Dimas Avenue on the west side of the station just south of the Project ROW, which is currently under construction. This pedestrian signal and crossing would be installed with or without the Project Modifications because it is part of the currently approved Project. A second traffic signal and pedestrian crossings, which are also part of the approved Project, were installed at the intersection of Commercial Street and San Dimas Avenue in Fall 2021. There would also be pedestrian circulation within the proposed parking lot. Due to the relocation of the San Dimas parking facility, pedestrian access would not be provided from the eastern side of the station platform. In addition, pedestrian and bicycle access would no longer be provided from Walnut Avenue, as previously approved in SEIR 2.

Fencing and landscaping would be provided along the perimeter of the proposed parking facility footprint, and along the new access road on Commercial Street. In addition, Crime Prevention Through Environmental Design (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, adequate lighting, signage, emergency telephones, a public address system at the station, and security camera monitoring systems. A combination of screen wall, other fencing and/or landscaping may be provided along the perimeter of the proposed San Dimas parking lot along Monte Vista Avenue and on the southern edge of the Project Modifications near the alley. These principles would be incorporated as part of the Metro Design Criteria. Landscaping would also be added to Freedom Park adjacent to the new access driveway in accordance with preliminary designs developed by the City of San Dimas. Additionally, law enforcement personnel would routinely patrol the parking lot and stations to help prevent crime from occurring. Because the design of the parking lot would be open and well lit, it would be more visible to spot crime-related activities. Similar CPTED design principles would be used to deter vagrancy at parking facilities, such as adequate lighting, signage, emergency telephones, security camera monitoring systems, providing law enforcement personnel when needed, and a bench that would be integrated into the transit shelter and contain design measures to prevent people from lying down comfortably. Security camera monitoring would also be placed near Freedom Park.

The Project Modifications are in accordance with Metro parking policy guidance. 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~~ Final SEIR 3 evaluates the potential impacts of the Project Modifications, and the San Dimas parking lot in particular.

ES.1.2 Transportation

Chapter 3, Transportation, of this ~~Draft~~ Final SEIR 3 evaluates the potential impacts of the Project Modifications against the 2035 build conditions identified in the 2013 FEIR and (the "Approved Project Baseline") with the Project Modifications identified in subsequent environmental actions. This ~~Draft~~ Final SEIR 3 discloses and evaluates the potential transportation impacts that could result from the proposed Project Modifications, compared to the Project Modifications previously approved in SEIR 2. The transportation analysis and impact determinations are identified in a separate chapter from other California Environmental Quality Act (CEQA) thresholds in order to be consistent with SEIR 1 and SEIR 2 to clearly discuss the evolution of transportation impacts related to CEQA Guidelines.

Subsequent to the certification of the 2013 FEIR, legislative amendments to CEQA (Public Resources Code [PRC], Section [§] 21099) were adopted in 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 level of service (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, SEIR 1 and SEIR 2 disclosed effects associated with traffic delay via LOS as well as VMT changes that could be anticipated. This ~~Draft~~ Final SEIR 3 follows the same approach regarding VMT, and traffic delay. Additionally, environmental determinations regarding significant impacts are based on VMT rather than LOS, even though the previously adopted LOS-based mitigation measures will be carried forward. The transportation analysis also discusses potential effects related to parking, transit, and pedestrian and bicycle circulation. A queuing analysis was completed for the pedestrian crosswalk on San Dimas Avenue south of the Gold Line tracks and the results/findings are included in Attachment B of Appendix A. In addition, in response to public comments on the Draft SEIR 3, a supplemental memorandum was prepared that provides a summary of secondary effects that would be a result of the Project Modifications, and is included in Attachment C of Appendix A. Detailed discussions of the methodology used are provided in the introduction to Chapter 3, Transportation, as well as in Section 3.1.2.1, Evaluation Methodology.

This ~~Draft~~ Final SEIR 3 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, which was also employed in many CEQA documents. Under this methodology, CEQA documents evaluated the impacts of projects on traffic flows using LOS based on traffic delay. Although LOS analysis is no longer required per CEQA Guidelines §15064.3 and SB 743, it is common for a 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. Therefore, the evaluation in this ~~Draft~~ Final SEIR is consistent with the methodologies described above and standard practice for traffic engineering, and includes a comparison of the Project Modifications to a No Build scenario, while basing all significance determinations on the VMT analysis.

As described in Chapter 3, Transportation, there are no new significant CEQA VMT 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~~ Final SEIR 3 evaluates the potential environmental impacts of the Project Modifications. The parking facility at the San Dimas Station would be constructed during Phase 1 of the Project. To accommodate a surface parking lot at the San Dimas Station, the Construction Authority proposes to relocate and reconfigure the parking facility approved in SEIR 2 to a new location south of the Project ROW between Monte Vista Avenue and San Dimas Avenue. The proposed new location is currently used as an existing San Dimas Park & Ride lot for Foothill Transit. The approved parking facility site is located two blocks east along Arrow Highway, south of the project ROW and west of Walnut Avenue. No modifications are proposed for the parking facilities at the Glendora, La Verne, Pomona, Claremont, and Montclair Stations.

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~~ Final SEIR 3, with reference to the 2013 FEIR and subsequent environmental actions where appropriate.

Impacts on each environmental resource are analyzed according to the entire Phase 2B Project from Azusa to Montclair but are focused on the one station (San Dimas) where relocated and reconfigured parking would occur. The impacts of the Project Modifications 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 City of San Dimas. Table ES-1 presents a summary of impacts of the Project Modifications for each resource as evaluated in this ~~Draft~~ Final SEIR 3, 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 than 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. Nonetheless, a full discussion of alternatives in relation to this Project Modifications is contained in Chapter 2 of this SEIR 3.

ES.1.3.1 Short-term Impacts and Mitigation Measures

Short-term impacts were analyzed for all resources, including transportation; aesthetics, air quality; biological resources and ecosystems, climate change; communities, population, and housing; cultural and tribal resources; energy; geologic hazards; hazardous waste and materials, land use and planning; noise and vibration; safety and security; water quality 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 would be the same as presented in the 2013 FEIR and subsequent environmental actions. No new short-term mitigation measures would 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 operational impacts were also analyzed for all resources, including transportation; aesthetics, air quality; biological resources and ecosystems, climate change; communities, population, and housing; cultural and tribal resources; energy; geologic hazards; hazardous waste and materials, land use and planning; noise and vibration; safety and security; water quality 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 would 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 October 26, 2021, 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, and social 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 Zoom between 5:30 PM – 7:00 PM. The meeting was virtually attended by 69 stakeholders and 12 staff. Formal comments were accepted verbally or via an e-comment form during the virtual meeting. Written comments were accepted via mail or e-mail in accordance with the Notice of Preparation's 30-day timeline. All comments were due to the Construction Authority by November 19, 2021.

Issues raised by the public and agencies include analyzing the environmental effects as they relate to the transportation impacts and pedestrian safety as a result of the Project Modifications. In addition, concerns related to vehicle access to the San Dimas parking lot were identified during the public outreach period. The CEQA determination for these topics are described in Table ES-1 - Summary of Impacts: 2013 FEIR, 2021 Final SEIR 2, and this ~~Draft~~ Final SEIR 3.

Table ES-1 (Summary of Impacts: 2013 FEIR, 2021 Final SEIR 2, and this ~~Draft~~ Final SEIR 3) 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 §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 §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, 2021 Final SEIR 2, and this ~~Draft~~ Final SEIR 3

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 § 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
TRA-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	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

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?
TRA-4: Result in inadequate emergency access.	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
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
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

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-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
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

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?
AIR-2: Violate any air quality standard or contribute to any existing or projected air quality violations	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-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

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?
AIR-4: 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	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-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

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?
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	B-1, and B-3 through B-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, sensitive, or special-status species in local or regional plans, policies, or regulations, or by California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact	B-1, and B-3 through B-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-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	B-1, and B-3 through B-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

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-6: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact	B-1, and B-3 through B-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-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 greenhouse gas (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

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?
CC-2: Conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs	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
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

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?
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
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 § 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 § 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

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-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No Impact	HW-1 through HW-6 and CTR-3. 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-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, may 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

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-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
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

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?
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 environmental effect	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-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

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?
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 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.

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?
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 light rail transit (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
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

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-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 would result in substantial erosion or siltation on or off site	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-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 off site	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 otherwise substantially degrade water quality	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-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 and the Project Modifications in San Dimas. The comparison determination is consistent with Title 14 Code of Federal Regulations Chapter 3, and Guidelines for Implementation of CEQA § 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
California 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.2.1.11 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 ROW 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.2.1.2 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 (SCAQMD) 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 miles per hour (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 [ppm]) 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 (CDFW), and the Regional Water Quality Control Board (RWQCB). 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 4.4.5 of this ~~Draft~~ Final SEIR 3).

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 Community Facilities and Parklands

Mitigation measure CTR-3 would be incorporated (see Section 4.6.5 of this ~~Draft~~ Final SEIR 3).

ES.2.1.7 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 Code of Federal Regulations [CFR] 800.11.1 and California Code of Regulations [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, CEQA Section 15064.5(e), and PRC 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 PRC §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 (PRC 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 PRC 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.2.1.8 Energy

Mitigation measures CON-9 through CON-19 would be incorporated (see Section 4.8.5 of this ~~Draft~~ Final SEIR 3).

ES.2.1.9 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 SCAQMD -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.2.1.10 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.2.1.11 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.2.2 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 ROW 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.2.2.3 Aesthetics

Mitigation measure VIS-6 remains valid but is not applicable to the Project Modifications.

- **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.

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 from the 2013 FEIR. 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 SEIR 1.

- **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/Los Angeles County Sheriff's Department (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 California Public Utilities Commission (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.

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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 (ROW) 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 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 Construction Authority Board in December 2014.
- Addendum No. 3 addressed minor design changes to the Project and was adopted by the Construction Authority Board in March 2016.
- Addendum No. 4 addressed minor design changes to the Project and was adopted by the Construction 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 Construction Authority Board in June 2019 and is herein referred to as SEIR 1.

Following approval of the SEIR 1, the Construction Authority prepared a second SEIR in response to the then proposed project modifications, which included 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 second SEIR is herein referred to as SEIR 2, and evaluated the environmental effects of the parking reductions and reconfigurations as compared 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 / LADWP refinement described in Addendum No. 3 and Modifications No. 6 and No. 7 described in Addendum No. 4), and SEIR 1 from 2019. The Final SEIR 2 was certified by the Construction Authority Board in January 2021. The combination of these documents will be hereinafter referred to as “the 2013 FEIR and subsequent environmental actions”.

This ~~Draft~~ Final SEIR (henceforth to be referenced as SEIR 3 or Final SEIR 3) is intended to provide information to the public, the Construction Authority Board, 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~~ Final SEIR 3. This ~~Draft~~ Final SEIR 3 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, and the San Dimas parking lot in particular.

Purpose of this Supplemental Environmental Impact Report

On June 17, 2021, the City of San Dimas in cooperation with the Construction Authority approved a binding letter of intent to relocate the San Dimas Station parking facility. Parking for the San Dimas Station would be relocated from the currently approved location, which was studied in SEIR 2 and prior analyses, to a new location south of the project ROW between Monte Vista Avenue and San Dimas Avenue. No modifications are proposed for the parking facilities at the Glendora, La Verne, Pomona, Claremont, or Montclair Stations. In response to these proposed changes, the Construction Authority has initiated the preparation of this SEIR 3 to evaluate the potential for significant impacts that may result from the proposed changes at the San Dimas Station parking facility. The potential reconfiguration of parking at the San Dimas Station as described in this ~~Draft~~ Final SEIR 3 is referred to as the “Project Modifications.”

This ~~Draft~~ Final SEIR 3 evaluates the environmental effects of the potential Project Modifications as compared 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~~ Final SEIR 3 is intended to provide information to the public, the Construction 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~~ Final SEIR 3 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 CEQA (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 EIR.

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

c) New information, which was not known and could not have been known at the time the EIR was certified as complete, has become available.

This ~~Draft~~ Final SEIR 3 has been prepared due to the need for revisions to SEIR 2 as a result of the Project Modifications. This ~~Draft~~ Final SEIR 3 compares the potential effects of the Project Modifications to the effects of the Project as evaluated in the 2013 FEIR and subsequent environmental actions, and as currently approved by the Construction Authority Board.

Draft Supplemental Environmental Impact Report

The Construction Authority filed a Notice of Preparation (NOP) for the SEIR 3 on October 14, 2021, 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, and social media posts.

During the scoping process, the public was encouraged to provide comments on potential environmental impacts that should be studied in the SEIR 3. A virtual public scoping meeting was held on October 26, 2021, from 5:30 PM to 7:00 PM via the Zoom Webinar 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). A total of 65 members of the public attended the scoping meeting. The scoping meeting provided a presentation of the Project history, proposed Project Modifications, and environmental topics of concern related to 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 throughout the public scoping period. The Construction Authority received comment submittals during the scoping period from regulatory agencies, cities, and members of the public. Agency letters responding to the NOP were received from the California Native American Heritage Commission (NAHC) and City of San Dimas. 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 SEIR 3. 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.

The Project Modifications in this ~~Draft~~ Final SEIR 3 contemplate a relocated and reconfigured surface parking lot at one station (San Dimas). Parking for the San Dimas Station would be relocated from the location previously approved, and as shown in SEIR 2, to a new location south of the Project ROW between Monte Vista Avenue and San Dimas Avenue. The Project Modifications also include roadway improvements to accommodate vehicles accessing the parking facility along Commercial Street. The installation of one signal and crosswalk on San Dimas Avenue just south of the Project ROW is under construction and is part of the Project. A second traffic signal and crosswalks were installed at the intersection of Commercial Street and San Dimas Avenue, which are also part of the Project. Patrons from the Project Modifications would be able to utilize this crossing to access the San Dimas Station. Access to the San Dimas Gold Line Station platform would also be revised under the Project Modifications. Access will occur only from the western side (San Dimas Avenue) of the station platform. No access to the San Dimas Station platform will be provided from the eastern (Walnut Avenue) side of the platform as a result of relocation of the station parking facility. No modifications are proposed for the parking facilities at the Glendora, La Verne, Pomona, Claremont, or Montclair Stations; the number of parking spaces to be provided at the San Dimas Station remains the same as what was approved in SEIR 2.

Scope of Environmental Analysis in the Supplemental Environmental Impact Report

Because this ~~Draft~~ Final SEIR 3 evaluates the potential environmental effects of the Project Modifications in comparison to the effects of the Project as currently approved by the Construction Authority in SEIR 2, the study area for the environmental analysis focuses on the

San Dimas Station area only, and relocation of the station's parking facility. All other station parking facilities are remaining as was previously approved.

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

Intended Use of the Supplemental Environmental Impact Report

This ~~Draft~~ Final SEIR 3 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, and the San Dimas parking lot in particular.

Lead Agency

The Construction Authority is the Lead Agency for this ~~Draft~~ Final SEIR 3.

Contact Person

The primary contact person regarding information presented in this ~~Draft~~ Final SEIR 3 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~~ Final SEIR 3.
- Chapter 1 provides a description of the Project as approved by the Construction Authority, and describes the baseline used in the ~~Draft~~ Final SEIR 3 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~~ Final SEIR 3.
- Chapter 8 provides references.

1 Project Description

Pursuant to CEQA Guidelines § 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 ROW 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 as many as three phases: Phase 1 from Azusa to Pomona, Phase 2 from Pomona to Claremont, and Phase 3 from Claremont to Montclair (Figure 1-1). Construction commenced on Phase 1 in December 2017.

1.2.1 2013 FEIR Project with Addenda and the 2019 SEIR (SEIR 1)

The 2013 FEIR Project with the modifications evaluated in the four addenda and the 2019 SEIR (SEIR 1) 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 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 SEIR 1 are as follows[1] (updated passenger boardings are shown in Chapter 3, Transportation):

- Glendora Station – 1,860
- San Dimas Station – 1,640
- La Verne Station – 2,190
- Pomona Station – 5,950
- Claremont Station – 2,850

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

- Montclair Station – 6,450

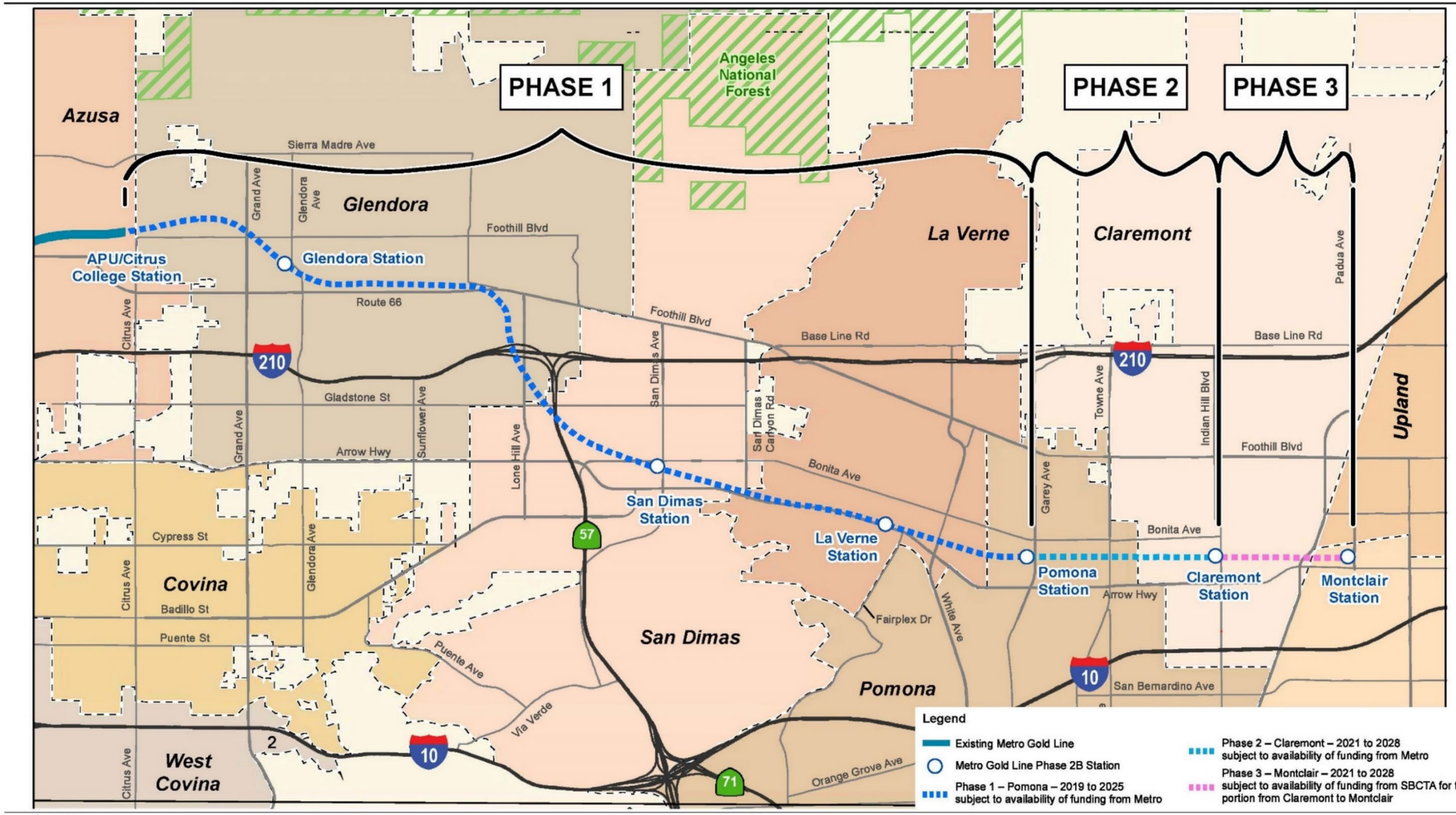
1.2.2 2021 SEIR (SEIR 2)

The Construction Authority proposed to reduce and reconfigure parking at five stations (Glendora, San Dimas, La Verne, Pomona, and Claremont) in accordance with Metro parking policy guidance. 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 had been contemplated in the previously 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 parking structure. 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 fully developed during the first two phases of construction. No modifications were proposed for the parking at the Montclair Station.

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 would also be included to accommodate active modes of access between parking lots and stations. Features, including pedestrian walkways and channelization/signage, would be included to ensure safe routes for passengers between parking areas and stations. Bicycle parking features would be included based on the Metro Design Criteria. Parking management plans (PMPs) would be developed by the Construction Authority to identify appropriate controls for the potential overflow parking in the vicinity of Project stations. These controls would include provisions to prohibit on-street parking for transit patrons. In addition, Metro has agreed to assist by providing enforcement of restrictions around station areas to prohibit overflow parking in nearby neighborhoods and businesses. It is the responsibility of the private businesses and cities to adopt and implement the PMP and accept Metro's offer for additional enforcement presence if it is preferred. Approximately one year before Project revenue service begins, the Construction Authority would evaluate existing traffic conditions to update the City’s PMP. Approximately three-to-six months after revenue service hours are in operation, the Construction Authority would evaluate traffic conditions to identify if changes or refinements are needed for the PMP.

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 described above and in SEIR 2. All other features of the Project would remain the same as described in the 2013 FEIR and subsequent environmental actions.

Figure 1-1: Regional Vicinity Map



Source: Jacobs 2019

Figure 1-1
Regional Vicinity Map

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1.2.3 Project Modifications

This ~~Draft~~ Final SEIR 3 evaluates the potential impacts of further Project Modifications. The parking facility at the San Dimas Station would be constructed during Phase 1 of the Project. To accommodate a surface parking lot at the San Dimas Station, the Construction Authority proposes to ~~potentially~~ relocate and reconfigure the parking facility approved in SEIR 2 to a new location south of the Project ROW between Monte Vista Avenue and San Dimas Avenue (Figure 1-2). The Study Area for the Project modifications is shown in Figure 1-2. The proposed new location is currently used as an existing San Dimas Park & Ride lot for Foothill Transit. The previously approved parking facility site is located two blocks east along Arrow Highway, south of the project ROW and west of Walnut Avenue (Figure 1-3). No modifications are proposed for the parking facilities at the Glendora, La Verne, Pomona, Claremont, and Montclair Stations. The same number of parking spaces would be built as previously approved as part of SEIR 2. Bus drop-off for Foothill Transit services would be located at the intersection of Bonita and San Dimas Avenues, consequently, Foothill Transit buses would not be entering the parking lot.

The proposed San Dimas parking facility would also include a Kiss & Ride area to allow for pick-up and drop-off. Access to the Kiss & Ride area would be provided via the new access road from Commercial Street. The design of the access road includes a median that will prevent parking lot patrons from accessing the Kiss & Ride area through the parking lot. An exit to southbound San Dimas Avenue would be provided from the proposed Kiss & Ride drop off area, north of Freedom Park.

The existing parking lot on the proposed site would be redeveloped to accommodate the same number of parking spaces as identified for the approved parking location in San Dimas. The total number of parking spaces would be approximately 289, which would remain consistent with the approved Project. Due to the reconfiguration of the parking facility, vehicular access is proposed from Commercial Street and Monte Vista Avenue, instead of from East Arrow Highway as previously approved. The new access road would include two-lanes, one in each direction, to allow vehicles to turn right into the parking facility from Commercial Street and left or right when exiting onto Commercial Street. The new access road would also accommodate right turns from the alleyway onto the access road by vehicles traveling eastbound on the alley south of the parking lot, including large vehicles such as garbage trucks and fire engines. The design includes a median that will prevent parking lot patrons from accessing the alley while still allowing access for residents and service vehicles. Vehicles would be able to exit the alley heading eastbound and turn right onto the parking lot driveway and travel south to Commercial Street allowing access to San Dimas Avenue. Vehicles would continue to also have the ability to exit the parking facility west on Monte Vista Avenue and Railway Street. The Construction Authority anticipates prohibition of right turns from the parking lot westbound onto the alley via signage and a bulb out on the curb to make it difficult for vehicles to turn right.

The Construction Authority would work with the City of San Dimas to install traffic calming elements around the parking lot such as speed bumps and signage if desired. Additionally, the design of the intersection at the new driveway and Commercial Street could be modified or signed to dissuade vehicles from traveling west onto Commercial Street and driving through the

local streets. Vehicles exiting the parking lot via Railway Street will either continue west to Cataract Avenue or travel south on Monte Vista Avenue. The Construction Authority will work with the City of San Dimas to provide signage/design features to improve transit patron access to the parking facility while reducing effects on residents in the area.

Pedestrian access to the station platform would be via a pedestrian crossing and signal on San Dimas Avenue on the west side of the station just south of the Project ROW, which is currently under construction. This pedestrian signal and crossing will be installed with or without the Project Modifications since it is part of the Project. An additional traffic signal and pedestrian crossings were installed at the intersection of Commercial Street and San Dimas Avenue in Fall 2021, which was also part of the Project. There would also be pedestrian circulation within the proposed parking lot. Access to the San Dimas Gold Line Station platform would also be revised under the Project Modifications. Access will occur only from the western side (San Dimas Avenue) of the station platform. No pedestrian or bicycle access to the San Dimas Station platform will be provided from the eastern (Walnut Avenue) side of the platform as a result of relocation of the station parking facility. The Study Area for the proposed Project Modifications, including pedestrian access, is shown in Figure 1-4.

Fencing and landscape would be provided along the perimeter of the proposed parking facility footprint, and along the new access road on Commercial Street. In addition, Crime Prevention Through Environmental Design (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, adequate lighting, signage, emergency telephones, a public address system, and security camera monitoring systems. A combination of screen wall, other fencing and/or landscaping may be provided along the perimeter of the proposed San Dimas parking lot along Monte Vista Avenue and on the southern edge of the Project Modifications near the alley. These principles would be incorporated as part of the Metro Design Criteria. Landscaping would also be added to Freedom Park adjacent to the new access driveway in accordance with preliminary designs developed by the City of San Dimas. Additionally, law enforcement personnel would routinely patrol the stations to help prevent crime from occurring. The parking lot would be designed to be open and well-lit to support monitoring for crime-related activities. Similar CPTED design principles would be used to deter vagrancy at parking facilities, such as adequate lighting, signage, emergency telephones, security camera monitoring systems, providing law enforcement personnel, and a bench that would be integrated into the transit shelter and contain design measures to prevent people from lying down comfortably. Security camera monitoring would also be placed near Freedom Park.

1.2.3.1 Construction Methods

Construction methods for the Project Modifications would be consistent with approved construction methods outlined in the 2013 FEIR and subsequent environmental actions. Major Project elements include:

- Demolition and reconstruction of existing structures
- Roadway improvements

- Relocation of the existing freight tracks within the existing ROW
- 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 sound walls

Specific construction activities associated with the San Dimas parking facility would include only a subset of the major project elements identified above. Since the proposed location is currently configured for surface parking, construction activities would include:

- Demolition and removal of some existing asphalt, grinding and overlay of some existing asphalt areas, and demolition and removal of existing vegetation
- Grading and ground surface preparation for paving
- Paving and planting
- Construction of new access driveways and connections to Commercial Street and Monte Vista Avenue
- Construction of pedestrian amenities to connect with crosswalk and signal across San Dimas Avenue south of the Project ROW
- Construction of fencing, screening, lighting and additional parking facility features such as bike parking, payment/ticket validation kiosks

1.2.4 Anticipated Permits and Approvals

Anticipated permits and approvals necessary to implement the Project were outlined in the 2013 FEIR and subsequent environmental actions, and several were secured prior to the start of construction. The following agencies may use this ~~Draft~~ Final SEIR 3 in the event additional permits or discretionary approvals are required for the Project Modifications.

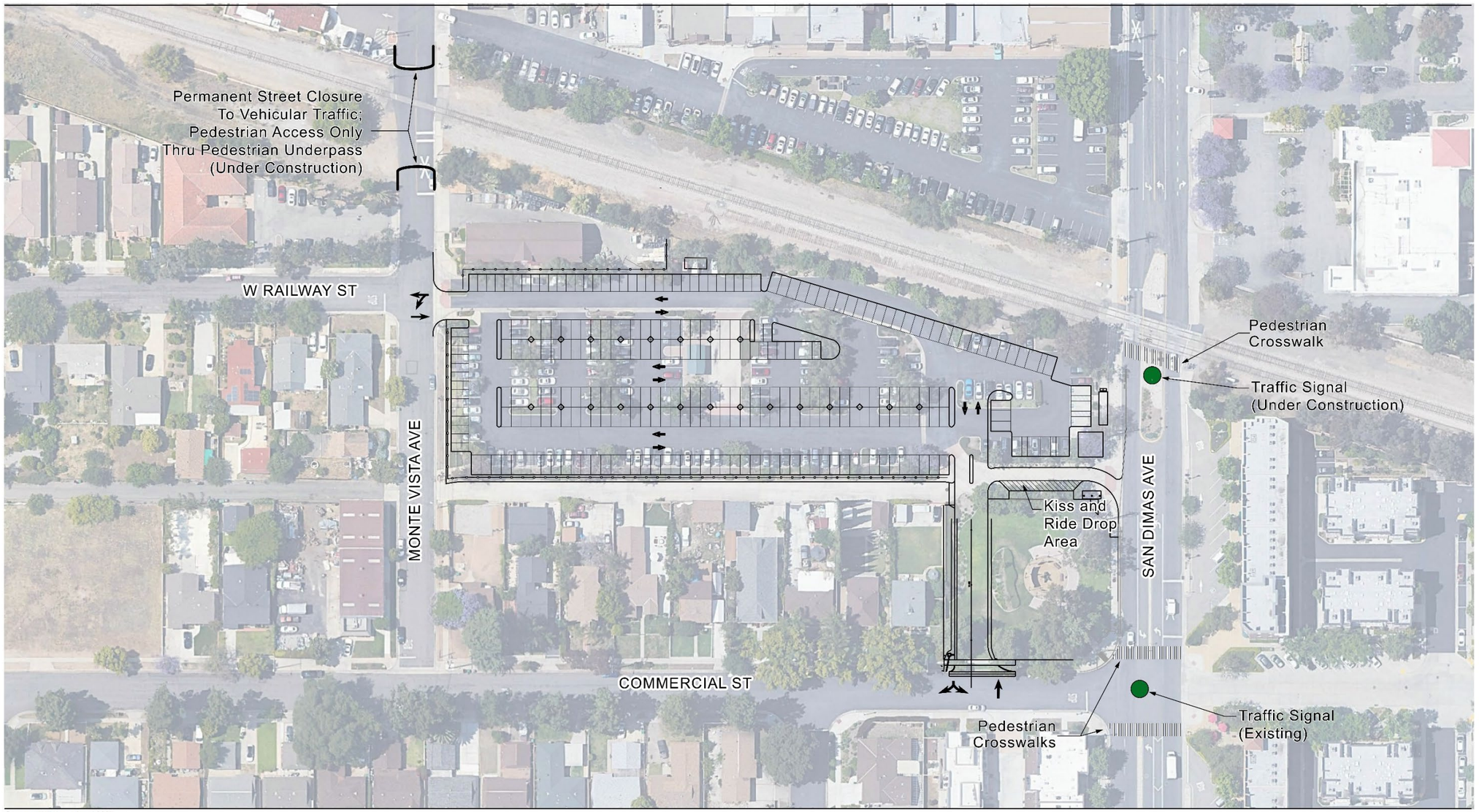
- California Department of Fish and Wildlife (CDFW) – Streambed Alteration Agreement (1602)
- California Department of Toxic Substances Control (DTSC) – Disposal of hazardous materials
- California Department of Transportation (Caltrans) – Approvals regarding bridge protection, encroachment permit for construction
- California Public Utilities Commission (CPUC) – Grade Crossing General order 88B
- Corridor Cities (San Dimas) – Permits for street improvements and utility relocations, ~~parking sites,~~ and 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
- Los Angeles and Santa Ana Regional Water Quality Control Boards – National Pollutant Discharge Elimination System Permits (NPDES), 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)

Permits and approvals specifically for the proposed parking lot location include:

- City of San Dimas – Permits for street improvements and utility relocations, parking sites, tree removal
- Los Angeles County – Permits related to storm drainage
- Los Angeles and Santa Ana Regional Water Quality Control Boards –NPDES, Standard Urban Stormwater Mitigation Plan, Stormwater Pollutant Prevention Plan, Water Quality Management Plan

Figure 1-2: Project Modifications Site Plan

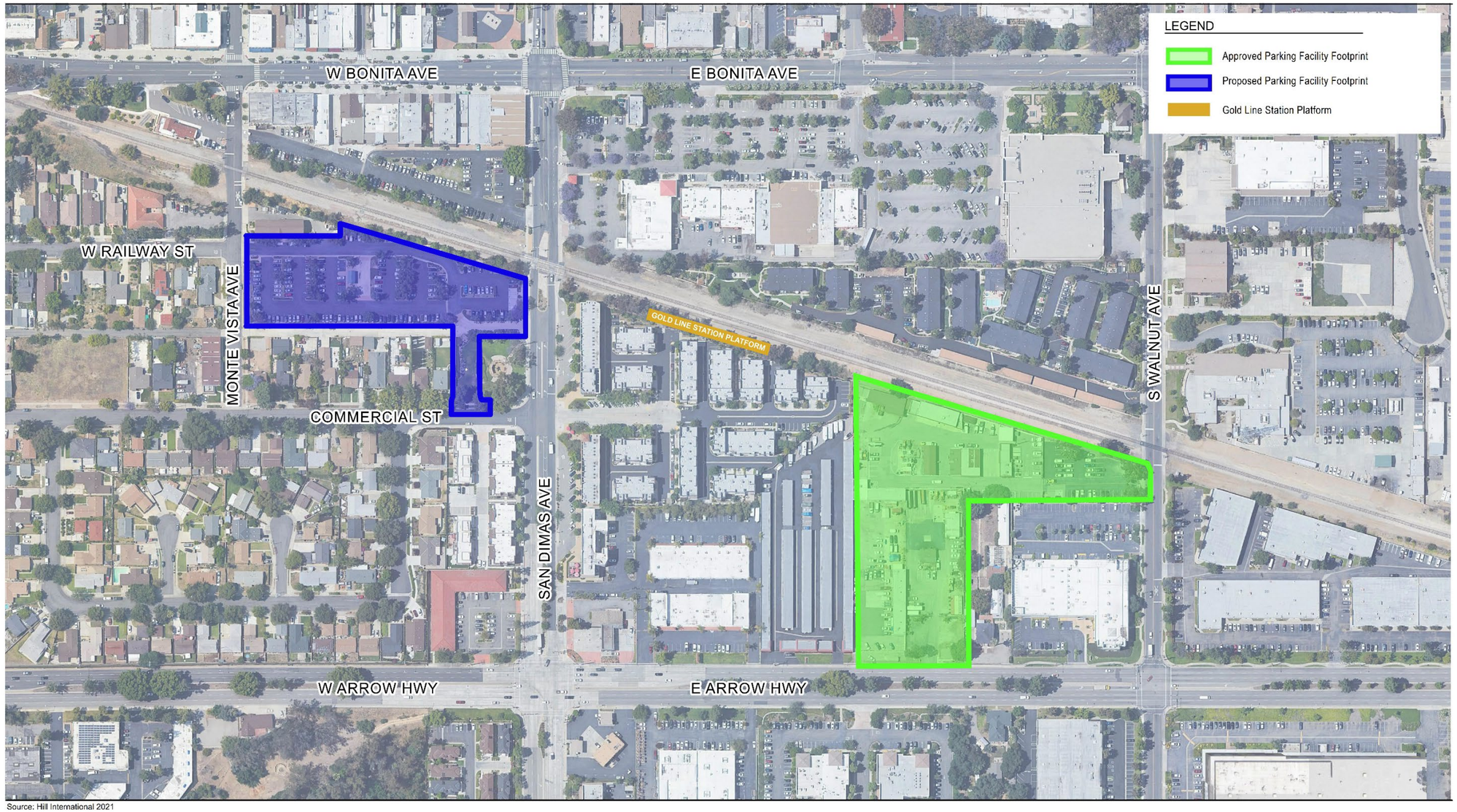


Source: Hill International 2021

0 40 80 160 Feet

Figure 1-2
San Dimas Alternative Parking Lot Site Plan

Figure 1-3: Proposed Project Modifications and Approved Parking Facility

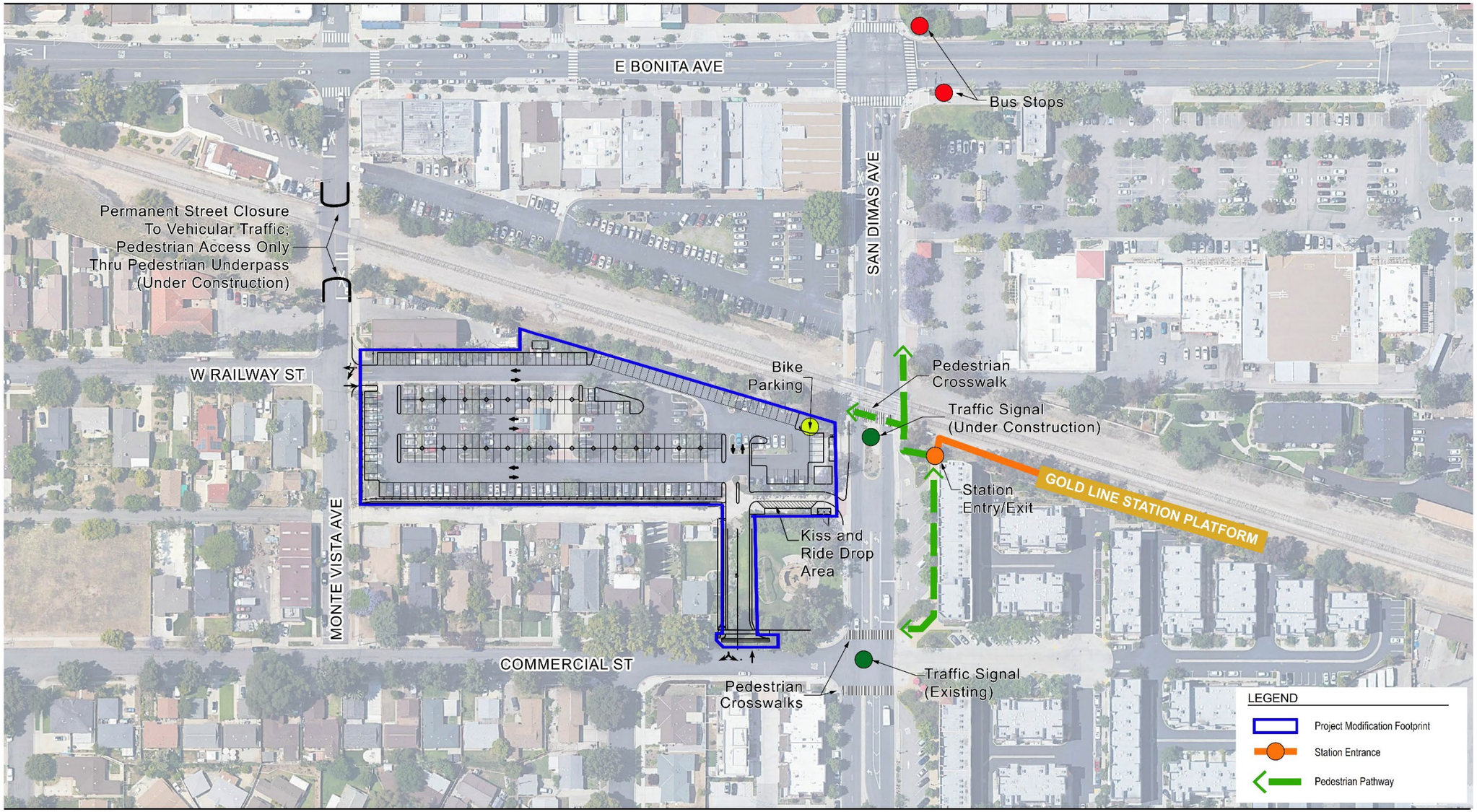


Source: Hill International 2021

0 100 200 400 Feet

Figure 1-3
San Dimas Alternative Parking Lot Site Plan

Figure 1-4: Pedestrian Pathways



Source: Hill International 2021

0 40 80 160 Feet

Figure 1-4
Pedestrian Pathways

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1.3 Project Objectives

As stated in the 2013 FEIR and subsequent environmental actions, 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 facilities in Glendora, San Dimas, La Verne, Pomona, and Claremont, each providing a number of parking spaces estimated to meet peak period demand through 2035. Following the 2013 FEIR, four Addenda, and SEIR 1, 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 detail in SEIR 2 and are summarized in Section 1.2.2. These Project Modifications were approved by the Construction Authority in January 2021.

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~~ Final SEIR 3, the approved Project with 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 ROW 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~~ Final SEIR 3

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 ROW. 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~~ Final SEIR 3 in comparison to the proposed Project Modifications.

The alternatives analysis in the 2013 FEIR, considered in conjunction with the information in this ~~Draft~~ Final SEIR 3 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

This ~~Draft~~ Final SEIR 3 evaluates the potential transportation impacts of the proposed Project Modifications against the 2035 build conditions as identified in the 2013 FEIR (the "Approved Project Baseline") with the Project Modifications identified in subsequent environmental actions. This ~~Draft~~ Final SEIR 3 discloses and evaluates the potential transportation impacts that could result from the proposed Project Modifications, compared to the Project Modifications previously approved in SEIR 2.

As described in Section 1.2.3 of this ~~Draft~~ Final SEIR 3, the relocated and reconfigured San Dimas Station parking facility would include approximately 289 parking spaces, which is consistent with what was approved in SEIR 2. This ~~Draft~~ Final SEIR 3 does not evaluate the reduction of parking spaces that occurred in SEIR 2, which reduced the number of parking spaces that would be provided at the San Dimas parking facility from 450 to 289 spaces. Refer to the Final SEIR 2 for the conclusions of the San Dimas parking space reduction evaluation.

Traffic operations at intersections in the vicinity of the relocated San Dimas parking facility would change as compared to the approved Project and parking facility. The Project Modifications would provide pedestrian access from the relocated parking facility to the station platform via a signalized pedestrian crossing on San Dimas Avenue just south of the Metro Gold Line ~~link~~ ROW, which is currently under construction as part of the Project. Additional pedestrian and bicycle access is provided by a traffic signal and crosswalk constructed as part of the Project at the intersection of Commercial Street and San Dimas Avenue.

This ~~Draft~~ Final SEIR 3 uses 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. Although LOS analysis is no longer required per CEQA Guidelines §15064.3 and Senate Bill (SB) 743, it is standard practice for a 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. Therefore, the evaluation in this ~~Draft~~ Final SEIR 3 is consistent with the methodologies described above and standard practice for traffic engineering, and includes a comparison of the Project Modifications to a No Build scenario.

As described in Section 1.2 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 SEIR 1 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~~ Final SEIR 3 was conducted for the ~~full Build Alternative to the proposed terminus at the Montclair Station, in order to be consistent and comparable to the full build results from the 2013 FEIR~~ approved Project for the Draft SEIR

2. The differences in the level of impact between Phases 1, 2, and 3 were presented in SEIR 1 and SEIR 2. No differences in traffic volumes associated with phased construction are anticipated with regard to the relocation of the San Dimas parking facility.

A queuing analysis was completed for the pedestrian crosswalk on San Dimas Avenue south of the Gold Line tracks and the results/findings are included in Attachment B of Appendix A. In addition, in response to public comments on the Draft SEIR 3, a supplemental memorandum was prepared that provides a summary of secondary effects that would be a result of the Project Modifications, and is included in Attachment C of Appendix A.

3.1 Regulatory Setting

3.1.1 State Regulations

Subsequent to the certification of the 2013 FEIR, the California Legislature adopted amendments to CEQA (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 note 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 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~~ Final SEIR 3 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~~ Final SEIR 3 applies VMT as the determining factor for CEQA impacts and does not consider traffic delay to be an environmental impact under CEQA.

3.1.2 Environmental Impacts

3.1.2.1 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, are also described in Section 4.13.3. Although no longer required as part of CEQA analysis, ridership, traffic operations, and potential parking impacts are described in Section 3.2 for informational purposes, and for comparison to the prior environmental analyses. Detailed assumptions and analyses are provided in Appendix A, Transportation Technical Memorandum.

Vehicle Miles Traveled

The transportation analysis for this ~~Draft~~ Final SEIR 3 was conducted for the Build Alternative to the terminus of the Montclair Station in order to be consistent and comparable to the results from the 2013 FEIR.

The proposed Project Modifications relocate the San Dimas Station parking facility approximately two blocks west of the currently approved location. This relocation, combined with provision of the same number of parking spaces as included in SEIR 2, would not result in impacts on travel demand or VMT reductions or increases associated with the approved Project. Consequently, new travel demand calculations and detailed VMT analysis were not required for this ~~Draft~~ Final SEIR 3. VMT conditions would be the same as presented in the SEIR 2.

Transit

A qualitative assessment of potential transit impacts was conducted for existing transit services within the immediate areas of the Project Modifications.

Bicycle and Pedestrian

A qualitative assessment of potential pedestrian and bicycle circulation impacts was conducted for existing pedestrian and bicycle infrastructure within the immediate area of the Project Modifications, including analysis of the new signalized pedestrian crossing[2] on San Dimas Avenue.

3.1.2.2 Impact Criteria

Vehicle Miles Traveled

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.

[2] The signalized pedestrian crossing located on San Dimas Avenue south of the railroad tracks is currently under construction as part of the Project~~.~~

As stated above, no VMT analysis was performed for this ~~Draft~~ Final SEIR 3, because the Project Modifications would not result in changes to VMT as analyzed in the 2013 FEIR and subsequent environmental actions.

Transit, Bicycle and Pedestrian

Evaluation of the Project Modifications' transportation impacts uses the same criteria as described in the 2013 FEIR and subsequent environmental actions. 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 § 15064.3, subdivision (b).
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.

3.1.2.3 Short-term Construction Impacts

Short-term construction impacts would remain similar to those described in the 2013 FEIR and subsequent environmental actions. Construction of a surface parking lot would require a similar level of construction activity and equipment as indicated in SEIR 2, but since the proposed site is currently in use as a parking lot, less demolition and overall construction activity is anticipated.

As described in Section 1.2.3, the Project Modifications would relocate the San Dimas parking facility two blocks west from the approved location in SEIR 2, south of the Project ROW between Monte Vista Avenue and San Dimas Avenue. The proposed new parking facility would be reconfigured to accommodate the same number of parking spaces as in the currently approved parking location east of the San Dimas Station platform. Therefore, no change in parking demand or ridership levels are anticipated due to the Project Modifications. In turn, VMT would not be impacted due to the Project Modifications. Short-term construction 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~~ off peak hours, outside of the AM and PM peak commuting periods, and through the use of clearly signed detour routes where necessary. During construction of the Project Modifications, parking will be modified in order to accommodate the increase in spaces planned under the Project Modifications. The construction process is anticipated to last for less than 2 years prior to the opening of the Metro Gold Line service, while the Foothill service is still in operations. The Construction Authority has identified a phasing plan for construction that will maintain a portion of the parking lot for Foothill Transit users throughout the duration of construction. This will provide Foothill Transit service riders continued access to the Park & Ride at the San Dimas location throughout most, if not all of the construction process. While construction will reduce the number of available Park & Ride spaces for existing Foothill bus

service, this does not constitute an impact under CEQA. Additional consolidated information related to analysis of secondary effects is provided in Appendix A Attachment C of the Final SEIR 3.

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. Therefore, short-term construction impacts, with mitigation measures, would result in less than significant impacts related to transportation. CTR-1 through CTR-3 would be incorporated from the 2013 FEIR and subsequent environmental actions. 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 (CMSs) 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.

Any increase in VMT resulting from out-of-direction travel or construction truck delivery/hauling trips would be temporary in nature and, therefore, would not permanently conflict with CEQA Guidelines § 15064.3, subdivision (b) related to transportation impacts. Therefore, the impact of the Project Modifications would be less than significant on VMT and CEQA Guidelines § 15064.3.

With the construction of the Project Modifications, temporary closures could increase hazards due to geometric design features resulting in a potential temporary significant impact. The implementation of Mitigation Measures CTR-1 through CTR-3 would reduce impacts to the degree possible for each work zone. The traffic control plans developed under CTR-3 would be coordinated with the City of San Dimas prior to implementation. Therefore, short-term construction impacts, with mitigation measures, would result in less than significant impacts related to the hazards due to geometric design features.

Construction of the Project Modifications would require temporary lane closures. Increased traffic congestion and access disruptions caused by closures during construction could affect emergency access and response times resulting in a potential temporary significant impact. The implementation of Mitigation Measures CTR-1 through CTR-3 would provide emergency vehicle access to the construction work site, adjacent businesses, and adjacent residential areas, and require that construction activities be coordinated with City law enforcement and fire department officials prior to implementation. Therefore, short-term construction impacts, with mitigation measures, would result in less than significant impacts related to the emergency access.

3.1.2.4 Long-Term 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 as previously presented in SEIR 2.

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* (SEIR 2)	537,597,655	10,523,826
Change in VMT for Approved Project vs. No Build	-370,805	-40,074
Montclair (SEIR 3 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 SEIR 2. AECOM 2021.
Source: **Project Modifications: (No Change from SEIR 2.) AECOM 2021.

The Project Modifications would not change ridership levels at any of the proposed stations and would, therefore, not change VMT for the region or Study Area. As a result, no new or significant impacts would occur related to VMT due to the Project Modifications.

Transit Impacts

The Project Modifications propose to relocate the San Dimas Station parking facility to the existing location serving as the San Dimas Park & Ride facility at 205 South San Dimas Avenue. The existing San Dimas Park & Ride facility has approximately 175 spaces and serves as patron parking for Foothill Transit Lines 492 and 499. Based on coordination between the Construction Authority and Foothill Transit, Foothill Transit Lines 492 and 499 would no longer operate their current express service to downtown Los Angeles once Phase 2B of the Gold Line Extension is completed to Pomona. The Project Modifications would reconstruct the existing transit parking facility to provide approximately 114 additional parking spaces over the existing number (for a total of approximately 289 spaces), as well as a location for Kiss & Ride patron drop-off. Enhanced lighting and safety features, parking and fare payment control features (payment kiosk and license plate readers), new landscaping features and pedestrian pathways would also be included as part of the Project Modifications. All other existing bus services are anticipated to remain as they exist at present.

The Project would provide the community a transit benefit with the addition of direct access to LRT service between Los Angeles and the San Gabriel Valley. Some minor adjustments to bus route stop locations are anticipated and would be developed through coordination between Foothill Transit and the Construction Authority. As such, the Project Modifications would not result in impacts to existing transit facilities or any reduction of transit services within the Study Area.

Table 3-2 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 lightings.

Table 3-2: Project Ridership of the Approved Project and Project Modifications

Station	Project Ridership (2035 Daily)		
	Approved Project*	Project Modifications**	Change***
Glendora	1,663	1,663	0
San Dimas	1,484	1,484	0
La Verne	1,793	1,793	0
Pomona	3,414	3,414	0
Claremont	2,371	2,371	0
Montclair	6,479	6,479	0
Total	17,204	17,204	0

Source: *Approved Project: As reported in SEIR 2. AECOM 2021
Source: **Project Modifications: (No Change from SEIR 2.) AECOM 2021.
Source: ***Change: (No Change from SEIR 2.) AECOM 2021.
Note: Includes all trips on or off at each station. Numbers are rounded to the nearest whole value.

The Project and the Project Modifications would include several elements that would enhance transit, including the provision of shuttle and rideshare pick-up/drop-off area at the parking facility. 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 and roadway.

The Project Modifications, including the transit Park & Ride facility, are not expected to change transit infrastructure or travel demand and would have no impact on VMT. As a result, based on CEQA Guidelines §15064.3, the Project Modifications would have no impact.

The new Project Modifications, including the transit Park & Ride facility, will be designed using current roadway and intersection design guidelines as specified in the Metro Rail Design Criteria as well as local design guidelines, and no design exceptions are anticipated. As such, the modified intersection configurations and access points are not anticipated to contain any hazardous geometric design features and the Project Modifications would have no impact.

The Project Modifications, including the transit Park & Ride facility, would not change emergency access in the study area. Therefore, the Project would have no impact to emergency access.

Pedestrian and Bicycle Impacts

The Project Modifications would require some modifications to pedestrian ingress and egress in the vicinity of the relocated parking facility. Since the Project Modifications would relocate the parking facility west of the proposed San Dimas Station, a new pathway would be provided for access between the parking facility and the station platform. Pedestrian and bicycle access would no longer be provided from Walnut Avenue, as previously approved in SEIR 2. Pedestrian access from the parking facility to the station platform would be provided across San Dimas Avenue located south of the Project ROW. The new pedestrian crosswalk to the station platform would include a traffic signal on San Dimas Avenue to ensure safe access for all

patrons (see Figure 1-4). The new signalized pedestrian crossing[3] at San Dimas Avenue would be designed to Metro's Design Criteria, as well as all local and state safety standards, resulting in a highly visible and illuminated signalized crossing for all patrons crossing between the parking lot and the station platform. The signalized intersection is an improvement to pedestrian circulation across San Dimas Avenue over the existing conditions and is considered an enhancement to pedestrian infrastructure.

In addition, a traffic evaluation was completed in May 2021 for the proposed east-west crosswalk just south of the Project ROW. The crosswalk would be approximately 55 feet from curb ramp to curb ramp, and 12 feet wide. The results of the operational and queueing analysis for the northbound and southbound approaches at San Dimas Avenue indicated that the Project with the Project Modifications would not result in a substantial increase in traffic delay, and signal operations for the crosswalk at San Dimas Avenue would result in minimal delays compared to the delays experienced at the nearby intersections. As such, Project Modifications related to pedestrian and bicycle facilities would not result in any increase in VMT. Impacts would be less than significant impact during operations.

Additionally, the Project Modifications would reconstruct the existing San Dimas Park & Ride facility, including the addition of pedestrian and bicycle safety and accessibility design elements (traffic signals), bike shelters/racks, and bike and pedestrian pathways in accordance with Metro Station Design Criteria within the immediate vicinity of the station area. These first/last mile elements would improve pedestrian and bicycle circulation and safety for both riders and automobile users. The Project Modifications would not impede or prevent first/last mile 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 for bicycle and pedestrian facilities.

The Project Modifications for the San Dimas parking facility would remain inside the existing Foothill Transit parking lot footprint and within City ROW, therefore no additional impacts to pedestrian and bicycle facilities were identified.

The Project Modifications would not conflict with a program, plan, ordinance or policy addressing the circulation system, including bicycle and pedestrian facilities. The Project Modifications, including the signalized pedestrian crossing[4], are not expected to change transit infrastructure or ridership demand and would have no impact on VMT. As a result, based on CEQA Guidelines § 15064.3, the Project Modifications would have no impact.

The Project Modifications, including the signalized pedestrian crossing, will be designed using current roadway and intersection design guidelines as specified in the Metro Rail Design Criteria as well as local design guidelines, and no design exceptions are anticipated. As such, the

[3] The signalized pedestrian crossing located on San Dimas Avenue south of the railroad tracks is currently under construction as part of the Project.

[4] The signalized pedestrian crossing located on San Dimas Avenue south of the railroad tracks is currently under construction as part of the Project.

modified intersection configuration is not anticipated to contain any hazardous geometric design features and the Project Modifications would have no impact.

The Project Modifications, including the signalized pedestrian crossing, would not change emergency access in the study area. Therefore, the Project would have no impact to emergency access.

3.1.3 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 would not result in a change to the VMT reduction compared to the approved Project. The approved Project results 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.

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 § 15064.3, subdivision (b). As such, no new or significant impacts would occur.

The Project Modifications, including the transit Park & Ride facility and signalized pedestrian crossing, will be designed using current roadway and intersection design guidelines as specified in the Metro Rail Design Criteria as well as local design guidelines, and no design exceptions are anticipated. As such, the modified intersection configuration is not anticipated to contain any hazardous geometric design features and the Project Modifications would have no impact.

The Project Modifications, including the transit Park & Ride facility and signalized pedestrian crossing[5], would not change emergency access in the study area. Therefore, the Project Modifications would have no impact to emergency access.

3.1.4 Mitigation Measures and Recommendations

Mitigation measures LTR-1 through LTR-9 would be incorporated from the 2013 FEIR and subsequent environmental actions. No additional mitigation is required.

- **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

[5] The signalized pedestrian crossing located on San Dimas Avenue south of the railroad tracks is currently under construction as part of the Project.

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**. Restripe White Avenue between 1st Street and 6th Street. The restriping would create two lanes in the northbound direction and one lane in the southbound direction, as well as a dedicated median turn lane and bike facilities.

3.1.5 Level of Impact After Mitigation

With the incorporation of mitigation measures from the 2013 FEIR and subsequent environmental actions, 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 §15064.3, subdivision (b).
- The Project Modifications will be designed using current roadway and intersection design guidelines as specified in the Metro Rail Design Criteria as well as local design guidelines, and no design exceptions are anticipated. As such, the Project Modifications are not anticipated to contain any hazardous geometric design features.
- The Project Modifications would not change emergency access in the study area. Therefore, the Project Modifications would have no impact to emergency access.

3.2 Supplemental Analysis (Not required for CEQA analysis, and provided for informational purposes only)

3.2.1 Traffic Operations Methodology

As noted above, §15064.3 of the CEQA Guidelines does not consider LOS a significant impact. However, to be consistent with previous analysis performed in the 2013 FEIR and subsequent environmental actions, this ~~Draft~~ Final SEIR 3 conducts LOS traffic analysis for comparison purposes using the same methodology applied in the 2013 FEIR and subsequent environmental actions.

The traffic LOS analysis has been conducted at intersections that could be impacted by the Project Modifications. The study area for LOS analysis was determined by reviewing the travel patterns from the model output conducted in SEIR 2. There are six intersections that would have a different travel pattern due to the Project Modifications. The analysis in SEIR 2 included 24 intersections for the proposed San Dimas Station. The travel patterns are anticipated to be unchanged for 18 intersections analyzed previously, so there would be no change to the analysis for 18 of the 24 intersections adjacent to the San Dimas Station. Therefore, LOS analysis was performed for the six intersections that would have a different travel pattern due to the Project Modifications.

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[6]. 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 3-3.

Table 3-3: 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

Refer to the Transportation Technical Memorandum in Appendix A for additional information on traffic operations analysis methodology.

3.2.2 Intersections Evaluated

The Project Modifications would result in changes in local area traffic patterns near the San Dimas Station. There are six intersections that would have a different travel pattern due to the proposed Project Modifications. Table 3-4 presents the intersections evaluated for traffic impacts.

[6] The City of Pomona Traffic Impact Study Guidelines (City of Pomona 2012) was not included due to the geographic location of the Project Modifications.

Table 3-4: Project Modifications Study Area Intersections

Number	Study Area Intersection
38	San Dimas Avenue / Bonita Avenue
39	San Dimas Avenue / Arrow Highway
40	Walnut Avenue / Bonita Avenue
41	Walnut Avenue / Arrow Highway
202	San Dimas Avenue / Railway Street
203	San Dimas Avenue / Commercial Street

Note: The numbering system has been retained from the 2013 FEIR, SEIR 1, and SEIR 2 for consistency.

Due to the new location of the San Dimas Station parking facility, vehicles traveling to and from the station may potentially use local streets west of the parking facility such as Cataract Avenue, Railway Street, and Commercial Street. The volume of trips using these streets is expected to be minimal since these are residential streets. Typically, drivers would use major streets such as San Dimas Avenue and would choose a more direct route to the station parking facility.

3.2.3 Model Calibrations

The traffic analysis conducted for this ~~Draft~~ Final SEIR 3 was calibrated to accommodate changes in the existing conditions and modeling software that have occurred since the 2013 FEIR and subsequent environmental actions. Refer to the Travel Demand Technical Memorandum in Appendix A of SEIR 2 for more information related to the model calibrations.

3.2.4 Parking Analysis Methodology

The travel demand model used for the 2013 FEIR and subsequent environmental analysis constrains ridership and parking demand to the available parking provided by the Metro Foothill Gold Line Extension Project. This model constraint ties the parking demand to the parking spaces provided, rather than indicating total unconstrained parking demand. The model constrains ridership and station access by assigning all trips a non-parking mode of access after the parking facility reaches capacity each day, such as Kiss & Ride, transit, walking, and bicycling.

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 would be provided a PMP developed by the Construction Authority that would prohibit on-street parking for transit patrons and that these restrictions would be enforced by local jurisdictional law enforcement and Metro to prohibit overflow parking in nearby neighborhoods. In addition, Metro has agreed to assist by providing enforcement of restrictions around station areas to prohibit overflow parking in nearby neighborhoods and businesses. It is the responsibility of the private businesses and cities to adopt and implement the PMP and accept Metro's offer for additional enforcement presence if it is preferred. As described in Section 1.2.2 of ~~Draft~~ Final SEIR 3, approximately one year before Project revenue service begins, the Construction Authority would evaluate existing traffic conditions to update the City’s PMP. Approximately three to six months

after revenue service hours are in operation, the Construction Authority would evaluate traffic conditions to identify if changes or refinements are needed for the PMP.

3.2.5 Regional Forecasting

The Project Modifications do not result in a difference in travel demand as compared to the 2013 FEIR and subsequent environmental actions. Therefore, no additional modeling was conducted for this ~~Draft~~ Final SEIR 3. Detailed regional forecasting methodology was reported in the 2013 FEIR and subsequent environmental actions.

3.2.6 Traffic Demand

3.2.6.1 Build Alternative Traffic Demand Results

Table 3-5 provides a comparison of daily automobile trips to and from each proposed station for the approved Project and the Project Modifications. 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 do not result in a reduction or increase in automobile trips to the stations compared to the approved Project.

Table 3-5: Automobile Access of Approved Project and Project Modifications – Full Build

Station	Total Automobile Trips (2035 Daily)		
	Approved Project*	Project Modifications**	Change***
Glendora	364	364	0
San Dimas	362	362	0
La Verne	373	373	0
Pomona	1,081	1,081	0
Claremont	856	856	0
Montclair	1,853	1,853	0
Total	4,889	4,889	0

Source: *Approved Project: As reported in SEIR 2, AECOM 2021.
Source: **Project Modifications: (No Change from SEIR 2.) AECOM 2021.
Source: ***Change: (No Change from SEIR 2.) AECOM 2021.
Note: Includes auto trips for both Park & Ride and Kiss & Ride modes of access for Gold Line and Metrolink.

3.2.6.2 Long-term Impacts

Tables 3-6 and 3-7 present delay and LOS ranking for the following four scenarios:

- 2013 FEIR Build Alternative
- Supplemental EIR (SEIR 2019)
- Supplemental EIR (SEIR 2021) (Approved Project)
- Supplemental EIR (SEIR 3) (Project Modifications)

All Project Modification study intersections are projected to operate at an acceptable LOS (D or better) in the AM and PM peak hours. Detailed LOS worksheets for the Build Alternative with the Project Modifications are provided in Appendix A.

Table 3-6: Comparison of Approved Project, Approved Project (with Model Updates), and Project Modifications for AM Peak Hour Intersection Operations

Number	Study Area Intersection	Control	2013 FEIR Approved Project		2013 FEIR Approved Project with Model Updates		SEIR 2 Approved Project		SEIR 3 Project Modifications	
			LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]
38	San Dimas Avenue / Bonita Avenue	S	B	12.2	C	20.6	C	20.7	C	20.7
39	San Dimas Avenue / Arrow Highway	S	C	34.1	D	35.2	C	34.5	D	38.2
40	Walnut Avenue / Bonita Avenue	S	A	6.8	B	12.1	B	12.1	B	12.2
41	Walnut Avenue / Arrow Highway	S	B	13.5	C	21.7	C	21.8	C	21.8
202	San Dimas Avenue / Railway Street	U/S	--	--						
203	San Dimas Avenue / Commercial Street	U/S	--	--						

Notes:

-- Intersection was not analyzed in the 2013 FEIR. Intersection analysis location was added in subsequent environmental documents. Shaded cells were only evaluated in the higher volume PM peak period.
[a] Delay is reported in seconds per vehicle using HCM 2000 methodologies for signalized and unsignalized intersections.
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 3-7: Comparison of Approved Project, Approved Project (with Model Updates), and Project Modifications for PM Peak Hour Intersection Operations

Number	Study Area Intersection	Control	2013 FEIR Approved Project		2013 FEIR Approved Project with Model Updates		SEIR 2 Approved Project		SEIR 3 Project Modifications	
			LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]
38	San Dimas Avenue / Bonita Avenue	S	B	19.2	C	28.4	C	28.5	C	28.5
39	San Dimas Avenue / Arrow Highway	S	D	48.3	D	41.6	D	41.4	D	42.9
40	Walnut Avenue / Bonita Avenue	S	B	14.4	B	15.5	B	15.5	B	15.5
41	Walnut Avenue / Arrow Highway	S	B	12.9	C	20.5	B	19.7	B	18.0
202	San Dimas Avenue / Railway Street	U/S	--	--	A	3.6	A	3.6	B	11.3
203	San Dimas Avenue / Commercial Street	U/S	--	--	A	3.0	A	3.0	A	7.5

Notes:
-- Intersection was not analyzed in the 2013 FEIR. Intersection analysis location was added in subsequent environmental documents.
[a] Delay is reported in seconds per vehicle using HCM 2000 methodologies for signalized and unsignalized intersections.
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 3-8 shows all intersections are projected to operate at an acceptable LOS (D or better) in the AM peak hour with the Project Modifications. Table 3-9 shows all intersections are projected to operate at an acceptable LOS (D or better) in the PM peak hour with the Project Modifications. As noted above, §15064.3 of the CEQA Guidelines does not consider traffic LOS a significant impact. After applying the impact criteria for Los Angeles County, no additional impacts were identified as a result of the Project Modifications.

Phase 1 Level of Service Analysis Results

The Project Modifications would result in no changes to travel demand. The SEIR 1 determined that all intersections analyzed in Phase 1 would result in less traffic generated than the approved Project. The analysis for the ~~Draft~~ Final SEIR 3 does not identify additional intersections with potential impacts beyond those in the Approved Project. Some additional delay is indicated for intersection 39 under AM and PM peak conditions and for intersection 202 under the PM peak condition, but the additional delay does not result in new LOS impacts based on Los Angeles County criteria. Therefore, no new impacts would result due to the Project Modifications for the Phase 1 interim conditions for the Project intersections.

Phase 2 Level of Service Analysis Results

The Project Modifications would result in no changes to travel demand. The SEIR 2 determined that all intersections analyzed in Phase 2 would result in less traffic generated than the approved Project. The analysis for the ~~Draft~~ Final SEIR 3 does not identify additional intersections with potential impacts beyond those in the Approved Project. Therefore, no new impacts would result due to the Project Modifications for the Phase 2 interim conditions for the Project intersections.

Table 3-8: AM Peak Hour Intersection Impacts Summary for Phase 1

No.	Intersection Name	Control	Jurisdiction	No Build		2013 FEIR Approved Project		2013 FEIR Approved Project (with updated model)		SEIR 2 Approved Project		SEIR 3 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?[c]	SEIR 3 Project Modifications (vs. Model Updated No Build)[b,c]
				LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	2013 FEIR	SEIR 3 Project Modifications			
38	San Dimas Ave/ Bonita Ave	S	San Dimas	C	25.5	B	12.2	C	20.6	C	20.7	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	D	38.2	-1.4	1.6	3.0	NO	NO
40	Walnut Ave/ Bonita Ave	S	San Dimas	B	11.8	A	6.8	B	12.1	B	12.1	B	12.2	0.3	0.4	0.1	NO	NO
41	Walnut Ave/ Arrow Hwy	S	San Dimas	C	21.5	B	13.5	C	21.7	C	21.8	C	21.8	0.2	0.3	0.1	NO	NO
202	San Dimas Ave/ Railway St	U/S	San Dimas			--	--										--	
203	San Dimas Ave/ Commercial St	U/S	San Dimas			--	--										--	

Notes:
-- Intersection was not analyzed in the 2013 FEIR. Intersection analysis location was added in subsequent environmental documents.
-Shaded cells are shown for intersections that were only evaluated in the higher volume PM peak period.
a Delay is reported in seconds per vehicle using HCM 2000 methodologies for signalized and unsignalized intersections.
[b] No Build scenario results were reported from SEIR 2.
[c] Impact criteria based on County of Los Angeles thresholds.
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 Modification.

Table 3-9: PM Peak Hour Intersection Impacts Summary for Phase 1

No.	Intersection Name	Control	Jurisdiction	No Build		2013 FEIR Approved Project		2013 FEIR Approved Project (with updated model)		SEIR 2 Approved Project		SEIR 3 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?[c]	SEIR 3 Project Modifications (vs. Model Updated No Build)[b,c]
				LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	2013 FEIR Updated	SEIR 3 Project Modifications			
38	San Dimas Ave/ Bonita Ave	S	San Dimas	D	40.4	B	19.2	C	28.4	C	28.5	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	D	42.9	1.7	3.0	1.3	NO	NO
40	Walnut Ave/ Bonita Ave	S	San Dimas	B	15.1	B	14.4	B	15.5	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	B	18.0	2.5	0.0	-2.5	NO	NO
202	San Dimas Ave/ Railway St	U/S	San Dimas	C	15.6	--	--	A	3.6	A	3.6	B	11.3	-12.0	-4.3	7.7	--	NO
203	San Dimas Ave/ Commercial St	U/S	San Dimas	C	18.1	--	--	A	3.0	A	3.0	A	7.5	-15.1	-10.6	4.5	--	NO

Notes:
-- Intersection was not analyzed in the 2013 FEIR. Intersection analysis location was added in subsequent environmental documents.
-Shaded cells are shown for intersections that were only evaluated in the higher volume PM peak period.
[a] Delay is reported in seconds per vehicle using HCM 2000 methodologies for signalized and unsignalized intersections.
[b] No Build scenario results were reported from SEIR 2.
[c] Impact criteria based on County of Los Angeles thresholds.
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.

3.2.7 Long-term Parking Impacts

As described and presented in SEIR 2, the travel demand model constrains the Park & Ride mode of station access to the number of available spaces provided by the approved 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. Therefore, the model assumes that ridership would be constrained by the limitations of number of parking spaces provided and parking charges. There is potential for parking demand in excess of parking supply; however, given the parking constraint in the model, the model predicts transit riders would use alternative modes to access the station in lieu of parking, particularly local bus feeder lines.

No changes in travel demand are forecasted as a result of the relocated San Dimas parking facility. Given the parking constraint incorporated into the travel demand model, the model predicts that parking at the San Dimas Station would be used nearly to capacity.

Parking deficits are not considered significant 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 would be provided with a PMP that addresses parking spillover in the vicinity of their respective stations. The PMP and features incorporated into the parking facilities would prohibit on-street parking for transit patrons. Metro would also provide parking enforcement if requested by municipalities. With adequate PMPs and enforcement in place, the Project Modifications would not result in overflow to on-street parking on side streets and neighborhoods.

Off-Street Parking

Similar to on-street parking impacts, the parking analysis is based on the Project Description that states Metro has agreed to assist by providing enforcement of restrictions around station areas to prohibit overflow parking in nearby neighborhoods and businesses. It is the responsibility of the private businesses and cities to adopt and implement the PMP and accept Metro's offer for additional enforcement presence if it is preferred. Therefore, impacts to off-street parking would not occur as a result of the Project Modifications.

3.3 Conclusion

Section 3.1 indicates the Project Modifications would not result in any new impacts compared to the Project as previously approved per CEQA Guidelines. Section 3.2 indicates the Project Modifications would not result in any new impacts for non-CEQA issues, including LOS. All mitigation measures that were previously required in the 2013 FEIR and subsequent environmental actions would be implemented by the Construction Authority. The conclusions from the transportation analysis in the 2013 FEIR and subsequent environmental actions remain unchanged. Based on the foregoing:

- VMT: The Project Modifications would not change the ridership levels at the San Dimas Station as the new parking location would still be proximate to the station and the same number of parking spaces would be provided at the new location. Therefore, the Project Modifications would result in no change to VMT reduction from the results in SEIR 2. As a result, no new or significant impacts would occur to VMT.
- Transit: The Project Modifications would relocate the San Dimas Station parking facility to the existing location serving as the San Dimas Park & Ride facility at 205 South San Dimas Avenue. The existing San Dimas Park & Ride facility has approximately 175 spaces and serves as patron parking for Foothill Transit Lines 492 and 499. Based on coordination between the Construction Authority and Foothill Transit, Foothill Transit Lines 492 and 499 would no longer operate their current express service to downtown Los Angeles once Phase 2B of the Gold Line Extension is completed to Pomona. The project would create enhanced lighting and safety features, controlled parking entrances and exits, new landscaping features, and pedestrian pathways that would also be included as part of the Project Modifications. All other existing bus services are anticipated to remain as they exist at present. As such, the Project Modifications would not result in impacts to existing transit facilities or any reduction of transit services within the Study Area.
- Pedestrian and Bicycle Infrastructure: The Project Modifications would not impact existing pedestrian and bicycle infrastructure or policy, but would change the way transit patrons access the San Dimas station by walking or biking. The Project Modifications would revise pedestrian and bicycle access since there would no longer be access to the station platform from Walnut Avenue, as previously approved in SEIR 2. The Project Modifications would result in a change in station area pedestrian circulation for patrons accessing the station by Park & Ride and Kiss & Ride. Access would be via a pedestrian intersection crossing at San Dimas Avenue just south of the project ROW that is constructed as part of the Project. The Project provides a new signalized pedestrian crossing with signals and appropriate safety and Americans with Disabilities Act (ADA) facilities to ensure safe crossing and circulation between the Park & Ride facility and the station platform.
- Parking: The Project Modifications would relocate the parking facility location for the San Dimas station, however, it would provide the same number of parking spaces (289) as provided in the approved project as analyzed in SEIR 2. The City of San Dimas would be provided a PMP developed by the Construction Authority that would prohibit on-street parking for transit patrons and the restrictions would be enforced by local jurisdictional law enforcement and Metro to prohibit overflow parking in nearby neighborhoods. Therefore, the Project Modifications would not create new impacts to existing on-street or off-street parking facilities. As a result, no new or significant impacts would occur to parking.
- Traffic Circulation: Changes to local traffic circulation would be expected in the station area, shifting the primary entrance for Park & Ride and Kiss & Ride access from Walnut Avenue to Commercial Street via San Dimas Avenue. ~~Additionally~~ Therefore, new traffic

would be expected on Monte Vista Avenue, Railway Street and Commercial Street to enter the parking lot. Intersection operations would be affected in the vicinity of the station area due to the parking lot relocation. However, the LOS analysis based on application of City of Los Angeles impact criteria indicates that no new or significant impacts would occur.

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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 and subsequent environmental actions
- 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 from Azusa to Montclair but is focused on the one station where relocated and reconfigured parking would occur in San Dimas. 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 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; 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~~ Final SEIR 3, the summary of transportation projects and land use growth projections for the region, as described in the SCAG 2012-2035 RTP/SCS (SCAG 2012), 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 and the currently adopted 2020 Connect SoCal plan which is an amendment to the 2016 RTP/SCS. 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 Aesthetics

4.1.1 Regulatory Setting

The regulatory setting for visual quality as described in Section 3.13 of the 2013 FEIR, Section 3.10 of SEIR 1, and Section 4.13.1 of SEIR 2 are applicable to the Project Modifications. There are no material changes to the regulatory setting for visual quality.

4.1.1.1 State

The state regulatory setting as described in Section 3.13.1.1 of the 2013 FEIR and subsequent environmental actions are applicable to the Project Modifications. There are no officially designated State Scenic Highways located within the viewshed of the Project Modifications (Caltrans 2019).

4.1.1.2 Local

The local regulatory setting as described in Section 3.13.1.2 of the 2013 FEIR, Section 3.10.1.2 of SEIR 1, and Section 4.13.1.2 are applicable to the Project Modifications. Table 4-1 outlines additional measures adopted by the affected jurisdictions that relate to visual resources and are directly applicable to the Project Modifications.

Table 4-1: Local General Plan Policies and Goals

Jurisdiction	Document	Policy or Goal	Text
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).
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.

Source: City of San Dimas 1990.

4.1.2 Existing Conditions

4.1.2.1 Regional Setting

The regional existing conditions setting as described in Section 3.13.2.1 of the 2013 FEIR and subsequent environmental actions are applicable to the Project Modifications.

4.1.2.2 Local Setting

The local existing conditions setting as described in Section 3.13.2.2 of the 2013 FEIR and subsequent environmental actions are 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 for this ~~Draft~~ Final SEIR 3. Definitions of visual assessment terminology used throughout this section can be found in Section 4.1.3.1 below.

San Dimas Station Parking Facility Relocation

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 modified San Dimas Station parking location, configuration 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.

Parking for the San Dimas Station would be relocated from the location approved in SEIR 2 to a new location south of the project ROW between Monte Vista Avenue and San Dimas Avenue. The proposed new location is currently used as an existing San Dimas Park & Ride lot for Foothill Transit.

The existing land use of the new property to be included is zoned as industrial and commercial, and currently serves as the San Dimas Park & Ride for Foothill Transit. The parcel is a mostly paved parking facility with sparse, ornamental landscaping. The parcel is bordered to the north by the existing Metrolink railroad tracks and a pet grooming/boarding commercial building, to the east by commercial uses, to the south by the City of San Dimas Freedom Park and residential uses, and to the west by residential and commercial uses. Figure 4-1 shows a view of the existing parking lot from the west side of Monte Vista Avenue, adjacent to existing residential uses. Figure 4-2 shows a view of the existing parking lot from within the City of San Dimas Freedom Park. 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 and vegetation along the borders of the existing lot. There are limited visual resources except for views toward the San Gabriel Mountains.

Due to the reconfiguration of the parking facility, a potential new driveway is proposed from Commercial Street for vehicle access, instead of from East Arrow Highway as previously proposed in SEIR 2. Additionally, modifications to the current Park & Ride entrance/exit located along San Dimas Avenue would include a right-turn only lane for vehicles exiting the modified parking facility and heading south on San Dimas Avenue.

Viewers in the area are a mix of traveling motorists, workers employed at the commercial and office facilities, and residents along San Dimas Avenue and Monte Vista Avenue.

Figure 4-1: View looking east from South Monte Vista Avenue toward the existing City of San Dimas Park & Ride Lot

Figure 4-2: View looking northwest from the City of San Dimas Freedom Park towards the existing Park and Ride Lot

4.1.3 Environmental Impacts

4.1.3.1 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 Federal Highway Administration (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 (FHWA 2015).

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 Modifications 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 Modifications 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 1.2.3 of this ~~Draft~~ Final SEIR 3, and the anticipated visual effects of these proposed changes to the visual environment are described in Sections 4.1.3.3 and 4.1.3.4. 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 4.1.3.2.

4.1.3.2 Impact Criteria

The impact criteria are the same as applied in the 2013 FEIR and subsequent environmental actions. 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.

4.1.3.3 Short-Term Construction Impacts

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in short-term construction impacts related to visual quality. 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 short-term impacts to visual resources in the vicinity of the reconfigured San Dimas Parking facility. 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, roadways, and portions of the City of San Dimas Freedom Park adjacent to the areas where the modifications are planned.

Visitors of the Veterans Monument at the City of San Dimas Freedom Park would have northwest-facing views of construction activity. However, the size of the three monument structures as well as the bordering wall and landscaping of the park would obstruct views of construction. In addition, approximately two residences located on the west side of Monte Vista Avenue would have east-facing views of construction activity. The east-facing views would be partially impeded by surrounding landscaping with trees and vegetation. Approximately eight residences are located along the southern border of Commercial Street. However, the fronts of these residences face away from the Project Site, and views of the Project site from the back are buffered by the residences' parking garages, storage structures, fences, gates, and/or backyards.

In addition, since the Project Site currently serves as the San Dimas Park & Ride parking lot, construction would entail less equipment, materials, and construction activities than those evaluated in the 2013 FEIR for the approved parking location. Construction activities are not expected to create new shadow effects on sensitive users. Implementation of mitigation measures identified in the 2013 FEIR and subsequent environmental actions would reduce short-term construction-related visual quality impacts associated with the Project Modifications to less than significant (VIS-1 though VIS-3).

The new proposed parking facility would be constructed in the City of San Dimas, which contains its own tree protection ordinance as discussed in the 2013 FEIR and subsequent environmental actions. Potential removal of trees may be protected by the City's ordinance when the site is being cleared to construct the proposed surface parking lot. 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. The construction of the relocated parking facility may require two or more existing trees to be removed from the City of San Dimas Freedom Park related to the potential new driveway, in addition to trees and shrubs located in planters within the existing parking lot. However, any trees requiring removal would be relocated/replaced in accordance with the Construction Authority's Tree Removal Policy prepared for the Project. ~~w~~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 the relocated parking facility would occur.

With the implementation of mitigation measures identified in the 2013 FEIR and subsequent environmental actions and compliance with the tree ordinance policy, the Project Modifications would not have significant short-term construction impacts in terms of vividness, intactness, and unity. The vividness, intactness, and unity of the existing setting is low to moderate, as the parcel is a paved parking facility with sparse landscaping, surrounded by commercial, industrial,

and residential uses of different forms, sizes, and colors. The existing setting does not have high memorability or cohesiveness and is not a highly natural landscape. Although impacts regarding visual obstructions would include the presence of construction equipment and construction objects, these impacts would be temporary in nature and occur only for the duration of construction for the Project. In addition, as discussed, views of temporary construction as seen from the surrounding residences, businesses, roadways, and portions of the City of San Dimas Freedom Park would be buffered by landscaping and structures.

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 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. As such, short-term construction impacts to visual quality would be less than significant with mitigation measures.

4.1.3.4 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.

The long-term impacts associated with SEIR 2 included the previous plans for a reconfigured San Dimas Station parking facility with additional land to the south and construction of a surface lot instead of a parking structure. SEIR 2 determined visual impacts would be negligible and that implementation of mitigation measures VIS-4 and VIS-5 identified in the 2013 FEIR would reduce long-term impacts related to visual quality to be less than significant.

Modifications to the current Park & Ride entrance/exit located along San Dimas Avenue would include a right-turn only lane for vehicles accessing the proposed Kiss & Ride drop-off area exiting the modified parking facility and heading south on San Dimas Avenue. Construction activities required for the modified parking facility would reduce long-term impacts as compared to the 2013 FEIR and subsequent environmental actions because the proposed new location is already used as an existing parking lot. Construction activities required for the modified parking facility would reduce long-term impacts, because the proposed new parking location would utilize an existing parking lot, as compared to constructing a new surface lot as proposed in SEIR 2. Visual impacts associated with modified parking facility are negligible because the site is currently developed with the same use.

Long-term changes to the visual environment near the site of the proposed San Dimas Station parking facility would include a potential new driveway through the City of San Dimas Freedom Park, as well as minor landscaping and associated pedestrian and vehicle access improvements. These changes would result in moderate light and glare impacts since the

parking facility would add additional paving and pedestrian lighting for the potential new driveway. 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. Permits would also be required for tree removal and removed trees would be relocated nearby.

The Project Modifications would not have significant long-term impacts in terms of vividness, intactness, and unity. As discussed, the vividness, intactness, and unity of the existing setting is low to moderate, as the parcel is a paved parking facility with sparse landscaping, surrounded by commercial, industrial, and residential uses of different forms, sizes, and colors. The existing setting does not have high memorability or cohesiveness and is not a highly natural landscape. The vividness of the proposed San Dimas parking facility would remain similar to existing conditions, as the parcel is an already existing parking lot. Although the Project Modifications would require minor landscaping including tree removal, the required permitting and replacement/relocation of trees would maintain a similar level of vividness with the implementation of the Project Modifications. Similarly, the intactness and unity of the Project Site would remain similar to existing conditions as implementation of the Project Modifications would not cause significant change to the landscape, and trees that require removal would be replaced/relocated in accordance with the Construction Authority's Tree Removal Policy that was prepared for the design and construction of the Project. The policy states that in the event tree removal is required, a Tree Removal Plan shall be developed to identify the tree(s) location, caliper (diameter measured 6" above ground line) and type. The Construction Authority will provide direction over the removal and criteria for replacement ~~replaced to match existing conditions~~. The Project site would continue to be used as a parking facility. In addition, as discussed, 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.

With the implementation of mitigation measures identified in the 2013 FEIR and subsequent environmental actions, as well as obtaining proper permitting, long-term visual quality impacts would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts associated with operations of the Project Modifications at the relocated parking facility 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 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 would implement mitigation measures, as required by the 2013 FEIR and subsequent environmental actions. With incorporation of mitigation measures identified in the 2013 FEIR and subsequent environmental actions, 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 and subsequent environmental actions.

Some permanent changes to the visual setting (e.g., potential new driveway through the City of San Dimas Freedom Park) and impacts to visual resources (e.g., ~~removal~~ relocation/ replacement of trees and landscaping) would occur. However, with the implementation of the mitigation measures, impacts would not result in new or more severe significant impacts compared to those outlined in the 2013 FEIR and subsequent environmental actions. In addition, these impacts would only occur at singular locations and be highly localized.

The Project Modifications would not have significant cumulative impacts in terms of vividness, intactness, and unity. As discussed, the vividness, intactness, and unity of the Project Site would remain similar to existing conditions with the implementation of the Project Modifications as the parcel would continue to be used as a paved parking facility. Compliance with permitting and the relocation/replacement of trees would maintain a similar level of vividness as existing conditions. Implementation of mitigation measures VIS-4 and VIS-5 would enhance the unity and intactness of the views of the site.

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 a substantial adverse effect on a scenic vista or 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; or introduce substantial new shadow effects on sensitive users. With implementation of required mitigation measures, these impacts would be reduced to less than significant.

4.1.5 Mitigation Measures

4.1.5.1 Short-Term Construction Mitigation Measures

Mitigation measures VIS-1 through VIS-3 would be incorporated from the 2013 FEIR and subsequent environmental actions 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 ROW 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.

4.1.5.2 Long-Term Mitigation Measures

Mitigation measures VIS-4 and VIS-5 would be incorporated from the 2013 FEIR and subsequent environmental actions. Mitigation measure VIS-6 remains valid but is not applicable to the Project Modifications.

- **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.

4.1.6 Level of Impact after Mitigation

With incorporation of mitigation measures from the 2013 FEIR and subsequent environmental actions, 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.

4.2 Air Quality

4.2.1 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, Section 3.1.1 of SEIR 1, and Section 4.1.1 of SEIR 2.

4.2.1.1 Federal and State Regulations

This ~~Draft~~ Final SEIR 3 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

As described in the Draft SEIR 2, 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. 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. However, on December 21, 2021, the NHTSA finalized the Corporate Average Fuel Economy Preemption rulemaking to withdraw its portions of the SAFE Part One Rule as proposed in response to President Joseph Biden's Executive Order 13990, Protecting Public Health and the Environment.

4.2.2 Existing Conditions

4.2.2.1 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 and subsequent environmental actions for additional details.

4.2.2.2 Local Monitored Air Quality – Existing Conditions

The SCAQMD monitors air quality conditions at multiple locations throughout the South Coast Air Basin (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 4-2 using the most recent available 3 years of data (2018 through 2020) 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.

Table 4-2: Air Quality Summary for Study Area Monitoring Stations

Pollutant Standards	840 Laurel, Glendora			924 North Garey Avenue, Pomona		
	2018	2019	2020	2018	2019	2020
Ozone						
State maximum 1-hour concentration (ppm)	0.140	0.130	0.173	0.112	0.098	0.180
National maximum 8-hour concentration (ppm)	0.104	0.102	0.138	0.092	0.083	0.124
State maximum 8-hour concentration (ppm)	0.105	0.103	0.138	0.092	0.084	0.124
Number of Days Standard Exceeded						
CAAQS 1-hour (>0.09 ppm)	32	46	76	7	3	51
CAAQS 8- hour (>0.070 ppm)/NAAQS 8-hour(>0.070 ppm)	46/46	61/58	100/97	11/10	13/12	88/84
Carbon Monoxide (CO) [a]						
Maximum 8-hour concentration (ppm)	1.0	1.1	2.0	1.8	1.3	1.1
Maximum 1-hour concentration (ppm)	1.4	1.6	2.4	2.1	1.7	1.5
Nitrogen Dioxide (NO_2)						
State/National maximum 1-hour concentration (ppb)	55/55.2	52/52.9	50/50.4	67/67.9	64/64.4	64/67.9
Annual Average (ppb)	9	8	8	19	17	18
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 ($\mu g/m^3$)	101.7	97.9	227.2	*	*	*
State maximum 24-hour concentration ($\mu g/m^3$) [a]	78	82	95	*	*	*
State annual average concentration ($\mu g/m^3$) [a]	32.2	28.1	37.7	*	*	*
Measured Number of Days Standard Exceeded						
NAAQS 24-hour (>150 $\mu g/m^3$)	0	0	2	*	*	*
CAAQS 24-hour (>50 $\mu g/m^3$) [a]	10	4	8	*	*	*
Particulate Matter ($PM_{2.5}$)						
National maximum 24-hour concentration ($\mu g/m^3$) [a]	30.20	28.3	33.00	*	*	*
State maximum 24-hour concentration ($\mu g/m^3$)	84.8	75.1	148.1	*	*	*
Annual average concentration ($\mu g/m^3$) [a]	10.35	9.18	11.13	*	*	*
Measured Number of Days Standard Exceeded						
NAAQS 24-hour (>35 $\mu g/m^3$) [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 using the East San Gabriel Valley 1 and Pomona/Walnut Valley monitoring stations.

*Insufficient data to determine the value.

Source: CARB 2021; SCAQMD 2021

4.2.2.3 Attainment Status

The attainment status of the SCAB remains the same as evaluated in SEIR 1. See SEIR 1 for additional details.

4.2.2.4 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 Air Quality Management Plan (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.

4.2.3 Environmental Impacts

4.2.3.1 Evaluation Methodology

Evaluation of the air quality impacts in this ~~Draft~~ Final SEIR 3 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 particulate matter (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.

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. As described in Chapter 3, Transportation,

the parking relocation, combined with provision of the same number of parking spaces as included in SEIR 2, would have no impact on travel demand or VMT reductions associated with the Approved Project. Consequently, new travel demand calculations and detailed VMT analysis or additional quantitative emissions analysis were not necessary for this ~~Draft~~ Final SEIR 3. VMT conditions would be the same as presented in the full build alternative and phased alternatives in SEIR 2. Accordingly, regional emissions associated with the Project Modifications were evaluated qualitatively.

Carbon Monoxide Hot Spot Assessment

The Project Modifications would cause local traffic condition changes near the San Dimas Station and the roadways leading toward the station. 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), screening criteria adopted by other air districts and lead agencies throughout the state 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} (EPA 2015).

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 FHWA's 2016 Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents (FHWA 2016) 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.

4.2.3.2 Impact Criteria

Evaluation of the Project Modifications' air quality impacts uses the same criteria as described in the 2013 FEIR and subsequent environmental actions. 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, parks and playgrounds, childcare centers) 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 SEIR 1). 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 NAAQS and CAAQS. If the emissions of the Proposed Modifications would become greater than these thresholds, the impacts would be significant.

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 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 relocation of the parking facility for the San Dimas Station from the location approved in SEIR 2 to a new location south of the Metro~~link~~ Gold Line ROW between Monte Vista Avenue and San Dimas Avenue, would not affect the alignment or the total length of the light rail. The proposed new parking location would be redeveloped to accommodate the same number of parking spaces as identified for the currently approved parking location in San Dimas. As explained in Section 1.2.3.1, Construction Methods, of this ~~Draft~~ Final SEIR 3, construction methods for the Project Modifications elements would be consistent with approved construction methods outlined in the 2013 FEIR (Section 1.4). The modified parking configuration would be located on approximately 2.57 acres of land that is currently used as an existing Park & Ride lot for Foothill Transit. It is anticipated that the reconfiguration and relocation of the parking facility would result in less construction (duration and equipment) than previously disclosed in the 2013 FEIR and subsequent environmental actions. In addition, the relocation of the parking facility would also result in fewer relocations of facilities that would have been required under the location approved in the SEIR 2, such as the City maintenance yard and commercial properties. Since overall construction duration, equipment, and activities are anticipated to be less, overall construction emissions are also

anticipated to be lower than previously disclosed in the 2013 FEIR and subsequent environmental actions. In addition, actual emissions from construction equipment 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. 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, including SEIR 1 and SEIR 2. No new or more severe significant impacts would occur.

Human Health Impacts

The approved location of the San Dimas Station parking facility in SEIR 2 is located adjacent to multi-family residential land uses to the west and senior housing to the north. The modified San Dimas Station parking location would be located on an existing San Dimas Park & Ride lot to the west of the proposed San Dimas Gold Line Station, directly adjacent to single-family residential land uses to the south and west.

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 in 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). 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). 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.

Further, the 2013 FEIR analyzed the project's localized construction-related emissions using a representative project as a worst-case analysis through the use of SCAQMD's localized significance thresholds (LSTs) for a 1-acre project site and a receptor distance of 25 meters, the closest receptor distance available. The SCAQMD recommends that projects with boundaries located closer than 25 meters to the nearest receptor use the LSTs for receptors located at 25 meters. As such, the receptor distance for the Project Modifications would be the same as the distance analyzed in the 2013 FEIR and subsequent environmental actions. Since construction activities associated with the Project Modifications would occur on an approximate 2.57-acre site, the daily emissions associated with the construction activities for the relocation of the parking facility would be less concentrated than the assumptions and thresholds (1-acre project site) used in the representative project analysis in the 2013 FEIR.

As explained previously, the relocation of the parking facility and modified parking configuration 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 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. Therefore, the construction-related emissions and impacts associated with the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions, including SEIR 1 and SEIR 2. No new or more severe significant impacts would occur.

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.

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 modified San Dimas Station parking location, configuration, 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.

As explained in Section 1.2.3.1, Construction Methods, of this ~~Draft~~ Final SEIR 3, construction methods for the Project elements would be consistent with approved construction methods outlined in the 2013 FEIR (Section 1.4). The modified San Dimas Station parking location would be constructed on a smaller footprint (0.79 acres less than the approved configuration approved in SEIR 2); thus, it is anticipated that the Project Modification would result in less construction (duration and equipment) than originally assumed in the 2013 FEIR and subsequent environmental actions. Therefore, construction-related TAC emissions would be similar or less with implementation of the Project Modifications. Construction of the Project would be short-term and 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. In addition, implementation of measures that ensure equipment and vehicles engines are in good operating conditions in proper tune per manufacturer specifications (CON-9), idling limits for heavy-duty trucks (CON-10), use of low-emitting portable generators (CON-14), and appropriate engine sizes relative to the intended job (CON-17) would minimize substantial TAC emissions for the surrounding sensitive receptors. 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. 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 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, stations, and grade crossings, would be the same as presented in the 2013 FEIR and subsequent environmental actions, with the exception of the modified San Dimas Station parking location, configuration and associated changes to vehicle and pedestrian access.

The modified San Dimas parking facility would accommodate through movements via multiple entry/exit locations to allow for pick-up and drop-off. The total number of parking spaces would be approximately 289, the same number of parking spaces as identified for the currently approved parking location in San Dimas. Due to the reconfiguration of the parking facility, a potential new driveway is proposed from Commercial Street for vehicle access, instead of from

East Arrow Highway as previously approved in SEIR 2. Additionally, modifications to the current Park & Ride entrance/exit located along San Dimas Avenue would include a right-turn only lane for vehicles accessing the proposed Kiss & Ride drop-off area exiting the modified parking facility and heading south on San Dimas Avenue. The pedestrian access to the station platform would be on walkways along Monte Vista Avenue and San Dimas Avenue on the west side. All other features of the Project would remain the same as described in the 2013 FEIR and subsequent environmental actions. There are no modifications proposed for the parking facilities at the Glendora, La Verne, Pomona, Claremont, and Montclair Stations.

As explained in more detail in Chapter 3, Transportation, the Project Modifications would not change the ridership levels at the San Dimas Station, as the same number of parking spaces would be provided at the new location. Therefore, the Project Modifications would result in no change to ridership levels of any station and would not change the anticipated VMT savings realized through implementation of the Project as described in SEIR 2. In addition, the change in the travel pattern due to the relocation of the San Dimas Station would not affect the regional travel pattern, or result in additional vehicle miles traveled and thereby, emissions, due to the close proximity between the currently approved parking location in San Dimas and the proposed location under this Project with the Project Modifications. Although the Project Modifications would reconstruct the existing transit parking facility to provide approximately 114 additional parking spaces over the existing number (for a total of approximately 289 spaces), the Project and the Project Modifications would include several elements that would enhance transit, including the provision of shuttle and rideshare pick-up/drop-off area at the parking facility. Therefore, 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 such, the Project with implementation of the Project Modifications 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 and subsequent environmental actions, 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

The Project runs on electricity and does not have direct emissions of CO from the LRT trains during operation. However, as described previously, changes to local traffic conditions could also cause a CO hotspot. 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 the San Dimas station due to the relocation and reconfiguration of the parking facility.

As discussed in more detail in Chapter 3, Transportation, changes to local traffic circulation would be expected in the station area, shifting the primary entrance for Park & Ride and Kiss & Ride access from South Walnut Avenue to Commercial Street. Additionally, new traffic would be expected on Monte Vista Avenue and Commercial Street to enter and exit the parking lot. Intersection operations would be affected in the vicinity of the station area due to the parking lot relocation. Air districts throughout the state have developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether the implementation of projects would result in CO emissions that exceed the significance criteria for CO hotspots (9.0 ppm [8-hour average] and 20.0 ppm [1-hour average]). For example, under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2017). The City of San Diego's Significance Determination Thresholds indicates that if a proposed development causes a four- or six-lane road to deteriorate to LOS E or worse, the resulting longer queue at the traffic signals could cause a localized significant air quality impact (City of San Diego 2016). As shown in Section 3.2.2, the affected intersections would not experience a significant change in vehicle volumes or delay than those analyzed in the 2013 FEIR and subsequent environmental actions, and would not come close to the traffic increases needed to trigger a significant CO impact. The LOS analysis found that there would not be an impact to LOS under Los Angeles County 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 $PM_{2.5}$) Hot Spots

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. As described previously, the Project Modifications would not change the ridership levels at the San Dimas Station as the same number of parking spaces would be provided at the new location. In addition, the modified San Dimas Station parking location would be located on an existing San Dimas Park & Ride lot, which currently accommodates 175 spaces. Although the Project Modifications would reconstruct the existing transit parking facility to provide approximately 114 additional parking spaces over the existing number (for a total of approximately 289 spaces), the types of vehicles (light-duty autos and trucks) that access the site would not change (i.e., no new source of substantial diesel vehicle traffic). Thus, the types of emissions and vehicle activity (e.g., vehicle circulation and idling) associated with vehicle traffic in the study area would also be similar to existing conditions for the site and passenger

vehicles, which are primarily light duty autos and trucks, and would not be a substantial source of additional diesel emissions, including PM. Therefore, the Project Modifications would not change the PM_{10} and $PM_{2.5}$ hotspots 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.

Mobile Source Air Toxics

The Project Modifications would not affect the overall long-term LRT operation evaluated in the 2013 FEIR and subsequent environmental actions. The Project Modifications would continue to remove passenger vehicles from the region's surface streets and highways and the associated MSAT emissions. The amount of MSATs emitted from the roadways would be proportional to the VMT on those roadways. As described previously, the Project Modifications would not change the ridership levels at the San Dimas Station, as the same number of parking spaces would be provided at the new location. Therefore, the Project Modifications would result in no change to ridership levels of any station and would not change the anticipated VMT savings realized through implementation of the Project as described in SEIR 2. Therefore, the Project Modifications would continue to present a net MSAT regional emissions benefit. In addition, nationwide, MSAT emissions are expected to be lower than present levels in the future years as a result of EPA's vehicle and fuel regulations, coupled with fleet turnover, which will cause reductions over time (FHWA 2016). 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

As described previously, the approved location of the San Dimas Station parking facility in SEIR 2 is located adjacent to multi-family residential land uses to the west and senior housing to the north. The modified San Dimas Station parking location would be located on an existing San Dimas Park & Ride lot to the west of the proposed San Dimas Gold Line Station, directly adjacent to single-family residential land uses to the south and west. 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 location and configuration of the San Dimas Station parking facility. The Project Modifications would not impact ridership levels or result in a change to the anticipated VMT saving associated with implementation of the Project. Therefore, 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 the region. Since implementation of the Project Modifications would not change the overall operational scope of the Project, and the Project runs on electricity (i.e., does not have direct emissions from the LRT trains during operation), 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 location and configuration and associated changes to vehicle and pedestrian access for the San Dimas Station. Since the modified San Dimas Station parking location would be located on an existing San Dimas Park & Ride lot, vehicle activity associated with the modified San Dimas Station parking lot would not result in a substantial new source or type of TAC emissions to the surrounding sensitive receptors. Although the Project Modifications would reconstruct the existing transit parking facility to provide approximately 114 additional parking spaces over the existing number (for a total of approximately 289 spaces), the type of vehicle traffic to and from the station would be primarily light duty autos and trucks, which are not substantial sources of TAC emissions, such as diesel PM. Furthermore, the Project runs on electricity and does not have direct TAC emissions from the LRT trains during operation. Consistent with the 2013 FEIR and subsequent environmental actions, impacts associated with the Project Modifications would be less than significant.

As described above, the revised parking location and configuration would have the same number of parking spaces as the approved parking facility in SEIR 2 and there would be no changes to ridership levels or changes to the anticipated VMT savings realized through implementation of the Project as described in SEIR 2. In addition, the Project and the Project Modifications would include several elements that would enhance transit, including the provision of shuttle and rideshare pick-up/drop-off area at the parking facility. Therefore, 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. Therefore, the Project Modifications would continue to present a net TAC regional emissions benefit and 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.

4.2.4 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 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 and subsequent environmental actions. 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 conditions and would therefore not contribute to additional cumulative air quality impacts.

4.2.5 Mitigation Measures

4.2.5.1 Short-Term Construction Mitigation Measures

Mitigation measures CON-1 through CON-19 would be incorporated from the 2013 FEIR and subsequent environmental actions. 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 SCAQMD Rule 403 section (d)(5) to remove bulk material from tires and vehicle undercarriages before vehicles exit 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 miles per hour (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 ppm) or gasoline.
- **CON-15**. Construction equipment shall use a combination of low sulfur diesel (<15 ppm) 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.

4.2.5.2 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.

4.2.6 Level of Impact after Mitigation

With the incorporation of mitigation measures from the 2013 FEIR and subsequent environmental actions, 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.

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4.3 Biological Resources/Ecosystems

4.3.1 Regulatory Setting

The regulatory setting for biological resources/ecosystems as described in Section 3.2 of the 2013 FEIR and subsequent environmental actions are applicable to the Project Modifications. There are no material changes to the regulatory setting for biological resources/ecosystems.

4.3.2 Existing Conditions

The location of the new proposed San Dimas Gold Line Station parking facility in the City of San Dimas is located south of the project ROW between Monte Vista Avenue and San Dimas Avenue. The proposed new location is currently used as an existing San Dimas Park & Ride lot for Foothill Transit (Figure 1-2). As analyzed in the 2013 FEIR and subsequent environmental actions, the biological study area for the Project includes the existing railroad ROW and a 500-foot buffer area on each side of the ROW. The proposed San Dimas parking facility is included in the original biological study area. The proposed San Dimas parking facility exhibits the same urban development nature discussed in Section 3.2 of the 2013 FEIR. Summarized information from the 2013 FEIR and subsequent environmental actions are 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 and subsequent environmental actions, 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 and subsequent environmental actions, 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 in 2020 as part of SEIR 2 and identified six species listed as federally or state endangered or threatened: thread-leaved brodiaea (*Brodiaea filifolia*, federally threatened, state endangered), Santa Ana sucker (*Catostomus santaanar,* federally threatened, California Species of Concern); coastal California gnatcatcher (*Polioptila californica*, federally threatened, California Species of Concern); Southern Mountain yellow-legged frog (*Rana muscosa*, federally endangered, state endangered, California Species of Concern); foothill yellow-legged frog (*Rana boylii*, state endangered), and least Bell's vireo (*Vireo bellii pusillus*, federally and state endangered).

There are no waters of the U.S. or state present on the new proposed parking facility.

4.3.3 Environmental Impacts

4.3.3.1 Evaluation Methodology

The evaluation methodology described in Section 3.2.3.1 of the 2013 FEIR and subsequent environmental actions are applicable to the Project Modifications. Consistent with the 2013 FEIR and subsequent environmental actions, both direct and indirect impacts on biological resources were evaluated for this ~~Draft~~ Final SEIR 3. 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 and subsequent environmental actions, 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 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 Study Area cities affected by the Project Modifications.

4.3.3.2 Impact Criteria

The impact criteria are the same as applied in the 2013 FEIR and subsequent environmental actions. 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.

4.3.3.3 Short-Term Construction Impacts

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in short-term biological resource and ecosystem 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.

An updated CNDDB search and desktop and photographic review of the area of proposed Project Modifications 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 in the proposed San Dimas parking facility location. Consistent with the 2013 FEIR and subsequent environmental actions, there are only urban-tolerant vegetation communities and wildlife species within the area of proposed Project Modification. Urban-tolerant vegetation communities within the proposed parking facility location have the potential to provide habitat that supports nesting birds protected by the Migratory Bird and Treaty Act. In addition, construction of the surface parking lot under the proposed Project Modifications would involve fewer construction activities than those evaluated in the 2013 FEIR, in the form of personnel, equipment, and timeframe, since that document evaluated construction of parking garages. Construction of the proposed Project Modifications would include construction activities consistent with those considered in SEIR 2. 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).

The City of San Dimas where the new proposed parking facility would be constructed contains its own tree protection ordinance as discussed in the 2013 FEIR and subsequent environmental actions. As discussed in Section 1.2.3, the Project Modifications would require the removal of large trees within Freedom Park for implementation of the new access road, and trees located within landscaped planters in the existing parking lot. The ~~P~~potential removal of trees may be protected by the City's ordinance when the site is being cleared to construct the proposed surface parking lot. 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. Trees and landscaped areas that require removal would be relocated/replaced at a minimum two to

one (2 to 1) ratio in accordance with the Construction Authority's Tree Removal Policy that was prepared for the design and construction of the Project. The policy states that in the event tree removal is required, a Tree Removal Plan shall be developed to identify the tree(s) location, caliper (diameter measured 6" above ground line) and type. The Construction Authority will provide direction over the removal and criteria for replacement. This would be conducted via implementation of mitigation measures identified in the 2013 FEIR and subsequent environmental actions that would reduce potential short-term, direct construction-related impacts associated with the Project Modifications to less than significant (B-2).

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 and subsequent environmental actions 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 and subsequent environmental actions 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 and subsequent environmental actions, 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.

4.3.3.4 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.

The relocated and reconfigured parking facility is within urban settings. Consistent with the 2013 FEIR and subsequent environmental actions, as discussed above in Section 4.2.3.1 of this ~~Draft~~ Final SEIR 3, 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 relocated and reconfigured parking facility and the existing railroad ROW are already accustomed to train noise from existing train traffic. Long-term direct impacts associated with the Project Modifications would be less than significant.

Once constructed, the new proposed parking facility would result in impervious surface similar to that evaluated in SEIR 2 and slightly more impervious surface compared to that of a parking garage. However, as further discussed in Section 4.14 of this ~~Draft~~ Final SEIR 3, the relocated and reconfigured parking facility 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~~ Final SEIR 3), long-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR subsequent environmental actions. No new or more severe significant impacts would occur.

4.3.4 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 an existing parking lot in the same general area as the larger Project, which is within urban settings that currently contain development. The western portions of Freedom Park would be required to construct the new access road, however, access to the park would remain open during construction and following project operations. Furthermore, there are no sensitive vegetation communities or sensitive wildlife species expected to occur within the project site, and native vegetation and landscaping such as trees and shrubs would be included as part of the Project Modifications. 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 and subsequent environmental actions, the Project Modifications would not change the cumulative impact conclusions as discussed in Section 3.2.3.5 of the 2013 FEIR and subsequent environmental actions.

4.3.5 Mitigation Measures

4.3.5.1 Short-Term Construction Mitigation Measures

Mitigation measures B-1 through B-6 would be incorporated from the 2013 FEIR and subsequent environmental actions.

- **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 USACE, CDFW, and the RWQCB. 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 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.

4.3.5.2 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 biological resources and ecosystems; therefore, no mitigation is required.

4.3.6 Level of Impact after Mitigation

With the incorporation of regulatory requirements and implementation of mitigations as discussed in the 2013 FEIR and subsequent environmental actions, 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.

4.4 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.

4.4.1 Regulatory Setting

4.4.1.1 Federal and State Regulations

This ~~Draft~~ Final SEIR 3 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 and subsequent environmental actions 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 SEIR 1 for regulatory background related to the National Highway Traffic Safety Administration and Presidential Executive Order (EO) 13783.

Safer Affordable Fuel Efficient Vehicle Rule

As described in SEIR 2, in September 2019, the NHTSA and EPA published the SAFE Vehicle Rule Part One: One National Program. In April 2021, NHTSA proposed to withdraw its SAFE Part One Rule in response to President Biden's Executive Order 13990, Protecting Public Health and the Environment.

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, Senate Bill (SB) 97 and SB 375, 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, and to Section 4.3.1.1 of SEIR 2 for regulatory background of the Renewable Portfolio Standard and CARB Climate Change Scoping Plans. There are no additional State regulatory updates relevant to the Project Modifications that were not covered in the 2013 FEIR and subsequent environmental actions.

4.4.1.2 Regional Greenhouse Gas Regulations

This ~~Draft~~ Final SEIR 3 includes regulatory updates relevant to the Project Modifications that were not covered in the 2013 FEIR and subsequent environmental actions. Refer to Section 4.3.1.2 of SEIR 2 for regulatory background related to Los Angeles County Metropolitan Transportation Authority sustainability commitments and plans, including the Greenhouse Gas Emissions Cost Effectiveness Study, Climate Action and Adaptation Plan, and Energy and Resource Report.

Southern California Association of Governments

As described in SEIR 2, 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. On September 3, 2020, the SCAG Regional Council unanimously voted to approve and fully adopt Connect SoCal (2020-2045 RTP/SCS) (SCAG 2020).

Los Angeles County Metropolitan Transportation Authority

In 2020, Metro released *Moving Beyond Sustainability,* a comprehensive sustainability planning document with goals, targets, strategies and actions that align with other Metro sustainability guidance documents. The category targets include: water quality and conservation, solid waste, materials, construction and operations, energy resource management, emissions and pollution control, resilience and climate adaptation, and economic and workforce development (Metro 2020).

4.4.2 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 SEIR 2.

In 2019, total U.S. GHG emissions were 6,558.3 million metric tons CO_2e. Total U.S. emissions have increased by 1.8 percent from 1990 to 2019. In 2019, 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 (25 percent) of U.S. GHG emissions in 2019, while emissions from industry accounted for the third largest portion (23 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 2021).

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 2019, the annual California statewide GHG emissions were 418.2 million metric tons of CO_2e (CARB 2021). The GHG emissions from the transportation sector were 167 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 14 percent, respectively, of the total statewide GHG emissions inventory (CARB 2021). The dominant GHG emitted is CO_2, primarily from fossil fuel combustion.

4.4.3 Environmental Impacts

4.4.3.1 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 and subsequent environmental actions construction emission calculations.

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 and subsequent environmental actions' 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.

4.4.3.2 Impact Criteria

Evaluation of the Project Modifications' GHG impacts uses the same criteria as described in the 2013 FEIR and subsequent environmental actions. 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 (Scoping Plan).

4.4.3.3 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 and subsequent environmental actions 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 the relocation and reconfiguration of the San Dimas parking facility approved in SEIR 2, would not affect the alignment or the total length of the Project. 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 1.2.3.1, Construction Methods, of this ~~Draft~~ Final SEIR 3, construction methods for the Project Modifications would be consistent with approved construction methods outlined in the 2013 FEIR (Section 1.4). The modified parking configuration would be located on 2.57 acres of land, 0.79 acres less than the approved configuration included in SEIR 2, resulting in less construction (duration and equipment) than originally assumed in the 2013 FEIR. The relocation of the parking facility would also result in fewer relocations of facilities than would have been required under the location approved in the SEIR 2, such as the City maintenance yard and commercial properties. Since overall construction duration, equipment, and activities are anticipated to be less, overall construction emissions are also anticipated to be lower than previously disclosed in the 2013 FEIR and subsequent environmental actions.

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).

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.

4.4.3.4 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 modified parking location, configuration, and associated changes to vehicle and pedestrian access for the San Dimas Station. 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 and subsequent environmental actions, the Project would reduce the GHG emissions by approximately 544 metric tons CO_2e per day compared to the No Build Alternative.

As explained in more detail in Chapter 3, Transportation, the modified San Dimas Station parking location would have the same number of parking spaces than the parking facility analyzed in SEIR 2, and thus would not result in any changes to ridership levels or passenger boardings (refer to Table 3-4). Since ridership levels would not change, the Project Modification would continue to have the same VMT savings as described in SEIR 2. As shown in Table 3-1, the Project would 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. Therefore, with implementation of the Project Modifications, the Project would continue to reduce VMT and the associated GHG emissions in the region due to vehicle travel. 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 and subsequent environmental actions, 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 RTP/SCS. 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). The Project Modifications include pedestrian and bicycle elements to accommodate

active modes of access. As such, impacts associated with the Project Modifications would be less than significant.

Consistent with the 2013 FEIR and subsequent environmental actions, the Project would also remain consistent with the 2010 Metro GHG Emissions Cost Effectiveness Study (Metro 2010) and Metro's Moving Beyond Sustainability (Metro 2020), which also calls for the promotion of non-vehicular travel modes and improvements to transit service.

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.

4.4.4 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.

4.4.5 Mitigation Measures

4.4.5.1 Short-Term Construction Mitigation Measures

Mitigation measures CON-9 through CON-19 would be incorporated from the 2013 FEIR and subsequent environmental actions (see Section 4.2.5 of this ~~Draft~~ Final SEIR 3). No additional mitigation is required.

4.4.5.2 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.

4.4.6 Level of Impact after Mitigation

With the incorporation of mitigation measures from the 2013 FEIR and subsequent environmental actions, 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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4.5 Communities, Population, and Housing

4.5.1 Regulatory Setting

The regulatory setting for communities, population, and housing as described in the 2013 FEIR and subsequent environmental actions are applicable to the Project Modifications. There are no material changes to the regulatory setting for communities, population, and housing.

4.5.2 Existing Conditions

The Study Area for assessing the potential impacts to communities, population, and housing is exclusive to the City of San Dimas where reconfigured parking would require additional land to be acquired than previously approved. As discussed in Chapter 1 of this ~~Draft~~ Final SEIR 3, the relocated and reconfigured San Dimas Station parking facility would be located two blocks west from the previously approved site located along Arrow Highway and west of Walnut Avenue. The new parking location would be located south of the railroad ROW between Monte Vista Avenue and San Dimas Avenue (Figure 1-2). Single-family residential housing is currently located west and south of the reconfigured parking lot along Commercial Street, Monte Vista Avenue, and Railway Street. Commercial businesses are located east of the reconfigured parking lot along San Dimas Avenue south of the proposed San Dimas Station and railroad ROW.

Impacts related to communities, population, and housing associated with the San Dimas Station parking facility would be the same or less than discussed in the 2013 FEIR and subsequent environmental actions because surface parking lots require less construction in terms of materials, equipment, and personnel than parking garages. In addition, the proposed new parking lot location is currently used as an existing Sam Dimas Park & Ride lot for Foothill Transit, so the existing land use would not change from what currently exists. To remain consistent with the evaluated impacts of the 2013 FEIR and subsequent environmental actions, as well as the traffic and transportation analysis presented in Chapter 3 of this ~~Draft~~ Final SEIR 3, the existing conditions for the following sections (4.5.2.1 through 4.5.2.3) are based on the 2035 horizon year.

4.5.2.1 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 the 2013 FEIR and subsequent environmental actions. 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 and subsequent environmental actions because they correspond to the 2035 planning horizon year utilized in that document.

4.5.2.2 Housing Characteristics

The forecasted projected housing characteristics in the Study Area from 2008 to 2035 have not changed and are presented in the 2013 FEIR and subsequent environmental actions. 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 and subsequent environmental actions 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. SCAG has developed the 6th cycle RHNA allocation plan which covered the planning period October 2021 through October 2029. San Dimas has been allocated 1,248 new housing units through this process in the San Dimas Draft Housing Element (2021 – 2029 Update). The Project Modifications are not expected to impact the cities' ability to plan for the additional housing. In addition, the Project Modifications are not located within potential sites identified by the city for future development.

4.5.2.3 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 San Dimas Station parking facility is zoned for creative growth (City of San Dimas 2011). The reconfigured parking facility location is designated as single family/commercial land use, compared to the previous site approved for the San Dimas Parking facility that was designated for industrial land use (City of San Dimas 2003).

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 ROW 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 would involve a full acquisition of the Foothill Transit Park & Ride lot, as well as a partial acquisition of Freedom Park from the City of San Dimas. However, the reconfigured parking facility would remain within the existing Foothill Transit Park & Ride lot footprint, and would not require the acquisition of residential housing or commercial businesses in areas surrounding the site.

4.5.3 Environmental Impacts

4.5.3.1 Evaluation Methodology

To assess the types of potential communities, population, and housing impacts, an evaluation of the relocated and reconfigured parking facility was conducted. Since the relocated and reconfigured parking facility would result in changes to existing traffic and access patterns as a

result of relocation from the parking location in the Approved Project, 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 San Dimas.

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 relocated and 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 not updated for the Project Modifications since relocating the San Dimas parking lot two blocks west would not have any effect on ridership and the parking capacity will remain the same as the Approved Project.

4.5.3.2 Impact Criteria

The impact criteria are the same as applied in the 2013 FEIR and subsequent environmental actions. 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.

4.5.3.3 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, 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 residences and businesses in the area. Construction of the reconfigured parking facility is not expected to cause additional construction activities beyond those already analyzed in the 2013 FEIR and subsequent environmental actions. In fact, relocating the parking facility and reconfiguring the Foothill Transit Park & Ride lot to consist of a surface lot 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 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). 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. However, the proposed relocated and reconfigured San Dimas parking facility would not require the acquisition or displacement of residential housing or commercial businesses. Therefore, no construction impacts would occur related to the acquisition or displacement of housing or businesses, and mitigation measures are not required.

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 San Dimas Station parking facility is expected to use Commercial Street, Monte Vista Avenue, and San Dimas Avenue. As indicated and also provided in the 2013 FEIR and subsequent environmental actions, 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, relocating and reconfiguring the San Dimas parking facility from the Approved Project would result in less construction and 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.

The Project Modifications would not contribute to any additional induced growth in the Study Area. Growth as projected under the approved project would remain as documented in the 2013 FEIR and subsequent environmental actions. The Project Modifications would not require the acquisition or displacement of existing residential properties or businesses, thus the construction of replacement housing or businesses elsewhere would not be necessary. Therefore, no impacts would occur that would induce substantial population growth in the area, either directly or indirectly, for the Project with the Project Modifications.

4.5.3.4 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 not change projected ridership levels. Since no change in ridership is forecast with the Project Modifications, no ridership associated change to the overall long-term socioeconomic makeup of the cities in the Study Area compared is anticipated from that associated with the Approved Project. Approved Project 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 San Dimas Station parking facility, the additional land needed to construct the Project Modifications would consist of an existing parking lot which is zoned as “Creative Growth”, as compared to the previously approved site which consists of industrial land use. In addition, for the San Dimas Station parking facility, building a parking facility adjacent to the existing railroad ROW is consistent with the general plan. 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.

As discussed above, the Project Modifications would not displace existing housing units to construct the reconfigured San Dimas Station parking facility. No new or more severe significant impacts would occur.

Under certain circumstances, the Project Modifications could result in overflow parking. Overflow parking has the potential to occur when demand for parking exceeds the amount provided 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 control of overflow parking are included in Chapter 3, Transportation, of this SEIR.

Long-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions.

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. The previously approved San Dimas Station parking facility required three new full acquisitions, in addition to the acquisitions previously approved in the 2013 FEIR and subsequent environmental actions. The proposed relocated and reconfigured San Dimas parking facility would no longer require the acquisitions identified in the 2013 FEIR and subsequent environmental actions; however, the Project Modifications would require the full acquisition of the Foothill Transit Park & Ride lot, and a partial acquisition of the western portion of Freedom Park from the City. However, the Project Modifications would not require the acquisition or displacement of residential housing or commercial properties. The Project Modifications would change the impacts of the Approved Project because the relocated and reconfigured parking facility would require different and additional property acquisitions in the City of San Dimas.

As discussed in Section 3.1.2.4, Foothill Transit Lines 492 and 499 would no longer operate their current express service to downtown Los Angeles once Phase 2B of the Gold Line Extension is completed to Pomona. As such, Foothill Transit would no longer use this parking lot for their transit service. Although the Project Modifications require full and partial acquisitions from the City, 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. As such, 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 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. Similar to the cumulative impact discussion in the 2013 FEIR and subsequent environmental actions, potential cumulative communities, population, and housing impacts related to the Project have been accounted for in the city's 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 and subsequent environmental actions, the Project Modifications would not change the cumulative impact conclusions as discussed in the 2013 FEIR and subsequent environmental actions.

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.

4.5.5 Mitigation Measures

4.5.5.1 Short-Term Construction Mitigation Measures

As identified in the 2013 FEIR and subsequent environmental actions, 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.

4.5.5.2 Long-Term Mitigation Measures

As identified in Section 4.4.3.4 of this ~~Draft~~ Final SEIR 3, no mitigation for long-term impacts is required.

4.5.6 Level of Impact after Mitigation

With the incorporation of mitigation measures from the 2013 FEIR and subsequent environmental actions, 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 would be

no greater than those identified by the 2013 FEIR and subsequent environmental actions based on the foregoing:

- The Project Modifications will not displace a substantial number of existing residential properties or businesses, necessitating the construction of replacement housing or business elsewhere.
- The Project Modifications 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.

4.6 Community Facilities and Parklands

The analysis in this section seeks to determine whether the Project Modifications would require new or physically altered police and fire protection facilities, 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 physical impacts. The analysis also seeks 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 relocation and reconfiguration of the San Dimas parking facility, no effect on the adequacy of a school, library, or government facility service ratio or other performance objective is anticipated. Additionally, the San Dimas Maintenance Yard is part of the Approved Project and would no longer be a part of the Project Modifications; thus, the Project Modifications eliminate the impacts to that facility. The Project Modifications are also not located on any existing or planned community facility. The Project Modifications would, however, acquire a portion of a parkland site known as Freedom Park, for construction of a new access road from Commercial Street which could result in significant short-term impacts.

4.6.1 Regulatory Setting

The regulatory setting for community facilities and parklands as described in the 2013 FEIR and subsequent environmental actions are applicable to the Project Modifications. There are no material changes to the regulatory setting for community facilities and parklands.

4.6.2 Existing Conditions

The existing conditions described in the 2013 FEIR and subsequent environmental actions, as well as new land that would be required, provide the basis for analysis of the Project Modifications and are summarized herein.

4.6.2.1 Police Protection Services

Police protection services in the Study Area are provided by a combination of individual city police departments and the Los Angeles County Sheriff's Department (LASD). The City of San Dimas is served by the LASD. The LASD Transit Services Bureau provides police protection service within railroad ROW 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 Services Bureau, there is 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.

4.6.2.2 Fire Protection Services

The City of San Dimas is served by Los Angeles County Fire Department (LACOFD). 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 one mile of the alignment, there is a total of 55 officers per shift with response times ranging from two (2) to six (6) minutes. Table 3.5-2 also includes the equipment that each fire station contains.

4.6.2.3 Parklands

Freedom Park is a veterans memorial site located adjacent to the Foothill Transit Park & Ride. The park includes a permanent Veterans Monument that was constructed in 2013 on the eastern portion of the property immediately adjacent to San Dimas Avenue. The western portion of the property, which is adjacent to residential development, is a vegetated area that contains no park facilities or features. Freedom Park is owned and operated by the City of San Dimas in coordination with San Dimas H.E.R.O.E.S, which honor all current military personnel through their banner program and all past, present and future San Dimas residents who have served.

4.6.3 Environmental Impacts

4.6.3.1 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 4.13, and other potential indirect impacts such as those related to air quality and noise are discussed in Section 4.2 and Section 4.12, respectively.

4.6.3.2 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
    - Parkland or Recreational Facility

The Project Modifications would have a less than significant impact to fire and police protection services if (1) relocated and reconfigured parking facility 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. Project Modifications that would result in impacts related are described in detail below.

4.6.3.3 Short-Term Construction Impacts

The 2013 FEIR and subsequent environmental actions determined the Project Modifications would result in less than significant impacts related to police and fire protection services. The Project Modifications analyzed in this ~~Draft~~ Final SEIR 3 would result in less than significant short-term impacts to existing community facilities and parklands with construction of the new access road.

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 relocated and reconfigured parking facility would entail a surface parking lot on a smaller parcel than associated with the Approved Project, there would be fewer construction activities required. For example, constructing a surface lot would reduce the number of construction personnel needed, and the amount of construction time and materials would be reduced since the size of the site is smaller. A TMP, as described in Chapter 3 of this ~~Draft~~ Final SEIR 3, 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 and subsequent environmental actions. 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 and subsequent environmental actions (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 and subsequent environmental actions. 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.

Parklands

The Project Modifications do not include recreational facilities. As described in Section 1.2.3 of this ~~Draft~~ Final SEIR 3, due to the relocated and reconfigured parking facility, a new access road would be provided along Commercial Street which would serve as an entry/exit for the parking facility (see Figure 1-2). This would require the partial acquisition of the western portion of two parcels from the City to build a two-way road, one lane in each direction, along the western portion of Freedom Park. There are only two parcels required for partial acquisition, parcel ~~(~~8390-021-902~~)~~ and parcel ~~(~~8390-021-903~~)~~. The area designated for the proposed Kiss & Ride would not encroach into park property. The area where the access road would be placed is currently a vegetated area that contains no park facilities or amenities. Use of this area for the proposed access road would not impact the Freedom Park memorial monument, therefore, the Project Modifications would not impact the Veterans Monument. In addition, landscaping and a sitting wall or fence would be provided to Freedom Park as part of the Project Modifications. Public access to the western portion of the park would be buffered during construction of the Project Modifications to allow for work vehicles to access the site. However, park access would remain open on the eastern portion of Freedom Park during construction activities. The new roadway would be designed in accordance with city and LACOFD design requirements to allow access and adequate response times for emergency services. In addition, landscaped areas would be provided on both sides of the roadway and along the perimeter of the parking facility, and would be in accordance with the City's tree preservation ordinance and design requirements. Although the Project Modifications would necessitate acquisition of a portion of land currently used for Freedom Park, the short-term construction activities are not anticipated to result in any increase in park demand or increases in park users. Therefore, the use of an existing park or other recreational facility would not be increased such that physical deterioration of the facility would occur or be accelerated.

The Project Modifications do have the potential to cause significant short-term impacts to parkland facilities for the construction of the new access road and removal of existing vegetation. However, these would be temporary and replacement landscaping would be provided as part of the construction, which would reduce impacts to less than significant. No areas of Freedom Park that include park amenities would be affected by the proposed access road; therefore, no mitigation is required.

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, 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 Modifications are in a location that contain existing community facilities or parklands; therefore, they would not increase the use of parks, including recreational facilities, and impacts would be less than significant.

4.6.3.4 Long-Term Impacts

The 2013 FEIR and subsequent environmental action determined the Project would result in less than significant impacts related to police and fire protection services. The Project Modifications analyzed in this ~~Draft~~ Final SEIR 3 would result in less than significant impacts to police and fire protection services and existing community facilities and parklands.

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.

Parklands

The Project Modifications do not include recreational facilities. A partial acquisition from the City would be required for the new access road to the parking facility. The access road would require the removal of vegetation, including several trees, however new landscaping would be provided to replace/relocate existing vegetation and to further delineate the boundaries of the Freedom Park amenities. Additionally, use of the relocated and reconfigured parking facility could increase visibility for transit patrons and encourage continued enjoyment of the park. Public access to the park would remain open during operations. The new roadway would be designed in accordance with city and LACOFD design requirements to allow access and adequate response times for emergency services. In addition, the Project Modifications are not expected to place an increased demand on surrounding facilities or service needs since they provide parking for access to transit service. As such, they would not increase the use of parks, including recreational facilities, and no impacts would occur.

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 long-term

significant impacts would occur. Therefore, long-term impacts related to police and fire protection services, as well as impacts to parkland facilities, would be less than significant.

4.6.4 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 subsequent environmental actions, the Project Modifications would not change the cumulative impact conclusions as discussed in the 2013 FEIR and subsequent environmental actions.

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.

4.6.5 Mitigation Measures

4.6.5.1 Short-Term Construction Mitigation Measures

Consistent with the 2013 FEIR and the subsequent environmental actions, 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 do have the potential to cause significant short-term impacts to parkland facilities for the construction of the new access road and removal of existing vegetation, however, these would be temporary and replacement landscaping would be provided as part of the construction. The Project Modifications would be required to implement mitigation measure CTR-3 (see Chapter 3, Transportation) which would reduce construction related access impacts.

4.6.5.2 Long-Term Mitigation Measures

Consistent with the 2013 FEIR and the subsequent environmental actions, the Project Modifications do not have the potential to cause significant long-term impacts to police and fire protection services, existing communities or parklands. Impacts associated with the acquisition of land from Freedom Park for the new access road to the proposed parking facility would be reduced by the inclusion of new landscaping. No areas of Freedom Park that include park amenities would be affected by the access road; therefore, no mitigation is required.

4.6.6 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 Modifications will not impact recreational facilities which might have a physical effect on the environment. Impacts associated with the proposed access road on a portion of land currently included as part of Freedom Park would not impact any park amenities and will be reduced below the level of significance by inclusion of landscaping.

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4.7 Cultural Resources

4.7.1 Regulatory Setting

For the purposes of this ~~Draft~~ Final SEIR 3, 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. 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.

Since the 2013 FEIR, in 2014, AB 52 was created as an addition to CEQA. The purpose of the legislation was to create a new resource category, tribal cultural resources (TCRs). This new category would require a lead agency to consult with interested California Native American tribes who request formal consultation regarding impacts to tribal cultural resources. As defined by AB 52 in PRC section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are included or determined to be eligible for inclusion in the California Register of Historical Resources (CRHR), or in a local register of historical resources as defined in PRC section 5020.1. Or, a TCR can be 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 Section 5024.1. When applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 creates a consultation process between lead agencies and California Native American tribes to identify and protect tribal cultural resources. In accordance with AB 52, Native American groups who wish to be consulted on projects within their traditional geographic area are required to request in writing that lead agencies notify them of upcoming projects within their geographic areas. The results of consultation are confidential and ~~will be~~ details are only included as appropriate in ~~future~~ documentation in order to protect potential TCRs s~~ince consultation is currently ongoing.~~

The cultural resources analysis for the Project Modifications includes TCRs as well as paleontological resources. An impact evaluation for paleontological resources is included in addition to an impact evaluation, based on AB 52 consultation, for tribal cultural resources.

The regulatory setting for cultural resources as described in Section 3.6 of the 2013 FEIR, Section 3.4 of SEIR 1, and Section 4.6.1 of SEIR 2 are applicable to the Project Modifications. There are no material changes to the regulatory setting for cultural resources.

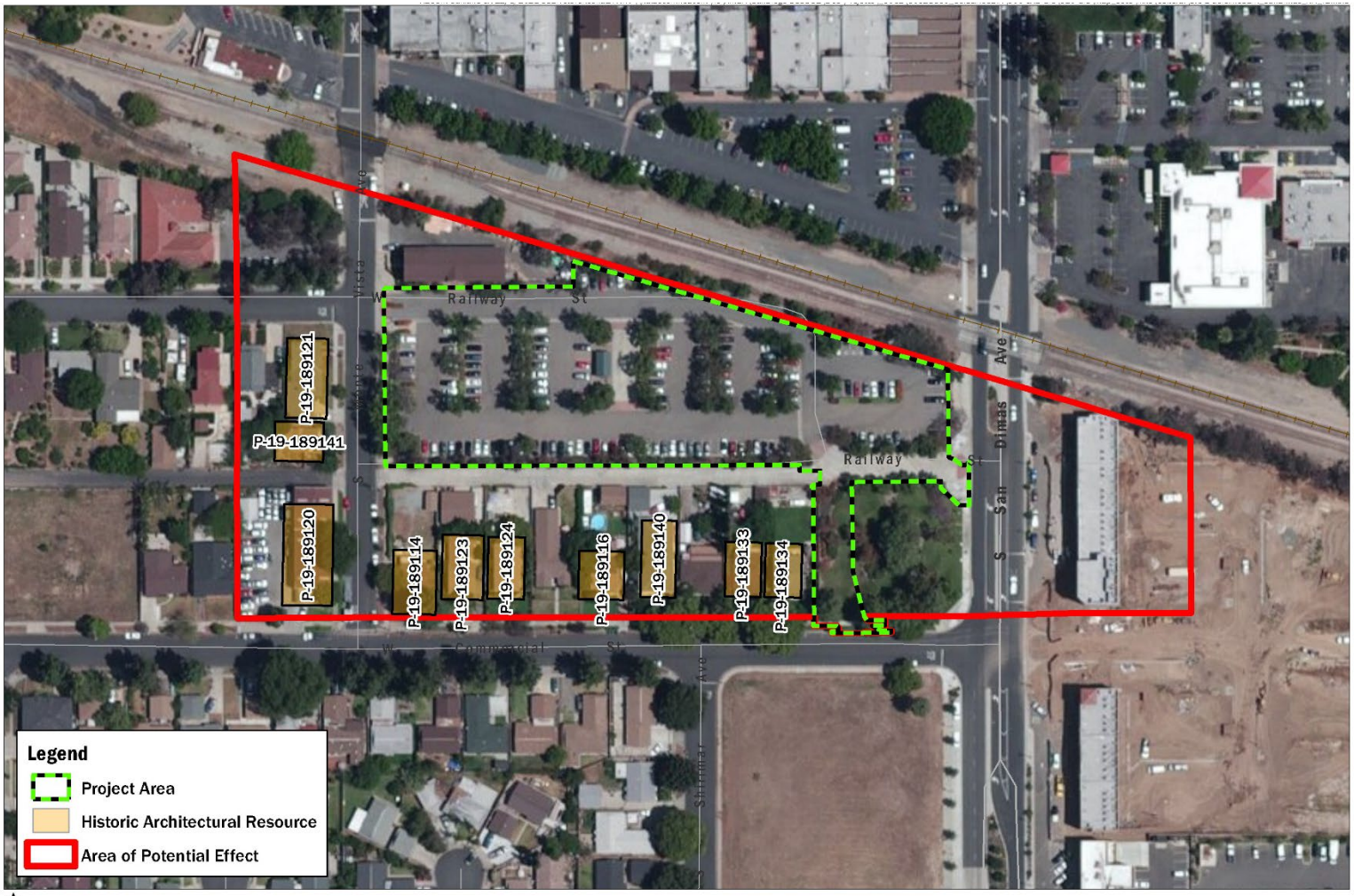
4.7.2 Methodology

4.7.2.1 Area of Potential Effect

This study examined the Project Modifications Area of Potential Effect (APE) to identify historic architectural and archaeological resources that may be affected by the proposed station parking location and reconfiguration. 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 analysis includes areas that may be directly impacted by ground-disturbing activities during construction and the respective staging areas associated with the Project Modifications. The APE 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.

Figure 4-3 depicts the Project Modifications APE areas where historic architectural, archaeological, paleontological, and tribal cultural resources may be impacted.

Figure 4-3: San Dimas Station Parking Facility



AECOM

Metro Gold Line Foothill Extension

Azusa to Montclair Supplemental Environmental Impact Report

PROJECT MODIFICATION - SAN DIMAS PARKING LOT

San Dimas Station Parking Facility
Historic Architectural Resources

4.7.2.2 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.*

4.7.2.3 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 APE is fully developed, no pedestrian archaeological survey was warranted as the Project Modifications area have been extensively disturbed, and no cultural resources were located previously.

For the purposes of this ~~Draft~~ Final SEIR 3, 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~~ Final SEIR 3 was sent via email to the South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton, on August 2, 2021. The search included the new Project Modifications APE to update the 2011 and 2020 records search conducted as part of the 2013 FEIR and SEIR 2. 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 September 14, 2021.

In addition, a Sacred Lands File (SLF) search was requested for the Project Modifications from the NAHC on November 11, 2021. They responded on December 23, 2021, indicating positive SLF results and suggesting the Gabrieleno Band of Mission Indians – Kizh Nation as the point of contact for additional information. Consultation with the Kizh Nation is ~~ongoing at this time~~ completed.

Numerous cultural resources studies have been previously conducted within and adjacent to the APE, 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 San Dimas Historic Structure List

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

Six archaeological resources were previously recorded within 1-mile of the proposed relocated San Dimas parking facility. None are located in or adjacent to the current Project Modifications area. Five of the six are prehistoric or Native American in origin, and one of the archaeological resources is historic in age. There are no archaeological resources documented within the San Dimas Project Modification area.

Previously Recorded Historic Architectural Resources

Thirty previously recorded architectural resources were identified in the general vicinity of the San Dimas Station. Of these 30 previously recorded architectural resources, 10 were identified in or adjacent to the Project Modifications area. The 10 previously recorded architectural resources are outlined below:

- The residence at 113 W. Commercial Street is a Craftsman-style residence built in 1910 that was previously determined not eligible for listing in the California Register or local register listing (P-19-189134). It is located approximately 20 feet west of the Project Modifications area.
- The residence at 117 W. Commercial Street is a Craftsman-style residence built in 1914 that was previously determined not eligible for listing in the California Register or local register listing (P-19-189133). It is located approximately 80 feet south of the Project Modifications area.
- The residence at 125 W. Commercial Street is a hipped roof cottage built in 1925 that was previously determined not eligible for listing in the National Register, and not evaluated for California Register or local register listing (P-19-189140). It is located approximately 50 feet south of the Project Modifications area.
- The residence at 129 W. Commercial Street is a Craftsman-style residence built in 1915 that was previously determined not eligible for listing in the California Register or local register listing (P-19-189116). It is located approximately 80 feet south of the Project Modifications area.
- The residence at 137 W. Commercial Street is an altered hipped roof cottage built in 1929 that was previously determined not eligible for listing in the National Register or the California Register, but not evaluated for local register listing (P-19-189124). It is located approximately 75 feet south of the Project Modification area.

- The residence at 141 W. Commercial Street is a Craftsman-style residence built in 1922 that was previously determined not eligible for listing in the California Register or local register listing (P-19-189123). It is located approximately 70 feet south of the Project Modifications area.
- The residence at 145 W. Commercial Street is a Craftsman-style residence built in 1924 that was previously determined not eligible for listing in the California Register or local register listing (P-19-189114). It is located approximately 85 feet south of the Project Modifications area.
- The commercial building at 225 S. Monte Vista Avenue is a vernacular building built in 1948 that was previously determined not eligible for listing in the National Register or the California Register, but not evaluated for local register listing (P-19-189120). It is located approximately 62 feet southwest of the Project Modifications area.
- The residence at 209 S. Monte Vista Avenue is a vernacular building built in 1890 that was previously determined not eligible for listing in the National Register or the California Register, but not evaluated for local register listing (P-19-189141). It is located approximately 60 feet west of the Project Modifications area.
- The residence at 202 W. Railway Street is a Craftsman-style residence built in 1927 that was previously determined not eligible for listing in the California Register or local register listing (P-19-189121). It is located approximately 60 feet west of the Project Modifications area.

Historic Architectural Survey Update

A historic architectural survey update was conducted in November 2021 to identify previously unrecorded historic architectural resources in the Project Modifications area and is detailed within this SEIR.

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

The historic architectural survey update identified 10 previously recorded resources and no additional resources that are more than 45 years old in or adjacent to the Project Modifications area.

The historic architectural survey update identified 10 ineligible resources in or adjacent to the Project Modifications area, which are described in detail below:

- The residence at 113 W. Commercial Street is a Craftsman-style residence built in 1910 (P-19-189134). Previously evaluated as not eligible for listing in the California Register or local register listing, it currently does not exhibit historic or architectural significance to be eligible for listing in the National Register, California Register, or local register, and is not considered a historical resource for the purposes of CEQA. It is located approximately 20 feet west of the Project Modifications area.
- The residence at 117 W. Commercial Street is a Craftsman-style residence built in 1914 (P-19-189133). Previously evaluated as not eligible for listing in the California Register or local register listing, it currently does not exhibit historic or architectural significance to be eligible for listing in the National Register, California Register, or local register, and is not considered a historical resource for the purposes of CEQA. It is located approximately 80 feet south of the Project Modifications area.
- The residence at 125 W. Commercial Street is a hipped roof cottage built in 1925 (P-19-189140). Previously evaluated as not eligible for listing in the National Register, it currently does not exhibit historic or architectural significance to be eligible for listing in the National Register, California Register, or local register, and is not considered a historical resource for the purposes of CEQA. It is located approximately 50 feet south of the Project Modifications area.
- The residence at 129 W. Commercial Street is a Craftsman-style residence built in 1915 (P-19-189116). Previously evaluated as not eligible for listing in the California Register or local register listing, it currently does not exhibit historic or architectural significance to be eligible for listing in the National Register, California Register, or local register, and is not considered a historical resource for the purposes of CEQA. It is located approximately 80 feet south of the Project Modifications area.
- The residence at 137 W. Commercial Street is an altered hipped roof cottage built in 1929 (P-19-189124). Previously evaluated as not eligible for listing in the National Register, it currently does not exhibit historic or architectural significance to be eligible for listing in the National Register, California Register, or local register, and is not considered a historical resource for the purposes of CEQA. It is located approximately 75 feet south of the Project Modifications area.
- The residence at 141 W. Commercial Street is a Craftsman-style residence built in 1922 (P-19-189123). Previously evaluated as not eligible for listing in the California Register or local register listing, it currently does not exhibit historic or architectural significance to be eligible for listing in the National Register, California Register, or local register, and is

not considered a historical resource for the purposes of CEQA. It is located approximately 70 feet south of the Project Modifications area.

- The residence at 145 W. Commercial Street is a Craftsman-style residence built in 1924 (P-19-189114). Previously evaluated as not eligible for listing in the California Register or local register listing, it currently does not exhibit historic or architectural significance to be eligible for listing in the National Register, California Register, or local register, and is not considered a historical resource for the purposes of CEQA. It is located approximately 85 feet south of the Project Modifications area.
- The commercial building at 225 S. Monte Vista Avenue is a vernacular building built in 1948 (P-19-189120). Previously evaluated as not eligible for listing in the National Register, it currently does not exhibit historic or architectural significance to be eligible for listing in the National Register, California Register, or local register, and is not considered a historical resource for the purposes of CEQA. It is located approximately 62 feet southwest of the Project Modifications area.
- The residence at 209 S. Monte Vista Avenue is a vernacular building built in 1890 (P-19-189141). Previously evaluated as not eligible for listing in the National Register, it currently does not exhibit historic or architectural significance to be eligible for listing in the National Register, California Register, or local register, and is not considered a historical resource for the purposes of CEQA. It is located approximately 60 feet west of the Project Modifications area.
- The residence at 202 W. Railway Street is a Craftsman-style residence built in 1927 (P-19-189121). Previously evaluated as not eligible for listing in the California Register or local register listing, it currently does not exhibit historic or architectural significance to be eligible for listing in the National Register, California Register, or local register, and is not considered a historical resource for the purposes of CEQA. It is located approximately 60 feet west of the Project Modifications area.

Tribal Cultural Resources

Efforts to identify and determine impacts to tribal cultural resources, if present in the Project Modifications area, 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 4.7.6.

4.7.3 Existing Conditions

Archaeological Resources

A total of six archaeological sites are documented within a 1-mile buffer of the APE. Of those six archaeological sites, one is historic in age, and five resources are prehistoric or of Native American origin.

None of the documented archaeological resources are documented within or adjacent to the Project Modifications.

4.7.4 Historic Architectural Resources

The historic architectural survey update identified 10 previously recorded historic architectural resources in or adjacent to the Project Modifications. Of these 10 resources, none meet the definition of a historical resource for the purposes of CEQA. There are no historical resources in, or adjacent to, the Project Modification Study Area.

4.7.5 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 and SEIR 2 findings to the current Project Modifications. 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.

4.7.6 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 the SEIR 3 and for resources of importance to Native Americans, including sacred sites and traditional cultural properties. The NAHC responded on December 23, 2021, and indicated positive results for the SLF check. The NAHC identified a total of ten tribal governments with ancestral ties to the overall Project APE, and their contact information was provided. In addition, the NAHC recommended contacting the Gabrieleno Band of Mission Indians – Kizh Nation for more information.

Not all sacred sites are in the SLF database, and thus an SLF search is not a substitute for consultation. Because of this, the NAHC recommended contacting other sources of information, such as the California Historical Research Information System (CHRIS). The Construction Authority contacted the SCCIC, which is part of the CHRIS, on August 2, 2021.

The SCCIC records search, described in Section 4.7.2.3 above, indicated that no resources of Native American origin are documented within the Project Modifications APE. Therefore, no resources of Native American origin that may be eligible for the National Register of Historic Places (NRHP), the CRHR, or local register are documented within the Project Modifications APE. 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 previously identified on November 17, 2021, to determine whether there are TCRs within the Project Modification APE and, if so, whether the Project Modifications would have a significant impact on those resources. The letters provided the tribal representatives 30 days to respond to the opportunity to consult under AB 52. The 30-day period ended on December 17, 2021.

The Gabrieleno Band of Mission Indians – Kizh Nation responded with a request for consultation on November 22, 2021. Consultation meetings occurred between February and June 2022 ~~is ongoing at this time and will be further documented as part of future CEQA documentation~~. During the consultation meetings, representatives from the Gabrieleno Band of Mission Indians – Kizh Nation verbally indicated the potential for the presence of Tribal Cultural Resources (TCRs) in the area of the Project Modifications. No documentation of TCRs on properties covered under the Project Modifications was shared with the Construction Authority as part of the consultation process.

Pursuant to Pub. Res. Code Sec. 21083(d)(2) after good faith negotiations with representatives of Gabrieleno Band of Mission Indians – Kizh Nation, and several Authority requests for further additional feedback and information from the Kizh Nation which were unanswered, consultation was concluded. Further, because of the lack of continued engagement in consultation process by the Kizh Nation, the Authority in good faith, after reasonable efforts, has concluded that mutual agreement regarding any additional mitigation measures could not be reached.

4.7.7 Environmental Impacts

4.7.7.1 Impact Criteria

Historical Architectural and Archaeological Resources

The impact criteria are the same as applied in the 2013 FEIR and subsequent environmental actions. 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 § 15064.5 of the CEQA Guidelines;
- Cause a substantial adverse change in the significance of an archaeological resource, as defined in § 15064.5 of the CEQA Guidelines; or
- 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. This is the same significance criterion applied in the 2013 FEIR and subsequent environmental actions.

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 TCRs are considered significant if the Project Modifications would cause a substantial adverse change in the significance of a TCR, 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.

4.7.7.2 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 a parking garage. Contemplated construction activities for the parking facility would not involve deep excavations and is expected to stay in previously disturbed areas.

Although previous ground disturbances and the developed nature of the Project Modifications have reduced the potential for encountering important archaeological and tribal cultural resources, subsurface archaeological deposits or TCRs could still be present within the Project Modifications and may be exposed during ground disturbance construction activities. No paleontological resources have been recorded in the area of the Project Modifications, and none are expected to be encountered at the shallow depths associated with surface parking lot construction. No deep excavations are included in the Project Modifications. ~~However, d~~ During tribal consultations, the Gabrieleno Band of Mission Indians – Kizh Nation indicated a desire for new mitigation during ground-disturbing activities, however, specific language requested from the Tribe by the Construction Authority for consideration was not provided, and consultation was concluded without any response from the Tribe in this regard. Existing mitigation measures CR-1 and CR-2 are sufficient to protect any TCRs that might be discovered during construction. With implementation of mitigation measures CR-1 and CR-2, as detailed in the 2013 FEIR and subsequent environmental actions, short-term construction impacts related to archaeological, ~~and~~ paleontological and tribal cultural resources would be less than significant.

Pursuant to Pub. Res. Code Sec. 21083(d)(2) after good faith negotiations with representatives of Gabrieleno Band of Mission Indians – Kizh Nation, and several Construction Authority requests for further additional feedback and information from the Kizh Nation which were unanswered, consultation was concluded. Further, because of the lack of continued engagement in consultation process by the Kizh Nation, the Construction Authority in good faith, after reasonable efforts, has concluded that mutual agreement regarding any additional mitigation measures could not be reached.

As stated above, cultural resources were not identified within the Study Area and do not meet the definition of a historical resource for the purposes of CEQA. If cultural or historic resources were within the Project Modifications Study Area, short-term construction impacts 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, and no new or more severe significant impacts would occur. Although not considered as historical resources, historic age structures in the vicinity of the Project Modifications are for the most part, more than 50 feet away from Project Modifications, while one structure, P-19-189134, is 12 feet from the proposed parking lot entry. At these distances 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, archaeological, paleontological, and tribal cultural resources would remain less than significant with mitigation measures.

4.7.7.3 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 or 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 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 paleontological, archaeological, tribal cultural, or historical architectural resources would be less than significant.

4.7.8 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 and subsequent environmental actions. 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 the 2013 FEIR and subsequent environmental actions.

4.7.9 Mitigation Measures

4.7.9.1 Short-Term Construction Mitigation Measures

Mitigation measures CR-1 and CR-2 would be incorporated from the 2013 FEIR and subsequent environmental actions. No additional mitigation measure 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 Code of Federal Regulations [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, CEQA § 15064.5(e), and PRC Section 5097.98 shall be implemented. No further excavation or disturbance of the area or any nearby area reasonably suspected to overlie adjacent remains shall occur until the coroner is contacted and the appropriate steps taken pursuant to Health and Safety Code §7050.5 and PRC §5097.98. If the coroner determines the remains to be Native American, the coroner shall contact the 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 (PRC 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 PRC 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.

4.7.9.2 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.

4.7.10 Level of Impact after Mitigation

With the incorporation of mitigation measures from the 2013 FEIR and subsequent environmental actions, the Project Modifications would not result in new significant impacts related to archaeological or historical resources. Therefore, impacts of the Project Modifications would be less than significant. The conclusions from the analysis of these 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 § 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 § 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.

4.8 Energy

4.8.1 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 SEIR 1 for regulatory background related to AB 32 and updates to the Renewables Portfolio Standard per SB 100 and to Section 4.7.1.1 of SEIR 2 for the regulatory background related to the various federal energy policy acts and Metro 2019 Energy and Resource Report (Metro 2019).

This ~~Draft~~ Final SEIR 3 includes regulatory updates relevant to the Project Modifications that were not covered in the 2013 FEIR and subsequent environmental actions. 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.

4.8.1.1 Federal and State Regulations

Energy Policy and Conservation Act of 1975

Safer Affordable Fuel Efficient Vehicle Rule

As described in SEIR 2, in September 2019 and April 2020, the NHTSA and EPA published the SAFE Vehicle Rule, which became effective on June 29, 2020. In April 2021, NHTSA proposed to withdraw its SAFE Part One Rule in response to President Biden's Executive Order 13990, Protecting Public Health and the Environment.

4.8.1.2 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.

4.8.2 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 2020, California generated a total of 272,576 gigawatt-hours of electricity, of which approximately 190,913 gigawatt-hours were generated in-state (CEC 2021). Transportation is the largest energy-consuming sector in California, accounting for approximately 39 percent of all

energy use in the state (EIA 2019). Gasoline and diesel fuel constitute 50 and 16 percent of petroleum-based fuels consumed in California, respectively (EIA 2021). While gasoline and diesel fuel remain the primary fuels used for transportation in California, the types of transportation fuel have diversified in California and elsewhere. Various statewide regulations and plans (e.g. Low Carbon Fuel Standard, AB 32 Scoping Plan) encourage the use of a variety of alternatives used to reduce demand for petroleum-based fuel. Depending on the vehicle capability, conventional gasoline and diesel are increasingly being replaced by alternative transportation fuels including biodiesel, electricity, ethanol, hydrogen, natural gas, and other synthetic fuels. California has a growing number of alternative fuel vehicles through the joint efforts of the California Energy Commission (CEC), CARB, local air districts, federal government, transit agencies, utilities, and other public and private entities. By the end of 2019, California drivers owned almost 600,000 electric and plug-in hybrid vehicles. In 2020, about one-fourth of the nation's public access electric vehicle charging stations, and almost one-third of the charging outlets, were in California (EIA 2021).

In 2020, Metro's total consumption of facility electricity was approximately 97.3 gigawatt-hours, nearly 9.3 million kilowatt-hours (kWh) lower than the 2020 goal, meaning that Metro is well on its way to achieving its 17 percent business as usual reduction target by 2030. On-site renewable energy capacity went unchanged in 2019 or 2020, and remains at 2.6 megawatts. However, Metro expects renewable energy capacity to increase by 2023, at which point multiple new solar photovoltaic installations are expected to be installed and come online (Metro 2021).

4.8.3 Environmental Impacts

4.8.3.1 Evaluation Methodology

The 2013 FEIR and subsequent environmental actions 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~~ Final SEIR 3 based on the construction and operational activities associated with the San Dimas Station parking facility relocation and reconfiguration.

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~~ Final SEIR 3 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 4.2, Air Quality, of this ~~Draft~~ Final SEIR 3. The use of energy for electricity leads to indirect GHG emissions, the impacts of which are addressed in Section 4.4, Climate Change, of this ~~Draft~~ Final SEIR 3. There is no physical environmental effect associated with energy use that is not addressed in the environmental topic-specific sections of this ~~Draft~~ Final SEIR 3.

4.8.3.2 Impact Criteria

The impact criteria are the same as applied in the 2013 FEIR and subsequent environmental actions. 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 LRT, and (2) there would not be cumulatively considerable increases in energy consumption resulting solely from the Project Modifications.

4.8.3.3 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 the reconfiguration of the San Dimas parking facility approved in SEIR 2, 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 1.2.3.1, Construction Methods, of this ~~Draft~~ Final SEIR 3, construction methods for the Project Modifications would be consistent with approved construction methods outlined in the 2013 FEIR and subsequent environmental actions. The reconfigured parking facility would be located on land that currently serves as the Foothill Transit Park & Ride lot, resulting in less construction (duration and equipment) than originally assumed in the 2013 FEIR and subsequent environmental actions. 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.

4.8.3.4 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 location, configuration, and associated changes to vehicle and pedestrian access to the San Dimas Station. The modified parking configuration would retain the same number of parking spaces as the approved parking facility included in SEIR 2. All parking modifications would be designed and constructed in accordance with the Metro Rail Design Criteria, and 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. Impacts of the Project Modifications would be less than significant.

As described previously, the Project Modifications would not result in a change to ridership levels; and thus, the VMT reduction associated with the Project Modifications are anticipated to remain the same as the VMT savings described in SEIR 2. As explained in more detail in Chapter 3, Transportation, the Project Modifications would continue to provide VMT savings in the region. 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.

Further, as discussed in Section 4.4, 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 Study 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.

4.8.4 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 environmental actions, 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, the Project Modifications would not affect ridership levels and thus, 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 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 Study 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.

4.8.5 Mitigation Measures

4.8.5.1 Short-Term Construction Mitigation Measures

Mitigation measures CON-9 through CON-19 would be incorporated from the 2013 FEIR and subsequent environmental actions (see Section 4.1.5 of this ~~Draft~~ Final SEIR 3). No additional mitigation is required.

4.8.5.2 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.

4.8.6 Level of Impact after Mitigation

With the incorporation of mitigation measures from the 2013 FEIR and subsequent environmental actions, 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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4.9 Geologic Hazards

4.9.1 Regulatory Setting

The regulatory setting for geologic hazards as described in the 2013 FEIR and subsequent environmental actions are applicable to the Project Modifications. There are no material changes to the regulatory setting for geologic hazards.

4.9.2 Existing Conditions

The location of the relocated and reconfigured parking at the San Dimas Station was previously analyzed as part of the approved 2013 FEIR and subsequent environmental actions. As analyzed in the 2013 FEIR and subsequent environmental actions, the geologic study area for the Project includes the railway ROW and a 1,000-foot buffer on each side of the ROW. The entirety of the relocated and reconfigured San Dimas parking facility is included in the 2013 FEIR and subsequent environmental actions Study Area. Summarized information from the 2013 FEIR and subsequent environmental actions are provided herein for reference. Additional details are provided in the 2013 FEIR and subsequent environmental actions.

4.9.2.1 Regional and Local Geologic Setting

As analyzed in the 2013 FEIR and subsequent environmental actions, 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 and subsequent environmental actions 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 Quaternary Old Alluvial Fan Deposits (Qof).

Nearby Active Faults

As described in the 2013 FEIR and subsequent environmental actions, numerous active and potentially active faults lie within a few miles of the Project. The Sierra Madre-Cucamonga Fault Zone, San Jose Fault, and Red Hill Fault are nearest to the Project. The Sierra Madre-Cucamonga Fault Zone and San Jose Fault lie within a few miles of 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 2013 FEIR includes descriptions that indicate the type of fault, approximate distance to the Project Modifications, 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

None of the faults identified above and in the 2013 FEIR are located in the vicinity of the Project Modifications.

4.9.2.2 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 San Dimas Station area, groundwater can be anticipated to be shallowest (approximately 10 feet bgs) near the western end of the geologic study area. 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.

4.9.2.3 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.

4.9.2.4 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.

4.9.2.5 Slope Stability

The 2013 FEIR and subsequent environmental actions describes most of the Study 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 and subsequent environmental actions indicates that the Project Modifications are not within seismically induced landslide zones and the potential of this hazard would be low.

4.9.2.6 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.

4.9.3 Environmental Impacts

4.9.3.1 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 and subsequent environmental actions, the geotechnical assessment for this ~~Draft~~ Final SEIR 3 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.

4.9.3.2 Impact Criteria

The impact criteria are the same as applied in the 2013 FEIR and subsequent environmental actions. 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 the 2013 FEIR and subsequent environmental actions.

Analysis of the above criteria considers if the Project Modifications 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.

4.9.3.3 Short-Term Construction 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 and subsequent environmental actions, 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 fewer number of ground-disturbing activities, including excavations, structural support, and the use of less construction equipment required to construct a surface parking lot on a smaller site than the Approved Project. 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 impacts related to geologic hazard associated with the Project Modifications would be less than significant.

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.

4.9.3.4 Long-Term Impacts

Consistent with the 2013 FEIR and subsequent environmental actions, the potential for new or more severe significant impacts at the reconfigured San Dimas parking facility are discussed below.

As described in the 2013 FEIR and subsequent environmental actions, 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. 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.

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 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 and subsequent environmental actions, the Project Modifications would not change the cumulative impact conclusions as discussed in the 2013 FEIR and subsequent environmental actions.

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.

4.9.5 Mitigation Measures

4.9.5.1 Short-Term Construction Mitigation Measures

Consistent with the 2013 FEIR and subsequent environmental actions, construction period impacts associated with the Project Modifications would be less than significant through compliance with the regulatory requirements and/or permits identified in the 2013 FEIR and subsequent environmental actions; therefore, no mitigation is required.

4.9.5.2 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.

4.9.6 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.

4.10 Hazardous Waste and Materials

4.10.1 Regulatory Setting

The regulatory setting for hazardous waste and materials as described in the 2013 FEIR and subsequent environmental actions are applicable to the Project Modifications. There are no material changes to the regulatory setting for hazardous waste and materials.

4.10.2 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 were being considered for SEIR 2. 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.

In 2021, an additional Phase I ESA (Appendix B) was conducted to review the area of the proposed Project Modifications for the relocated and reconfigured San Dimas Station parking facility. The report did not identify any environmental issues requiring further investigation.

As described in the 2013 FEIR and subsequent environmental actions, each contaminated or potentially contaminated property was classified as high, moderate, or low. The classification definitions from the 2013 FEIR and subsequent environmental actions 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 and 2021 Phase I ESAs and the existing information in the 2013 FEIR and subsequent environmental actions, the relocated and reconfigured parking facility does not have a moderate or high potential for contamination.

4.10.2.1 Environmental Concerns

San Dimas Station Parking Facility

The updated 2021 Phase I ESA did not identify new high or moderate environmental concerns for the relocated and reconfigured San Dimas Station parking facility (Kroner Environmental Services Inc. 2021). The 2013 FEIR and subsequent environmental actions, identified a moderate environmental concern at 301 South Walnut Avenue, which was within the approved parking facility property. However, the proposed relocated and reconfigured San Dimas parking facility did not identify new high or moderate environmental concerns.

4.10.3 Environmental Impacts

4.10.3.1 Evaluation Methodology

The evaluation methodology described in the 2013 FEIR and subsequent environmental actions are applicable to the Project Modifications. Consistent with the 2013 FEIR and subsequent environmental actions, this evaluation is based on the previous and current Phase I and II ESAs.

4.10.3.2 Impact Criteria

The impact criteria are the same as applied in the 2013 FEIR and subsequent environmental actions. 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 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 subsequent environmental actions.

4.10.3.3 Short-Term Construction Impacts

The 2013 FEIR and subsequent environmental actions 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 subsequent environmental actions, 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 may reduce the amount of potentially hazardous construction materials used because the construction of surface parking requires a less construction equipment for excavation, structural elements, and heavier construction machinery such as cranes. 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 (HW-1 through HW-6).

The San Dimas Station parking facility under the proposed Project Modifications has a low potential to encounter hazardous materials during grading and excavation since the existing site is a surface parking lot and excavation at the site would be minimal. However, if hazardous materials were encountered during construction, 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 (HW-1 through HW-6).

As discussed in the 2013 FEIR and subsequent environmental actions, 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 relocated and reconfigured parking facility was conducted as part of this ~~Draft~~ Final SEIR 3 and is discussed in Section 4.6. No new schools or day care facilities beyond those described in the 2013 FEIR, and subsequent environmental actions, exist within 0.25 mile of the relocated and reconfigured parking facility. 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 (HW-1 through HW-6).

Relocation and reconfiguration of the San Dimas parking facility would result in some changed vehicular access. However, the Project Modifications would be required to implement the mitigation measure identified in the 2013 FEIR and subsequent environmental actions 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.

Reconstructing a surface parking lot would not increase exposure to wildland fires. As described in the 2013 FEIR and subsequent environmental actions, the Study 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 subsequent environmental actions. No new or more severe significant impacts would occur.

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 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 Modifications 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, would 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.

4.10.3.4 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 and subsequent environmental actions is applicable to the Project Modifications. Reconstructing a surface parking lot and acquisition of additional lands proposed in conjunction with the Project Modifications 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 Modifications 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.

4.10.4 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 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 and subsequent environmental actions. Similar to the cumulative impact discussion in the 2013 FEIR and subsequent environmental actions, 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 and subsequent environmental actions, the Project Modifications would not change the cumulative impact conclusions as discussed in the 2013 FEIR and subsequent environmental actions.

Therefore, the Project Modifications could result in cumulative impacts that create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, cumulative impacts 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; 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 Modifications 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. The Project Modifications related to hazardous waste and materials would not result in cumulative impacts, and impacts would be less than significant with mitigation measures.

4.10.5 Mitigation Measures

4.10.5.1 Short-Term Construction Mitigation Measures

Mitigation measures HW-1 through HW-3, HW-5, and HW-6 would be incorporated from the 2013 FEIR and subsequent environmental actions. 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 off-site disposal or on-site 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 SCAQMD-approved dust or vapor suppressant and cover the stockpile with plastic sheeting to 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.

4.10.5.2 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 hazardous waste and materials; therefore, no mitigation is required.

4.10.6 Level of Impact after Mitigation

With the incorporation of mitigation measures from the 2013 FEIR and subsequent environmental actions, 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.

4.11 Land Use and Planning

4.11.1 Regulatory Setting

The regional regulatory setting is described in Section 3.10.1 of the 2013 FEIR, Section 3.7.1.1 of SEIR 1, and Section 4.10.1 of SEIR 2. This discussion focuses on changes 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 SEIR 1 and SEIR 2 outline 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 (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. 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 and subsequent environmental actions, this ~~Draft~~ Final SEIR 3 uses 2035 as the horizon year for land use analysis as defined in the 2012-2035 RTP/SCS.

4.11.1.1 Local

The local land use regulatory setting is described in Section 3.10.1.2 of the 2013 FEIR, Section 3.7.1.2 of SEIR 1, and Section 4.10.1.1 of SEIR 2. The City of San Dimas General Plan (1990) has not been updated since the approval of the 2013 FEIR and subsequent environmental actions. Therefore, the regulatory setting remains the same as presented in the 2013 FEIR and subsequent environmental actions.

4.11.2 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 subsequent environmental actions using the adopted general plans, zoning codes, zoning maps, and applicable specific plans of the cities in the Project corridor. For this ~~Draft~~ Final SEIR 3, land use in the area of the proposed Project Modifications was revisited, and land use for the new area not previously analyzed in the 2013 FEIR and subsequent environmental actions was also evaluated.

To accommodate a surface parking lot at the San Dimas Station, the Construction Authority, at the request and in coordination with the City of San Dimas, proposes relocating the approved parking facility two blocks west along Monte Vista Avenue, Commercial Street, and San Dimas

Avenue. This site is currently a surface parking lot for the Foothill Transit San Dimas Park & Ride.

4.11.3 Environmental Impacts

4.11.3.1 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.

4.11.3.2 Impact Criteria

Evaluation of the Project Modifications land use and planning impacts uses the same criteria as described in the 2013 FEIR and subsequent environmental actions. 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, Communities, Population, and Housing, of this ~~Draft~~ Final SEIR 3, there would be no community impacts. The Project Modifications would not physically divide an established community; therefore, these impact criteria are not discussed further.

4.11.3.3 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 location 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 land use 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.

4.11.3.4 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 relocating the San Dimas parking lot, which would require partial land acquisitions for the western portion of Freedom Park as discussed in Section 4.6.3.3 of this ~~Draft~~ Final SEIR 3. The proposed location for the San Dimas parking facility is currently used as a Foothill Transit Park & Ride facility, therefore no change in land use is planned. Additionally, the area planned for the new roadway access is currently a vegetated area that contains no park facilities or amenities. Landscaping and a sitting wall or fence would be provided to Freedom Park as part of the Project Modifications, which would be consistent with exiting land uses. Furthermore, building a parking facility adjacent to the existing Project ROW is consistent with the San Dimas General Plan.

The Project Modifications would be constructed on the existing parking lot and the western portion of Freedom Park which is zoned as “Creative Growth”, as compared to the previously approved site which consists of industrial land use. The Project Modifications would be consistent with existing and planned land uses and development of the reconfigured parking facility would not prevent future re-development that could include additional features permitted in the Creative Growth zoning designation.

The Project Modifications cause no additional physical impacts beyond those evaluated throughout this ~~Draft~~ Final SEIR 3. 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.

4.11.4 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. In addition, the Project Modifications would be constructed on the existing parking lot which is zoned as "Creative Growth", and would be consistent with existing and planned land uses. Development of the reconfigured parking facility would not prevent future re-development that could include additional features permitted in the Creative Growth zoning designation. 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 the 2013 FEIR and subsequent environmental actions.

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.

4.11.5 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.

4.11.6 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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4.12 Noise and Vibration

This section of ~~Draft~~ Final SEIR 3 assesses the potential noise and vibration impacts of the Project Modifications. While noise and vibration generated by the construction and operation of the proposed Project Modifications would remain similar to that which was previously determined, the receiving sensitive land uses would be changed as a result of the modified parking facility location.

4.12.1 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 the 2013 FEIR and subsequent environmental actions.

4.12.2 Background on Vibration

The 2013 FEIR and subsequent environmental actions provide background information on vibration (e.g., sources of vibration, vibration units and metrics, and protocols associated with vibration measurement, prediction, and impact assessment).

4.12.3 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. The 2013 FEIR and subsequent environmental actions contains a detailed discussion of regulatory criteria.

4.12.4 Existing Conditions

Detailed discussions of the acoustic environment are provided in the 2013 FEIR and subsequent environmental actions. As a part of the 2013 FEIR and subsequent environmental actions noise study, baseline long-term (LT) noise measurements were conducted in the vicinity of the Project Modifications. The 2013 FEIR measurement location nearest to the relocated San Dimas parking facility was LT-12, which established an existing noise level of 65 a-weighted decibels (dBA), day-night average sound level (Ldn), which is typical of an urban environment.

4.12.5 Environmental Impacts

4.12.5.1 Evaluation Methodology

The noise and vibration impact assessment uses the same methodology as that used in the 2013 FEIR and subsequent environmental actions noise evaluation.

Operational Noise Prediction

The operational noise prediction methodology is based on the FTA guidance manual. As summarized in the Noise Assessment of the San Dimas Modified Parking Facility technical memorandum (Cross-Spectrum Acoustics 2021), 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[7]. 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; Cross-Spectrum Acoustics 2021~~

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 San Dimas, the parking facility approved in SEIR 2, and the proposed Project Modifications. Subsequently, the calculated hourly Leq values can be converted into 24-hour Ldn values for direct comparison between the scenarios and assessment of impacts. Refer to Appendix C for additional information.

The noise levels from the driveway access point on Commercial Street are predicted separately from the noise from the parking lot. The reference SEL for automobiles and vans is 74 dBA at 50 feet and 50 mph. The reference level is adjusted for distance to the sensitive receiver, number of vehicles using the driveway, and speed of the vehicles using the following formula:

$$Leq(1hr) = SEL_{ref} + 10\log(N_{autos}) + 30\log\left({}^{S}/_{50}\right) - 15\log\left({}^{D}/_{50}\right) - 35.6$$

where *S* is the speed of the vehicles.

Construction Noise Assessment Methodology

Construction noise levels depend on the number of pieces and type of equipment, their general condition, the amount of time each piece operates per day, the presence of any noise attenuating features such as walls, and the location of construction activities relative to the sensitive receivers. The majority of these variables are left to the discretion of the contractor, so the assessment of the construction noise is an estimate based on likely means and methods and source reference noise levels from the FTA guidance manual.

The potential noise impact from the construction of the proposed modified lot shown is assessed using the FTA guidance manual's methodology for a detailed construction noise assessment, consistent with the construction noise methodology approach used in the 2013

[7] In accordance with the methodology established in the FTA guidance manual for parking facilities, screening distances are measured from the center of the site.

FEIR. The noise level over an 8-hour workshift is predicted for each piece of equipment using the formula:

$$Leq_{equip} = L_{emission} + 10\log(Adj_{usage}) - 20\log\left(D/_{50}\right)$$

where:

Leq_{equip}	=	Leq at a receiver from the operation of a single piece of equipment
$L_{emission}$	=	Source reference noise emission level in dBA at 50 feet
Adj_{usage}	=	The usage factor to account for the fraction of time that the equipment is in use over the work shift
D	=	Distance from the sensitive receiver to the piece of equipment in feet

4.12.5.2 Impact Criteria

The impact criteria are the same as applied in the 2013 FEIR and subsequent environmental actions. An impact related to noise and vibration is considered significant if the Project Modifications 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.
- 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 4-3 lists the noise impact criteria for both operation and construction of the relocated and reconfigured parking facility for the Study Area.

Table 4-3: 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	
San Dimas	65	61	66	80

dBA = a-weighted decibels; Ldn = day-night average sound level; Leq = equivalent noise level

Table 4-4 lists the vibration impact criteria at the nearest vibration-sensitive receptor for both operation and construction of the relocated and reconfigured parking facility.

Table 4-4: 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.

4.12.5.3 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, 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~~ Final SEIR 3. Similar to the original location of the San Dimas parking facility approved in SEIR 2, the proposed relocated and reconfigured San Dimas parking facility abuts noise-sensitive land uses. However, when compared to the SEIR 2 location of the San Dimas parking facility, residential structures abutting the relocated San Dimas parking facility are farther away from the primary potential noise and vibration-intensive construction activities. As discussed in Section 4.7.4 of this ~~Draft~~ Final SEIR 3, because no historic resources are located in the Project Modifications Study Area, significant vibration impacts would not occur. Thus, the relocation and reconfiguration of the San Dimas parking facility would result in a general reduction in both construction noise and construction vibration levels at adjacent receptors.

Although construction noise levels would be marginally less than previously studied at the 2013 FEIR and subsequent environmental actions, the Project would expose certain noise-sensitive properties to short-term construction noise. During the construction of the access drive on Commercial Street, the activities on average will take place at the center of the drive which is 43 feet from the nearest sensitive receiver. The predicted construction noise levels for the access drive also include a -5 dB adjustment to account for the concrete wall at the property line.

During the construction of the parking lot, activities on average will take place in the center of the lot which is about 130 feet to the nearest sensitive receiver. The predicted noise levels for paving and grading of the access drive and main parking lot are below the FTA noise impact threshold as detailed in Appendix C. ~~Thus~~ However, implementation of the mitigation measures identified in the 2013 FEIR and subsequent environmental actions 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.

4.12.5.4 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, the relocated and reconfigured parking facility within 125 feet of any noise-sensitive receptors shall be analyzed for operational noise. At the relocated San Dimas parking facility, the closest noise-sensitive receptor to the parking area is approximately 60 feet from the edge of the parking lot property line. While this distance is approximately 5 feet farther than the distance calculated for the original parking facility location in the 2013 FEIR and subsequent environmental actions, the distance of less than 125 feet still warrants an FTA operational noise analysis. In addition, the closest noise-sensitive receptor to the new access road is approximately 43 feet from the middle of the proposed access road connecting to Commercial Street.

The operational noise FTA-based impact assessment relies on comparing the predicted 24-hour (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 Section 4.12.5.1 will only produce predicted hourly Leq operational values. To convert this into the (Ldn) metric, the following conservative parking area traffic flow assumptions were used to consider the potential 4 AM to 1 AM schedule of train service:

- 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. Although train service should cease after 1 AM, one additional hour of nighttime parking area activity between 1 AM and 2 AM was considered for conservatism.
- 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 4-5 summarizes the predicted operational Ldn levels at the relocated and reconfigured parking facility along with the applicable FTA noise impact thresholds.

Table 4-5: Predicted Operational Noise Levels at Applicable Project Reconfigured Parking Facilities

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	SEIR 2	Proposed Modification		FTA "Moderate" Impact Threshold	FTA "Severe" Impact Threshold	
56	56	53	~~+ 0~~ - 3	61	66	No

dBA = a-weighted decibels; Ldn = day-night average sound level

Noise levels experienced by closest noise-sensitive properties from operation of the relocated San Dimas parking facility would be less than levels predicted at the previously studied location. Predicted operational noise levels after implementation of the Project Modifications would be approximately 8 dBA below the lowest applicable impact criteria. Impacts from the Project Modifications would be less than significant.

Noise levels for the access drive are only presented for the Commercial Street access drive for the proposed modified lot. The predicted noise level from the access drive at the closest sensitive receiver is 4 dBA less than the noise level at the closest sensitive receiver to the proposed modified parking lot. The predicted noise from the access drive does include a reduction from a concrete property wall between the drive and the nearest sensitive receiver, so the noise levels experienced at the nearest noise sensitive receiver are anticipated to be lower than the FTA threshold.

Vibration levels generated by standard vehicles using the reconfigured parking area would be imperceptible at a distance of 60 feet, and with no historic resources identified in the vicinity of Project Modifications, 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.

The Project Modifications would not 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. Additionally, the Project Modifications are not anticipated to permanently expose persons to or generate excessive groundborne vibration or groundborne noise levels. The Project Modifications do not change nor exceed the overall Project-level impact determinations; therefore, these impacts would be less than significant.

Project Modifications are not anticipated to expose persons to or generate excessive short-term groundborne vibration or groundborne noise levels during construction activities. Additionally, no historical resources were identified within the vicinity of the Project modifications; therefore, these impacts would be less than significant.

Although the Project Modifications would result in substantial temporary or periodic increase in ambient noise levels in the project vicinity during construction activities, noise levels generated during these activities would not be greater than determined for the overall Project and 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.

4.12.6 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, t~~The Project Modifications would ~~reduce~~ not result in noise levels that exceed FTA thresholds~~generated by long-term operation by increasing the distance to closest noise-sensitive uses~~. 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.

4.12.7 Mitigation Measures

4.12.7.1 Short-Term Construction Mitigation Measures

Mitigation measures N-1 and N-2 would be incorporated from the 2013 FEIR and subsequent environmental actions.

- **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 BMPs 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.

4.12.7.2 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.

4.12.8 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 for the Project remain significant; however, impacts would be slightly reduced by the Project Modifications requiring less construction equipment and duration for building the parking lot~~considering the greater distance to noise-sensitive uses~~. 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 generate 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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4.13 Safety and Security

4.13.1 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 and subsequent environmental actions, the changes are described and provided below.

4.13.1.1 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).

4.13.1.2 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.

4.13.2 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

SEIR 1 and SEIR 2 applicable to the Project Modifications are provided herein for reference. Additional details are provided in Section 3.12.2 of the 2013 FEIR, Section 3.9.2 of SEIR 1 and Section 4.12.2 of SEIR 2.

4.13.2.1 Security

As described in Section 3.9.2.1 of SEIR 1 and Section 4.12.2.1, 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 SEIR 1 includes updated (2016-2018) crime data for reported incidents that occurred on rail or bus facilities and ROWs. These data serve as the existing conditions for the purposes of analyzing the Project Modifications.

4.13.2.2 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. The 2013 FEIR and subsequent environmental actions 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, Communities, Population, and Housing, of this ~~Draft~~ Final SEIR 3.

4.13.3 Environmental Impacts

4.13.3.1 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.

4.13.3.2 Impact Criteria

Evaluation of safety and security impacts of the Project Modifications uses the same criteria as described in the 2013 FEIR and subsequent environmental actions. 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~~ Construction Authority safety and security programs and standards (i.e., 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 CPTED principles and features would be incorporated.

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 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 Modifications. 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~~ Construction Authority 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 and subsequent environmental actions. 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 and subsequent environmental actions. Implementation of mitigation measures identified in the 2013 FEIR and subsequent environmental actions 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 and subsequent environmental actions, 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 and subsequent environmental actions 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.

4.13.3.4 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 and subsequent environmental actions, station safety measures include adequate pedestrian queuing and refuge areas, as well as wide crosswalks to facilitate pedestrian mobility. Parking circulation within the San Dimas parking facility 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 City of San Dimas. The plan introduces 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 relocated parking facility as it has been relocated two blocks to the west of the Approved Project location. 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 relocated and reconfigured parking facility, refer to Chapter 3, Transportation, of this ~~Draft~~ Final SEIR 3. More detailed discussion of the Project Modifications proposed at station and parking facility locations is presented below.

Due to the reconfiguration of the San Dimas Station parking facility, vehicle access would be from Commercial Street and Monte Vista Avenue, instead of from South Walnut Avenue and East Arrow Highway as previously proposed. Both Commercial Street and Monte Vista Avenue are less trafficked, more residential roadways with lower speed limits than East Arrow Highway and South Walnut Avenue. This has the potential to result in increased safety impacts for motorists, bicyclists and pedestrians as a result of the additional parking spaces provided, and potential additional vehicular activity associated with station access from the relocated parking facility. The Construction Authority will work with the City of San Dimas to identify and fund traffic and speed control devices, including traffic calming devices such as additional signage, active speed identification signs, speed humps/bumps, and other devices along Commercial Street and Monte Vista Avenue as warranted to reduce potential automobile and pedestrian/bicycle conflicts.

Pedestrian access to the station platform would be via an at-grade signalized pedestrian crossing on San Dimas Avenue on the west side of the station, which is currently under construction as part of the Project. There are also pedestrian walkways at the intersection of Commercial Street and San Dimas Avenue that would be used to access the station. In addition, fencing may be placed in the median on San Dimas Avenue between Commercial Street and the signalized pedestrian crossing south of the Project ROW to encourage use of the designated crossings on San Dimas Avenue. The relocated and reconfigured parking facility would be located in a more residential area than previously approved, with adjacent residential land to the west and south. Therefore, the facility would be located in an area with a different safety and security setting than what was previously analyzed. Implementation of the mitigation measures identified in the 2013 FEIR and subsequent environmental actions 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 and subsequent environmental actions, 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, adequate lighting, signage, emergency telephones, public address system, and security camera monitoring systems. Fencing and landscape would be provided along the perimeter of the Project Study Area along Monte Vista Avenue and on the southern edge of the Project Modifications near the alley. These principles would be incorporated as part of the Metro Design Criteria. Additionally, law enforcement personnel would also routinely patrol the stations and parking areas to help prevent crime from occurring.

Similar CPTED design principles would be used to deter vagrancy at parking facilities, such as adequate lighting, signage, emergency telephones, security camera monitoring systems, providing law enforcement personnel, and a bench that would be integrated into the transit shelter and contain design measures to prevent people from lying down comfortably. Security camera monitoring would also be placed near Freedom Park for additional security. In addition, Metro's Transit Homeless Action Plan, as discussed in SEIR 1 and SEIR 2, 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. Implementation of the mitigation measures identified in the 2013 FEIR and subsequent environmental actions 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.

4.13.4 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 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 subsequent environmental actions. With incorporation of mitigation measures identified in the 2013 FEIR and subsequent environmental actions, the Project Modifications would not result in additional safety and security impacts 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 the 2013 FEIR and subsequent environmental actions.

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.

4.13.5 Mitigation Measures

4.13.5.1 Short-Term Construction Mitigation Measures

Mitigation measures SS-1 and SS-2 would be incorporated from SEIR 1 and SEIR 2. 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 be limited to, closed-circuit television, on-site 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.

4.13.5.2 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 SEIR 1 (see Section 4.13.5.1 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.

4.13.6 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.

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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, Section 3.11 of SEIR 1, and Section 4.14.1 of SEIR 2 are applicable to the Project Modifications. There are no material changes to the regulatory setting for water resources.

4.14.2 Existing Conditions

The location of the relocated and reconfigured parking at the San Dimas Station was 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 City of San Dimas. Summarized information from the 2013 FEIR and subsequent environmental actions applicable to the Project Modifications are provided herein for reference. Additional details are provided in Section 3.14.2 of the 2013 FEIR, Section 3.11.2 of SEIR 1, and Section 4.14.2 of SEIR 2.

Surface Hydrology

The relocated and reconfigured parking facility is located in an area that is developed with urban uses. As identified in the 2013 FEIR and subsequent environmental actions, several channels and drainages in the Study Area drain either into the San Gabriel River or Santa Ana River. A wash associated with concrete-lined Walnut Creek is approximately 0.2 mile southwest of the reconfigured San Dimas Station parking facility.

When discussing channels and drainages, the State Regional Water Quality Control Board (RWQCB) 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 RWQCB prepares a list of impaired water bodies. See Table 3.11-1 of SEIR 1 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 for the Project Modifications traverses the San Dimas 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 the 2013 FEIR and subsequent environmental actions, 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 that 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 and subsequent environmental actions. 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 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.
- 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. As discussed in Chapter 1, Project Description, of this ~~Draft~~ Final SEIR 3, the relocated and reconfigured San Dimas Station parking facility would be redeveloped to accommodate the same number of parking spaces as identified for the approved parking location in San Dimas. The total number of parking spaces would be approximately 289, which would remain consistent with the approved Project.

The Project Modifications would not result in increased levels of ground disturbance, therefore no increase of potential short-term surface water impacts is anticipated. 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 NPDES permits described in Section 3.14.1 of the 2013 FEIR, Section 3.11.1 of SEIR 1, and Section 4.14.3.3 of SEIR 2. Compliance would include preparation of a Storm Water Pollution Prevention Plan and deployment of stormwater BMPs such as those described in the 2013 FEIR, and subsequent environmental actions are 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 relocated and reconfigured parking facility would reconstruct a surface parking lot on a smaller parcel than associated with the Approved Project, there would be fewer construction activities and materials required. For example, the number of construction personnel needed as well as the amount of materials would be reduced since the size of the site is smaller. 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 be consistent with the Approved Project in reducing potential groundwater impacts since no substantial excavation would be required. This would also be a reduction in construction activities and materials compared to the Approved Project. Therefore, 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. The Project Modifications would 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). Additionally, the Project Modifications would 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 off site.

The Project Modifications, with mitigation measures, would not result in impacts that would 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 are not placed 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, nor do the Project Modifications 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. Additionally, the Project Modifications do not place structures within an area vulnerable to inundation by seiches, tsunamis, or mudflows, and do not require or result in the construction of new water treatment

facilities or expansion of existing facilities which could cause significant environmental effects, require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, or require new or expanded entitlements of water supplies to serve the project. Therefore, short-term impacts, with the implementation of mitigation measures and BMPs, would be less than significant.

4.14.3.4 Long-Term Impacts

The 2013 FEIR and subsequent environmental actions determined long-term impacts related to water quality and resources would be less than significant.

As discussed in the 2013 FEIR and subsequent environmental actions, 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 would be developed are already developed with buildings and other impervious materials. Furthermore, the Project Modifications would largely be located on an area of current impervious surface since it is already in use as a parking facility. The relocated and reconfigured parking facility would include landscaped areas such as parking islands, areas adjacent to pedestrian walkways and other site perimeter locations. There would be a decreased amount of impervious surface compared to the Approved Project since the proposed San Dimas parking location is a smaller site than the approved location. Bioswales could be added within the Project Modifications footprint if space permits to capture and treat potential runoff pollutants that can accumulate as a result of parked vehicles. The relocated and reconfigured parking facility would be designed to comply with existing regulations as described in the 2013 FEIR and subsequent environmental actions. 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 parking facility would be similar to the previous San Dimas parking facility as it would be located just two blocks west of the area previously approved. Therefore, long-term surface and groundwater impacts associated with the Project Modifications would be less than significant.

The Project Modifications are not 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, there would be a decrease in impervious surface area from the Approved Project and it 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. 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 increasing the rate or amount of surface runoff in a manner that would result in flooding on or off site.

In addition, the Project Modifications, with mitigation measures, would 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 subsequent environmental actions, 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 the 2013 FEIR and subsequent environmental actions.

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 off site.
- 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 off site.
- 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 relocation and reconfiguration represents 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 and ~~subsequent environmental actions~~ the Final SEIR 3, the Project and the Project Modifications are not anticipated to attract growth directly or indirectly beyond that already envisioned in SCAG's 2012-2035 RTP/SCS. The ~~corridor cities'~~City of San Dimas land use plan~~s~~ recognizes and account for the approved 2013 FEIR and subsequent environmental actions, and any future new development would be consistent with ~~each~~ the ~~c~~City's land use plan~~s~~ 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. The City of San Dimas has allocated 1,248 new housing units through this process in the San Dimas Draft Housing Element (2021 – 2029 Update). The Project Modifications are not expected to impact the cities' ability to plan for the additional housing. In addition, the Project Modifications are not located within potential sites identified by the city for future development.

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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 San Dimas parking facility relocation and reconfiguration would involve a smaller commitment of land needed to construct the previously approved parking lot. However, as discussed in Chapter 1, Project Description, of this ~~Draft~~ Final SEIR 3, to accommodate a surface parking lot at the San Dimas Station, the reconfigured parking facility would be located south of the Project ROW between Monte Vista Avenue and San Dimas Avenue, which is currently used as an existing Sam Dimas Park & Ride lot for Foothill Transit. No modifications are proposed for the parking facilities at the Glendora, La Verne, Pomona, Claremont, and Montclair Stations.

The Project Modifications would result in a lesser amount of construction resources because constructing a smaller surface parking lot requires fewer material resources than constructing a ~~parking structure or~~ larger parking lot. The Project Modifications would result in less construction materials such as aggregate and cement, less financial resources related to demolition, construction labor, and property acquisition/relocation and less construction equipment and associated fossil fuel resources consumed.

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. No difference in fossil fuel resource consumption is anticipated since VMT would remain as forecast in SEIR 2.

As described above, the Project Modifications would involve no 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 and subsequent environmental actions, 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 SEIR 3. The referenced engagement involved formal noticing through the SEIR NOP (CEQA §15082), which ~~is provided in Appendix D, and~~ was distributed on October 14, 2021, to public agencies, interested organizations and members of the general public in the Project area using 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 October 26, 2021, from 5:30 PM to 7:00 PM. To comply with local and state COVID-19 social distancing requirements, an in-person scoping meeting was not held. The virtual scoping meeting was a live presentation on Zoom; comments were accepted following the presentation. The meeting was virtually attended by 69 stakeholders and 13 staff. Formal comments were accepted verbally or via an e-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 November 19, 2021.

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 on October 18, 2021, to the same agencies listed above in Section 5.3.1, in addition to the following agencies and community organizations:

- Glendora City Public Library
- Glendora Unified School District (Glendora and San Dimas)
- Charter Oaks Unified School District (Glendora)
- San Dimas, Los Angeles County Library
- La Verne, Los Angeles County Library
- Wilson Library – University of La Verne
- Bonita Unified School District (San Dimas and La Verne)
- Pomona City Public Library
- Pomona Unified School District
- Claremont Helen Renwick Library
- Claremont Unified School District
- Montclair, San Bernardino County Public Library

- Ontario-Montclair Unified School District

5.3.3 Agency Coordination

In addition to the NOP and scoping meeting, the Construction Authority coordinated with six corridor cities and associated school districts and local libraries listed in Section 5.3.2, including the City of San Dimas, to ensure the local agencies, businesses, and residential communities were well informed of the upcoming scoping meeting and proposed Project Modifications. To facilitate this effort, the Construction Authority created a Virtual Public Scoping meeting notice that was distributed on October 18, 2021, 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.

Legal meeting notices were published on October 17, 2021, in the following newspapers that cover all six corridor city jurisdictions:

- Inland Valley Daily Bulletin, San Bernardino County
- San Gabriel Valley Tribune, Los Angeles County

Native American Tribal Consultations

Outreach and coordination efforts with Native American Tribes are described Section 4.7. Cultural Resources. Consultation has been ~~initiated and is ongoing~~ concluded.

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 October 14, 2021, 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. Additionally, to make it easy to find the information, the Construction Authority created a pop-up window that included information about the SEIR and Public Scoping Meeting; the pop-up window would open first to anyone coming to the agency website. It is estimated that 1,749 people visited the Construction Authority's website from October 14, 2021, through October 26, 2021.

5.3.5 E-News

The virtual Public Scoping Meeting invitation was distributed through the Foothill Gold Line's E-News starting on October 18, 2021. The E-News reaches more than 13,000 stakeholders who have registered. This electronic medium of sharing information has been used to keep the project database up to date with all major milestones, developments, and construction updates. The E-News featured the virtual Public Scoping Meeting date, time, registration details, and details on the SEIR. The invitation was emailed on two occasions to invite and remind project stakeholders of the upcoming virtual Public Scoping Meeting and offered assistance for those who weren't familiar with the virtual component.

E-News were e-mailed on the following dates with information about the virtual Public Scoping Meeting:

- October 18, 2021
- October 25, 2021

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, October 18, 2021, through October 25, 2021.

According to Facebook's analytics, nearly 700 people viewed the respective Facebook posts for the scoping meeting on their feed, with 29 people confirmed they were attending or interested in attending. According to Twitter's analytics, the Construction Authority's tweets about the scoping meeting appeared approximately 7,411 times in people's Twitter feeds. The agency's I Will Ride blog post on the scoping meeting was sent to 3,192 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, and members of the media attended the scoping meeting.

5.4 Notice of Availability and Draft SEIR 3

The Draft SEIR 3 focuses on all potential environmental impacts, including those mentioned in comments received in response to the NOP. The issue areas analyzed in detail in this Final SEIR 3 include aesthetics/visual quality, air quality, greenhouse gas emissions, noise and vibration, public services, transportation, and parklands.

The Draft SEIR 3 was circulated for 45 days for public review and comment starting on February 18, 2022; concluding on April 4, 2022. The timeframe of the public review period was identified in the Notice of Availability attached to the Draft SEIR 3, as well as on the Construction Authority's website. The public review period was conducted pursuant to CEQA and its implementing guidelines. The purpose of the public review period was to provide interested public agencies, organizations, and individuals the opportunity to comment on the contents and accuracy of the document. The Draft SEIR 3 and the Notice of Completion were distributed to the California Office of Planning and Research, State Clearinghouse. The Notice of Availability (NOA) was distributed to relevant agencies and community stakeholders that provided comments on the Draft SEIR and/or registered to attend the scoping meeting. The NOA informed them of where the Draft SEIR 3 could be reviewed and how to submit comments. Hard copies of the Draft SEIR 3 were made available by request to the public for review at offices of the Construction Authority. An electronic copy of the document was also posted online. Documentation for the Draft SEIR 3 outreach materials are included in Appendix D (NOP and Outreach Materials).

5.4.1 Summary of Comments Received on the Draft SEIR 3

A majority of comments received during the public comment period were focused on potential traffic, overflow parking and safety impacts on adjacent residential streets including Commercial Street and Railway Street, as well as on major roadways including San Dimas Avenue and Monte Vista Avenue during construction and operation of the Project Modifications. Potential construction noise and vibration impacts were also of concern for residents living south and west of the Project Modifications. Due to the proposed relocation of the San Dimas Parking facility, a new access road proposed along the western portion of land that includes Freedom Park would be provided to allow transit patrons to enter the parking lot from Commercial Street instead of San Dimas Avenue. This project feature raised concerns from the City of San Dimas, as well as adjacent residents who are concerned this would impact existing trees and vegetation within the park site. However, as part of the Project Modifications, any tree or vegetation removal would be relocated/replaced in accordance with the Construction Authority's Tree Removal Policy that was prepared for the design and construction of the Project, and additional fencing and landscape such as trees and shrubs would be provided to separate Freedom Park from the access road. Lastly, concerns regarding safety for local neighborhoods and businesses was conveyed by the public, along with requests that the Project Modifications include safety features to protect the public from potential theft or trespassing. The Construction Authority has prepared responses to all comments received, which are summarized in Appendix E (Response to Comments).

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6 Agencies and Persons Consulted

6.1 Cities

City of Claremont

Adam Pirrie, City Manager
Jaime Earl, Assistant City Manager
Chris Veirs, Principle Planner

City of Glendora

Alison Sweet, Director of Public Works
Jeff Kugel, Community Development Director
Steven Mateer, Transportation Manager
Adam Raymond, City Manager

City of La Verne

Candice Bowcock, Senior Planner
Bob Russi, City Manager
Eric Scherer, Community Development Manager

City of Pomona

James Makshanoff, City Manager
Kirk Pelser, Deputy City Manager
Matt Pilarz, Senior Civil Engineer
Sonia Carvalho, Partner BBK Law (outside counsel for City of Pomona)

City of San Dimas

Shari Garwick, Public Works Director
Chris Constantin, City Manager
Brad McKinney, Assistant City Manager
Henry Noh, Community Development Director

City of Montclair

Edward Starr, City Manager
Michael Diaz, City Planner

Gabrieleno Band of Mission Indians - Kizh Nation

Andrew Salas, Chairperson

6.2 Regional Agencies

Los Angeles Metropolitan Transportation Authority

Rick Meade, Senior 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

Michelle Bass, 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

Armando Quintero, Director

California Transportation Commission

Mitch Weiss, Executive Director

California Department of Transportation, District 7

Tony Tavares, 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)

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

Contact Person: Lisa Levy Buch
Phone: (626) 305-7004
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, 31 years of experience in transportation planning

Jessica Koon, Transportation Planner
M.S. Urban and Environmental Planning, 7 years of experience in transportation planning and CEQA/NEPA documentation

John Swartz, Transportation Planner
M.S. Urban and Regional Planning, 12 years of experience in transportation planning

Shannon Ledet, Senior Environmental Planner
M.P. Planning, 16 years of experience in CEQA/NEPA documentation and aesthetics/visual resources analysis

Jessie Kang, Environmental Planner
B.S. Environmental Studies, 2 years of experience in CEQA/NEPA documentation

Paola Pena, Air Quality Specialist
B.S. Environmental Chemistry, 4 years of experience in 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

Alec Stevenson, Archaeologist
M.A. Public Archaeology, 12 years of experience in cultural resources management

Michelle Fehrensen, Senior Biologist
B.S. Biology, 12 years of experience biology in CEQA/NEPA documentation and biological resources

Vanessa Tucker, Wildlife Biologist
B. S. Biology, 9 years of experience in biological resources and environmental compliance

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

Raizalyn Chau, Transportation/Traffic Engineer
B.S. Civil Engineering, 15 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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Foothill Gold Line

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