

**APPENDIX B: NOTICE OF PREPARATION**

**Notice of Preparation**

To: Distribution List From: Los Angeles to Pasadena Metro Blue Line Construction Authority  
625 Fair Oaks Avenue, Suite 200  
South Pasadena, CA 91030

**Subject: Notice of Preparation of an Environmental Impact Report**  
**Lead Agency:** Los Angeles to Pasadena Metro Blue Line Construction Authority  
**Contact Person:** Susan Hodor  
**Street Address:** 625 Fair Oaks Avenue, Suite 200  
**City/State/Zip:** South Pasadena, CA 91030

The Construction Authority will be the lead agency for preparation of an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) for proposed transit improvements from the existing Sierra Madre Villa Station in Pasadena to Montclair, California, in Los Angeles and San Bernardino Counties. The EIR will be prepared in cooperation with the San Gabriel Valley Council of Governments (SGVCOG), the San Bernardino Associated Governments (SANBAG), the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Federal Railroad Administration (FRA), and the Federal Transit Administration (FTA). A joint document (EIS/EIR) will be prepared to satisfy both National Environmental Policy Act (NEPA) and CEQA requirements. The FTA will be the federal lead agency.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study  is,  is not, attached. An expanded NOP and a summary table of environmental impacts identified in an earlier stage of planning are attached.

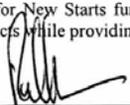
Due to the time limits mandated by State Law, your response must be sent at the earliest possible date but **not later than 30 days** after receipt of this notice.

Please send your response to Susan Hodor at the address shown above.  
 We will need the name for a contact person in your agency.

**Project Title:** GOLD LINE PHASE II EXTENSION (PASADENA TO MONTCLAIR) DRAFT ENVIRONMENTAL IMPACT REPORT/DRAFT ENVIRONMENTAL IMPACT STATEMENT

**Project Locations:** The corridor includes the cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair Los Angeles and San Bernardino  
 City (nearest) County

**Project Description:** The EIS/EIR will evaluate the impacts of a continuation of the light rail transit (LRT) technology from the existing Sierra Madre Villa LRT station in Pasadena to Montclair. The EIS/EIR will also evaluate a No-Action alternative, and a TSM/TDM alternative, and a shorter LRT alternative from the existing Sierra Madre Villa station to the City of Irwindale. Alternative locations for an LRT maintenance and storage facility will also be evaluated. The LRT alternatives would use former BNSF railroad right-of-way, known as the Pasadena Subdivision, which is now owned by the Gold Line Construction Authority and SANBAG. There are still a few freight movements that occur on the railroad line. The EIS/EIR will examine operating scenarios to determine whether joint-use can occur or whether freight operations will be supplanted. The No-Action Alternative is the continuation of existing bus service policies in the study area. Under the No-Action Alternative, increases in service would track with increases in demand due to population or employment growth in the area, in accordance with current transit service policies. The TSM/TDM Alternative consists of low-cost mobility improvements that attempt to serve the project purpose and need without building a transit guideway. The TSM/TDM alternative will be developed by the Gold Line Construction Authority in consultation with FTA to serve as the New Starts baseline for comparing the LPA to other projects nationwide competing for New Starts funding. Any additional alternatives that emerge during the scoping of the EIS/EIR, especially alternatives that reduce costs or impacts while providing comparable transportation benefit, will also be considered.

Date June 27, 2003 Signature   
 Title Richard D. Thorpe  
Chief Executive Officer  
 Telephone (626) 799-0080

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

DATE: June 27, 2003  
TO: INTERESTED PARTIES  
FROM: Los Angeles to Pasadena Metro Blue Line Construction Authority

## **NOTICE OF PREPARATION**

### **GOLD LINE PHASE II EXTENSION PASADENA TO MONTCLAIR DRAFT ENVIRONMENTAL IMPACT REPORT/ DRAFT ENVIRONMENTAL IMPACT STATEMENT**

#### **Introduction**

The Los Angeles to Pasadena Metro Blue Line Construction Authority (referred to hereafter as the Gold Line Construction Authority) intends to prepare an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) for proposed transit improvements from the existing Sierra Madre Villa Station in Pasadena to Montclair, California, in Los Angeles and San Bernardino Counties.

The EIR will be prepared in cooperation with the San Gabriel Valley Council of Governments (SGVCOG), the San Bernardino Associated Governments (SANBAG), the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Federal Railroad Administration (FRA), and the Federal Transit Administration (FTA). A joint document (EIS/EIR) will be prepared to satisfy both National Environmental Policy Act (NEPA) and CEQA requirements. The FTA will be the federal lead agency. Attachment 1 is a map showing the general location of the proposed project.

The purpose of this Notice of Preparation is to notify interested parties and agencies of the intent to prepare the EIR and to invite participation in the process. Four alternatives (described below) will be evaluated in the EIS/EIR. These alternatives were developed based on an Alternatives Analysis that was undertaken by the Gold Line Construction Authority and the San Gabriel Council of Governments in 2001 –2002.

California agencies are reminded that under State law, response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. Your response is to include the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by the Gold Line Construction Authority when considering permits or other approvals for the project.

**Scoping Meetings and Dates**

An interagency Scoping meeting will be held:

Tuesday, July 22, 2003: 2 p.m. to 5 p.m.  
Gold Line Construction Authority  
625 Fair Oaks Avenue, Suite 200,  
South Pasadena, CA 91030

The public is welcome to make comments on the scope of the proposed project. Written comments can be submitted at the Scoping meetings, or to Susan Hodor, Gold Line Construction Authority, 625 Fair Oaks Avenue, Suite 200, South Pasadena, California 91030 no later than August 1, 2003. Information on this project may be obtained from the Gold Line Construction Authority by faxing a request to Susan Hodor at (626) 799-8599, by email to [shodor@metrogoldline.org](mailto:shodor@metrogoldline.org), or by visiting the agency's website: [www.metrogoldline.org](http://www.metrogoldline.org).

Four Public Open House/Scoping Meetings will be held. Identical information about the proposed project will be provided at each of the meetings and interested parties may participate at any of the meetings. There will be no formal presentation at the open-house Scoping meetings; members of the public are invited to attend at any time between 5 p.m. and 8 p.m. on these dates:

- Tuesday, July 15, 2003: City of San Dimas City Hall, 245 E. Bonita Avenue  
San Dimas, CA 91773.
- Wednesday, July 16, 2003: City of Claremont- Citrus Room, 225 Second St.  
Claremont, CA 91711.
- Thursday, July 17, 2003: South Pasadena Public Library - Community Room  
1115 El Centro Street  
South Pasadena, CA 91030.
- Monday, July 21, 2003: City of Arcadia City Hall, 240 W. Huntington Drive  
Arcadia, CA 91007

All meeting locations are accessible to people with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, should contact Susan Hodor at 626-799-0080, at least 48 hours in advance of the meeting so that the Gold Line Construction Authority can make arrangements.

These Scoping Meetings are intended to comply with the public outreach requirements of the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), Section 404 of the Clean Water Act, Section 106 of the National Historic Preservation Act, and Executive Order 12898 (Federal Actions to Address Environmental

Justice in Minority Populations). Interested parties are specifically invited to attend the Scoping Meetings to provide input about or suggest project alternatives, to identify issues of environment concern to be addressed in the EIS/EIR, and to sign up to receive further information on the proposed project. The Federal Transit Administration published a Notice of Intent to prepare an Environmental Impact Statement in the Federal Register on July 1, 2003.

#### **Purpose of the Proposed Action**

The purpose of the proposed action is to improve east-west mobility across the 24-mile long corridor in the San Gabriel Valley, to relieve congestion on existing transportation facilities, to increase connections to work and educational destinations within the San Gabriel Valley and the Los Angeles region, to support economic revitalization in each city along the corridor, and contribute to the preservation and enhancement of the natural environment. The corridor includes the cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair; and is located in Los Angeles and San Bernardino Counties.

#### **Alternatives**

The alternatives to be evaluated in the EIS/EIR were developed during a Planning Alternatives Analysis that began in September 2001 and continued through June 2002. The Planning Alternatives Analysis documents can be reviewed on the Gold Line Construction Authority website: [www.metrogoldline.org](http://www.metrogoldline.org). The Planning Alternatives Analysis looked at transportation conditions and possible solutions for improving mobility across the 24-mile long corridor from Pasadena to Claremont, CA. Seven alternatives were examined in this study and screened down to a Locally Preferred Alternative (LPA) selected by the Gold Line Construction Authority and the San Gabriel Valley Council of Governments. The LPA is a continuation of the light rail transit (LRT) technology from the existing Sierra Madre Villa LRT station in Pasadena to the Claremont Transit Center. The Sierra Madre Villa LRT station is the eastern terminus of the "Phase I area", in which LRT service was implemented from Los Angeles, through South Pasadena, to Pasadena. A further extension from Claremont to the City of Montclair was subsequently added to the scope of the EIS/EIR.

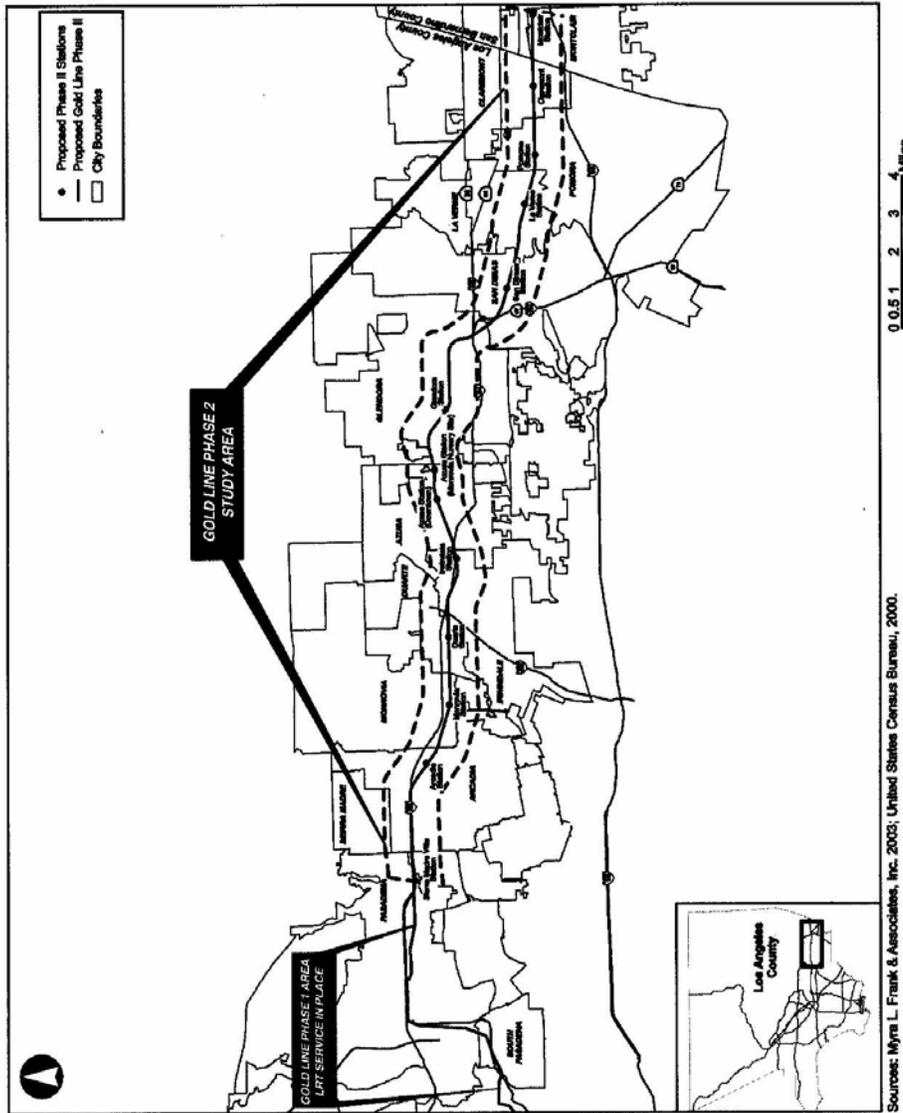
The EIS/EIR will also evaluate a No-Action alternative, a TSM/TDM alternative, the LRT LPA to Montclair, and a shorter LRT alternative from the existing Sierra Madre Villa station to the City of Irwindale. Alternative locations for an LRT maintenance and storage facility will also be evaluated. The LRT alternatives would use former BNSF railroad right-of-way, known as the Pasadena Subdivision, which is now owned by the Gold Line Construction Authority and SANBAG. There are still a few freight movements that occur on the railroad line. The EIS/EIR will examine operating scenarios to determine whether joint-use can occur or whether freight operations will be supplanted. The No-Action Alternative is the continuation of existing bus service policies in the study

area. Under the No-Action Alternative, increases in service would track with increases in demand due to population or employment growth in the area, in accordance with current transit service policies. The TSM/TDM Alternative consists of low-cost mobility improvements that attempt to serve the project purpose and need without building a transit guideway. The TSM/TDM alternative will be developed by the Gold Line Construction Authority in consultation with FTA to serve as the New Starts baseline for comparing the LPA to other projects nationwide competing for FTA New Starts funding. Any additional alternatives that emerge during the scoping of the EIS/EIR, especially alternatives that reduce costs or impacts while providing comparable transportation benefit, will also be considered.

### **Potential Impacts**

The Planning Alternatives Analysis included a screening process to identify potential environmental impacts. Attachment 2 is a copy of the summary table from the Environmental Impacts Screening Report that summarizes the potential environmental effects of the project, along with potential mitigation measures. The Environmental Impacts Screening Report is available on the Authority's website at [www.goldline.org](http://www.goldline.org) or by contacting Susan Hodor at the Authority's office as described above. This screening indicated the areas of probable effects of the project would be air quality, cultural resources, land use, noise and vibration, and traffic. Most impacts appear likely to occur in the vicinity of proposed stations, with noise impacts being an issue along the entire corridor because of numerous at-grade crossings that would require the sounding of warning horns and the actuation of grade-crossing warning devices as LRT vehicles move through the corridor. The full range of environmental topics will be evaluated in the EIS/EIR. The EIS/EIR will also evaluate whether the proposed LRT extension would generate environmental impacts in the Phase I area (Los Angeles, South Pasadena, and Pasadena). The Draft EIS/EIR for the Gold Line Light Rail Extension from the Sierra Madre Villa Station in Pasadena to Montclair will be based on conceptual engineering of the alternatives, including stations, maintenance and storage facilities, and alignment options. Station designs, maintenance and storage facility layouts, and alignment options as well as operational elements, will be refined to minimize and mitigate any adverse impacts.

ATTACHMENT 1 Study Area Map



ATTACHMENT 2 SUMMARY OF ANTICIPATED ENVIRONMENTAL IMPACTS

<b>Gold Line Phase II Summary of Impacts and Mitigation Measures Identified in the Planning Alternatives Analysis Report</b>			
<b>Potential Environmental Impacts</b>	<b>Preliminary Significance Determination</b>	<b>Mitigation Measures</b>	<b>Potential Level of Significance after Mitigation</b>
<b>Aesthetics</b>			
All Alternatives: Construction of new stations and parking areas, along with any maintenance facilities, has the greatest potential of the project elements to change the aesthetic environments in the vicinity of their locations.	Potentially Significant	If the station and parking facilities were integrated into their individual communities, they then would not result in adverse aesthetic impacts.	Likely to be Less Than Significant. Could be Beneficial.
LRT Alternative: For the LRT Alternative the largest-scale aesthetic change would be the overhead wiring system along the entire length of the rail right-of-way. Although the overhead wiring would be visible from adjoining land uses, it should not result in an adverse aesthetic impact.	Potentially Significant	The degree of potential impact could be reduced by choosing a style of overhead wiring that reduces the amount and complexity of wiring.	Likely to be Less Than Significant
<b>Agricultural Resources</b>			
The Monrovia Nursery is the only land that could be considered as agricultural land within the vicinity of the project study area. None of the build alternatives would have a direct impact on the agricultural functions of the Monrovia Nursery.			
<b>Biological Resources</b>			
Three species were found to potentially occur in the railroad right-of-way or in the area nearby: California Gnatcatcher, Parish's gooseberry and salt spring checkerbloom. As the ROW itself is devoid of vegetation, and is subject to the impacts of occasional train movements, the presence of any of the three species is not expected within the project right-of-way.	Not Likely to be Significant	If species were encountered mitigation measures would be implemented.	
Any of the build alternatives has the potential to have an impact on Riversidean alluvial fan scrub sage plants that occur next to the railroad right-of-way near the Santa Fe Dam Recreation Area, if construction occurs outside of the ROW or if plants were to become established within the ROW. It appears that plants could be protected during construction, or relocated off the right-of-way.	Potentially Significant	It appears that sage scrub plants could be protected during construction, or relocated off the right-of-way.	Less than significant

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<p>Approximately 1700 feet of the corridor is located within the existing boundary for the San Gabriel Canyon Significant Ecological Area (SEA). However, the physical conditions of the rail ROW are not likely to support biological resources that are the subject of the SEA. In addition, the new draft revised SEA boundaries that are being prepared in conjunction with the revised county general plan would be more than 1 mile away from the proposed alignment.</p>	<p>Not Likely to be Significant</p>		
<b>Cultural Resources</b>			
<p>Acquisition of a historic property for project use, such as for a station or parking, or for an ancillary facility, such as a traction power substation could result in a significant impact to Cultural Resources. At this stage of project planning, the historic railroad depots in Monrovia, Azusa and Pomona are being considered for re-use. Assuming that these re-uses are implemented in accordance with the Secretary of Interior Standards for Rehabilitation, there should be no adverse impacts (under CEQA or NEPA).</p>	<p>Potentially Significant</p>	<p>In the event that impacts to historic resources cannot be avoided, mitigation measures would be developed in consultation with the State Historic Preservation Officer.</p>	<p>Less Than Significant</p>
<p>Impacts associated with the operation of the proposed project could affect the ongoing viability of some historic properties in the project vicinity. The operational issues typically considered in determining whether a transportation project would have adverse effects to historic properties are noise and vibration, visual, and traffic generation.</p>	<p>Potentially Significant</p>	<p>In the event that impacts to historic resources cannot be avoided, mitigation measures would be developed in consultation with the State Historic Preservation Officer.</p>	<p>Less Than Significant</p>
<p>Disturbance of an archeological resource during construction or operation would result in a significant impact. The known archeological resource in San Dimas (adjacent to the rail ROW) does not appear to be subject to disturbance by construction or operational activities for any of the build alternatives.</p>	<p>Potentially Significant</p>	<p>In the event that impacts to historic resources cannot be avoided, mitigation measures would be developed in consultation with the State Historic Preservation Officer.</p>	<p>Less Than Significant</p>

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<b>Cultural Resources</b>			
<p>Acquisition of a historic property for project use, such as for a station or parking, or for an ancillary facility, such as a traction power substation could result in a significant impact to Cultural Resources. At this stage of project planning, the historic railroad depots in Monrovia, Azusa and Pomona are being considered for re-use. Assuming that these re-uses are implemented in accordance with the Secretary of Interior Standards for Rehabilitation, there should be no adverse impacts (under CEQA or NEPA).</p>	<p>Potentially Significant</p>	<p>In the event that impacts to historic resources cannot be avoided, mitigation measures would be developed in consultation with the State Historic Preservation Officer.</p>	<p>Less Than Significant</p>
<p>Impacts associated with the operation of the proposed project could affect the ongoing viability of some historic properties in the project vicinity. The operational issues typically considered in determining whether a transportation project would have adverse effects to historic properties are noise and vibration, visual, and traffic generation.</p>	<p>Potentially Significant</p>	<p>In the event that impacts to historic resources cannot be avoided, mitigation measures would be developed in consultation with the State Historic Preservation Officer.</p>	<p>Less Than Significant</p>
<p>Disturbance of an archeological resource during construction or operation would result in a significant impact. The known archeological resource in San Dimas (adjacent to the rail ROW) does not appear to be subject to disturbance by construction or operational activities for any of the build alternatives.</p>	<p>Potentially Significant</p>	<p>In the event that impacts to historic resources cannot be avoided, mitigation measures would be developed in consultation with the State Historic Preservation Officer.</p>	<p>Less Than Significant</p>

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Potential Environmental Impacts	Preliminary Significance Determination	Mitigation Measures	Potential Level of Significance after Mitigation
<b>Geology/Seismic</b>			
<p>Since the occurrence of earthquakes and seismic activities cannot be predicted, the likelihood of impacts from these sources to any of the build alternatives cannot be predicted. More detailed information on actual soils conditions along the rail ROW would be needed to determine the potential for liquefaction impacts.</p>	<p>Less Than Significant</p>	<p>Designs would comply with the latest seismic standards. In areas of liquefaction hazard, mitigation as defined in Public Resources Code Section 2693(c) would be required.</p>	
<b>Hazards and Hazardous Materials</b>			
<p>For the purposes of this analysis, it is assumed that there could be hazardous materials present along the route, but that, if these locations were encountered, mitigation measures could be developed to either remove or greatly reduce risk.</p>	<p>Potentially Significant</p>	<p>It can be anticipated that localized site remediation actions may be necessary. Typical remediation could include treatment of contaminated soils on site, or their removal, treatment and disposal in accordance with the specific environmental regulations for the particular contaminants encountered.</p>	<p>Less Than Significant</p>
<b>Land Use and Planning</b>			
<p>Changes to land use and zoning would be most likely to occur in station areas. The introduction of improved transit service could influence redevelopment or changes in density near stations.</p>	<p>Less than significant</p>	<p>Local land use changes are controlled by municipalities; mitigation measure may be required on a case-by-case basis.</p>	

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<b>Noise and Vibration</b>			
Noise impacts would be most likely to occur in the vicinity of grade-crossings due to the required sounding of warning horns and bell sounds on warning devices. Impacts could occur along the ROW where noise-sensitive properties are within 20 feet of the alignment, and/or where the alignment is elevated above the grade of adjoining noise-sensitive land uses.	Potentially significant	Noise walls may be needed in some areas. Noise impacts near grade crossings might be mitigated by noise walls or directional horns, but the latter would have to be approved by the CPUC. It is possible that there may be residual significant impacts.	Potentially significant
<b>Socio-Economics</b>			
Additional transit service would have limited effects on forecasted changes in population and housing, since these are more greatly influenced by regional market forces than by local conditions. Some localized changes might occur in the vicinity of stations, if allowed by local jurisdictions. Potential changes do not appear great enough to induce demands for substantial amounts of additional housing. There could be some redevelopment near stations.	Less than significant	None anticipated	
<b>Public Services and Facilities</b>			
Police and Fire Services: Potential impacts to police and fire protection services from the proposed project would be related to the effects of traffic and access disruptions on emergency response time, and the demand for additional services. Potential changes do not appear great enough to induce demands for new police or fire facilities.	Potentially Significant	Access disruptions could be minimized through development of alternative routes, or amending service areas as necessary to maintain emergency service coverage and response times following project completion.	Less Than Significant
Schools: Potential impacts to schools from the proposed project would be related to safety concerns for students walking to and from school and the effects of and increased noise, increased vibration, and reduced air quality. Potential changes do not appear great enough to induce demands for new schools.	Potentially Significant	Impacts could be mitigated by complying with noise and air quality standards during construction and operation.	Less Than Significant

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<p>Parks: Patrons parks adjacent to the proposed alignment may experience direct or indirect impacts with respect to noise, vibration, and air quality. In addition, any acquisitions of parkland would result in a Section 4(f) impact. Potential changes do not appear great enough to induce demands for new parks.</p> <p>Hospitals: Huntington East Valley Hospital and Foothill Presbyterian Hospital both provide emergency care and could be affected by reduced accessibility caused by at grade light rail street crossings. Potential changes do not appear great enough to induce demands for new hospitals.</p>	<p>Potentially Significant</p> <p>Potentially Significant</p>	<p>Impacts could be mitigated by not acquiring parkland and by complying with noise and air quality standards during construction and operation.</p> <p>Access disruptions could be minimized through development of alternative routes, or amending service areas as necessary to maintain emergency service coverage and response times.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>
<b>Transportation and Traffic</b>			
<p>Regional transit accessibility would improve and links to local transit may result in growth in local transit use.</p> <p>Intersections and roadways near stations may be adversely affected, depending on current and forecasted traffic levels, from additional trips bound to and from transit stations.</p>	<p>Less than significant</p> <p>Potentially Significant</p>	<p>Changes in service schedules may be indicated to optimize transfers among systems.</p> <p>Traffic mitigation measures would be developed in coordination with local jurisdictions as needed.</p>	<p>Less Than Significant</p>
<b>Utilities</b>			
<p>Storm Drains: Any new parking facilities or maintenance facilities associated with the build alternatives that would result in new paved or impervious surfaces could require new connections to the storm drain system. It is doubtful whether creating such connections would result in substantial impacts because the amounts of land and runoff water are not very large.</p>	<p>Less than significant</p>	<p>Localized mitigation measures may be required to assure run off from stations and parking are accommodated.</p>	

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<p><b>Other Utilities:</b> Other utility systems that could be affected by the LRT Alternative would include electrical, gas, water, telecommunications, and sanitary sewage. Buried utility lines within 10-20 feet, running parallel to the proposed alignment may need to be relocated. However, because the proposed alignment is on an existing rail line it is unlikely that there are utility lines that would have to be moved. Some above ground lines (i.e. power lines) may conflict with the catenary system, which is used to power light rail trains. Conflicting utility lines would have to be relocated</p>	<p>Less than significant</p>	<p>Localized mitigation measures may be required to assure utility needs are assimilated into local and regional networks</p>	
<b>Water Quality</b>			
<p><b>Surface Water:</b> Because runoff from the proposed project is non-point source, from a cumulative collection of several contaminants, the project would incorporate treatment BMPs that are maintainable and effective at removing pollutants before those waters are discharged into a receiving water. It is anticipated that the implemented BMPs would prevent any adverse impacts on water quality in the project vicinity</p> <p><b>Ground Water:</b> All stormwater runoff will be directed to storm drains, via gravity, and transported away from the proposed project to receiving waters. BMPs implemented in conjunction with the project would remove, to the maximum extent possible, pollutants generated by the proposed project from the stormwater runoff. To ensure that the project has no adverse affect on groundwater resources, treatment BMPs chosen for the operational phase should not include those that rely on percolation into the soil as a filtration mechanism.</p>	<p>Potentially Significant</p>	<p>Implementation of BMPs to treat stormwater runoff from transportation facilities would reduce impacts to receiving surface waters.</p>	<p>Less Than Significant</p>
	<p>Potentially Significant</p>	<p>Implementation of BMPs to treat stormwater runoff from transportation facilities would reduce impacts to ground water.</p>	<p>Less Than Significant</p>

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<p>Floodplains: The proposed project would have a permanent impact on floodplains if it were to be built within a 100-year floodplain (encroaching on a base floodplain) or if it would have direct or indirect impacts on an adjacent 100-year floodplain. None of the proposed alternatives are located within a 100-year floodplain, thus no impacts on floodplains are expected.</p>	Not Significant		
<b>Wetlands</b>			
<p>A search of the National Wetlands Inventory indicates that there are no wetlands in the project vicinity</p>	Not Significant		