

**STATEMENT OF FINDINGS**  
**for the**  
**NORTHERN SAN GABRIEL-SAN BERNARDINO VALLEY**  
**RAIL TRANSIT CORRIDOR PROJECT**

**INTRODUCTION**

The environmental clearance process for the North San Gabriel Valley-San Bernardino Valley Rail Transit Corridor Project, SCH #93021062, formally commenced with the preparation and circulation of the Initial Study and Notice of Preparation on February 22, 1993. The review period for the NOP occurred over a 30-day period between February 22, 1993 and March 31, 1993. The Metropolitan Transportation Authority (MTA, the lead agency) and its consultant team then researched, analyzed, and prepared a Draft Environmental Impact Report (Draft EIR). Completed in September 1993, the document circulated for public review between October 21, 1993 and December 13, 1993. Public officials, affected agencies, and the general public had the opportunity to review and comment on the Draft EIR during the project's 45-day review period, established and administered by the State of California's Office of Planning and Research. During the review period, the lead agency conducted individual workshops and public hearings in the Cities of Arcadia (November 17, 1993) and San Dimas (November 18, 1993). The Draft EIR review period officially closed on December 13, 1993, allowing MTA staff and its consultants to address comments and incorporate them into the Final EIR.

The Final EIR for the proposed rail transit project is being presented for certification by the MTA. The Findings included in this document, along with Statements of Overriding Considerations, and a Mitigation Monitoring Program (per AB 3180), are necessary under CEQA in order for the MTA to issue a Notice of Determination for the selected project route, thereby completing the EIR process in compliance with the California Environmental Quality Act.

**FINDINGS OF SIGNIFICANT EFFECTS**

Section 21081 of the California Public Resources Code and Section 15091 of the California Environmental Quality Act (CEQA) Guidelines require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more written findings for each significant impact. The findings reported in the following pages incorporate the facts and discussions of environmental impacts that are found in the *Northern San Gabriel - San Bernardino Valley Rail Transit Corridor Project Environmental Impact Report*.

In association with the required Findings, Section 15093 of the Guidelines (Statement of Overriding Considerations) further states that "CEQA requires the decision-maker to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse impacts, the adverse environmental effects may be considered 'acceptable'."

1  
000.00  
05/11/94  
0176

HE  
4491  
.P372  
S463  
1993

--- 33830

OCT 27 2006

**STATEMENT OF FINDINGS**

---

The Metropolitan Transportation Authority documents the following Findings in accordance with the requirements of CEQA. The Findings address environmental issues evaluated in the EIR. A detailed description of potential environmental impacts and proposed mitigation measures is contained in the Draft and Final EIRs, on file at the MTA library.

In addition to the documentation of potential impacts identified in the Draft and Final EIRs, the following sections also present rationale in support of the findings made. The mitigation measures proposed will be incorporated into the project prior to or concurrent with project implementation. In cases where MTA finds that the proposed project's adverse impacts are not mitigated to insignificant levels, a Statement of Overriding Considerations has been provided to demonstrate that the beneficial effects of the project can be expected to outweigh the unavoidable adverse impacts specified.

The following impact categories are examined in the Statement of Findings:

<b>Table 1 Summary of Impact Categories</b>				
#	Impact Category	Adverse Effects	Unavoidable Adverse Impacts	Beneficial Effects
1.0	Population and Housing	X		
2.0	Land Use	X	X	
3.0	Air Quality	X		X
4.0	Transportation and Circulation	X	X	X
5.0	Noise	X	X	
6.0	Earth, Water & Risk of Upset	X		
7.0	Public Services	X		
8.0	Natural and Recreational Resources	X	X	
9.0	Public Utilities and Energy	X		X
10.0	Aesthetics	X		
11.0	Cultural and Historic Resources	X	X	X
12.0	Construction	X	X	

--- 30637

HE  
4491  
.N42  
S46

MAR 31 2004

## 1.0 Population and Housing

### Significant Impacts

- 1.1 Impacts could occur to the population during instances where pedestrians, transit passengers, and motorists come in conflict with train traffic at station areas and street or track crossings.

### Findings

Changes or alterations have been incorporated into the proposed project which reduce the impacts identified in the EIR to a less than significant level. This issue is addressed on pages 128 to 131 of the Draft EIR. The following mitigation measures will be incorporated into the project as per the process identified in the Mitigation Monitoring Program and would result in the avoidance of any significant effect.

### Mitigation Measures

- 1.1 During the initial years of project operation, the lead agency shall monitor the instances of conflict between train vehicles, pedestrians, and automobiles. If particular intersections exhibit a significant number of incidents, the lead agency, working with local jurisdictions, should explore methods of improving public safety at the location. Possible solutions could include, but may not be limited to warning devices (audio or visual) or grade separations.

## 2.0 Land Use

### Significant Impacts

- 2.1 The proposed rail transit project is consistent and compatible with the majority of the existing land uses, and existing and proposed planning documents governing the project study area.
- 2.2 Development of specific segments of the proposed rail alignment and construction of station parking facilities would result in the displacement of existing land uses. Estimated displacements are detailed in Table 12 of the Draft EIR, and can be summarized as follows:
  - 13 parcels.
  - 27 acres.
  - 10 uses.
  - 38,710 square feet of building space.

Findings

**Changes or alterations have been incorporated into the proposed project which substantially lessen the significant environmental effects identified in the EIR. This issue is addressed on pages 132 to 142 of the Draft EIR. The following mitigation measures will be incorporated into the project as per the process identified in the Mitigation Monitoring Program and would substantially reduce significant effects.**

Mitigation Measures

The following change is within the responsibility of another public agency, and such change can and should be adopted by such other agency:

- 2.1 As local municipalities undertake efforts to update their local land use and circulation plans, such planning work should reference the relevant information from this document to remain consistent with other local area plans and this EIR.
- 2.2 In the acquisition of real property by a public agency, California state law requires the agency acquiring the property to (1) ensure consistent and fair treatment for owners of real property, (2) encourage and expedite acquisition by agreement in order to avoid litigation and relieve congestion in the courts, and (3) promote confidence in public land acquisition. Mitigation measures aimed at meeting these goals for property relocation include the following:
  - Owners should receive fair compensation for their property that takes into consideration: (1) ownership versus rental land holdings, (2) type of business, (3) ease of relocation, (4) fixtures and equipment particular to the operation of a business, and (5) potential hardship.
  - MTA, as the lead agency, should work with representatives from the affected local jurisdictions to determine the potential for joint development in and around areas where properties would be displaced. This would provide the opportunity to retain some of these businesses in their existing areas.

Unavoidable Significant Impacts

Although property owners, tenants, and leaseholders would receive fair-market compensation plus relocation assistance, the displacement of these uses must be considered as an unavoidable adverse impact. (See the attached Statement of Overriding Considerations.)

### 3.0 Air Quality

#### Significant Impacts

- 3.1 The project would reduce regional pollutant emissions by lowering daily Vehicle Miles Travelled (VMT). Local CO concentrations would increase in the vicinity of station parking facilities, but would not be significant. There are no significant impacts associated with air quality; implementation of the recommended mitigation measures will serve to reduce the level of impact.

#### Findings

**Changes or alterations have been incorporated into the proposed project which reduce the impacts identified in the EIR to a less than significant level.** This issue is addressed on pages 143 to 153 of the Draft EIR. The following mitigation measures will be incorporated into the project as per the process identified in the Mitigation Monitoring Program and would result in the avoidance of any significant effect.

#### Mitigation Measures

- 3.1
- Develop transit policies and marketing programs that would encourage arriving at station areas by way of high occupancy vehicles. Such a program should attempt to create positive incentives (fare and parking discounts) to encourage transit riders to arrive and depart transit stations via vanpools or carpools. The lead agency should also seek other TSM and TDM improvements such as improved bus transit plans, preferential parking for ridesharers, and coordination with other transit service providers to enhance bus or shuttle service and transfer at LRT and commuter rail stations.
  - For major employment centers potentially served by rail transit, MTA shall coordinate with project study area cities, employer associations and merchant groups to provide incentives for increased employee use of rail transit. Specifically, market employer rail transit support as a mechanism to comply with the requirements of SCAQMD Regulation XV.
  - In an effort to further reduce impacts associated with cold start emissions, the lead agency should seek to coordinate increased bus, shuttle, and carpool access to rail stations.
  - Equip rail transit stations with commuter hotline phone service to provide transit rides with convenient opportunities to locate rideshare matches.

The following change is within the responsibility of another public agency, and such change can and should be adopted by such other agency:

- Actively coordinate with the planning department of each governing jurisdiction to tie development approvals and station area land uses to developer support for rail transit. This could be accomplished by providing incentives to create mixed-use developments such as parking structures with ground-floor commercial at station areas.

#### 4.0 Traffic and Circulation

##### Significant Impacts

- 4.1 Local area traffic impacts at station areas would be created at seven of the twenty-seven study intersections. The traffic analysis assumed a significant impact to be an increase in the Intersection Capacity Utilization (ICU) of 0.020 or more at an intersection, with a final ICU of 0.900 or more. Based on this criteria, the significantly impacted intersections are listed in Table 29 of the Draft EIR and summarized below:
- Santa Anita Avenue and Colorado Boulevard (Arcadia)
  - Santa Anita Avenue and Huntington Drive (Arcadia)
  - Second Avenue and Huntington Drive (Arcadia)
  - Myrtle Avenue and Duarte Road (Monrovia)
  - Irwindale Avenue and Foothill Boulevard (Irwindale)
  - Irwindale Avenue and I-210 eastbound ramps (Irwindale)
- 4.2 Traffic queuing when trains pass at grade crossings would also create circulation impacts and traffic delays. Queuing impacts at Santa Anita Avenue would be significant.
- 4.3 Based on patronage forecasts for the project, proposed parking facilities may be inadequate in Arcadia, Monrovia, and Duarte.

##### Findings

Changes or alterations have been incorporated into the proposed project which substantially lessen the significant environmental effects identified in the EIR. This issue is addressed on pages 154 to 191 of the Draft EIR. The following mitigation measures will be incorporated into the project as per the process identified in the Mitigation Monitoring Program and would substantially reduce significant effects.

##### Mitigation Measures

These changes are within the responsibility of another public agency, and such changes can and should be adopted by such other agency:



- 4.1 Roadway improvements such as widening, restriping, and reconfiguration of turn lanes have been identified that will lessen station area traffic impacts to levels that would not be significant. Each of these mitigation measures, summarized below, can and should be implemented:
- A. *Santa Anita Avenue/Colorado Boulevard* - For Arcadia Station Alternatives 1 and 3, provide a second left-turn lane on both the northbound and southbound Santa Anita Avenue approaches. Maintain the existing signal phasing (overlapping protected left-turn phasing on the north/south approaches).
  - B. *Santa Anita Avenue/Huntington Drive* - For Arcadia Station Alternative 1, provide a second left-turn lane on both the northbound and southbound Santa Anita Avenue approaches. For Arcadia Station Alternatives 2 and 3, provide a second left-turn lane on both the northbound and southbound Santa Anita Avenue approaches, and restripe the southbound Santa Anita Avenue approach to permit shared through and right-turn movements from the existing right-turn lane, resulting in two left-turn lanes and three through lanes with a shared right-turn on the southbound approach (three southbound departure lanes are already present on Santa Anita Avenue south of Huntington Drive). Maintain the existing signal phasing (overlapping protected left-turn phasing on the north/south approaches).
  - C. *2nd Avenue/Huntington Drive* - For Arcadia Station Alternative 2, provide a second left-turn lane on all four approaches to the intersection, and provide exclusive right-turn lanes on the northbound and southbound 2nd Avenue approaches and the westbound Huntington Drive approach. For Arcadia Station Alternative 3, provide a second left-turn lane on the northbound 2nd Avenue approach and the westbound Huntington Drive approach, and provide exclusive right-turn lanes on the northbound 2nd Avenue approach and the eastbound and westbound Huntington Drive approaches (the latter would require minor widening of the eastbound and westbound approaches to minimize the offsets created by the right-turn lanes). It should be noted that, for both alternatives, these improvements would require widening the 2nd Avenue approaches in conjunction with replacement of the existing railroad bridge over the intersection with a new, longer LRT bridge as part of the project. Also, for both alternatives, modify the signal to provide overlapping protected left-turn phasing on both the north/south and east/west approaches. It should also be noted that, with these improvements, the project impacts would be mitigated to insignificance for Alternative 2, but not for Alternative 3. Short of widening Huntington Drive to six lanes, no additional mitigation measures appear to be feasible to fully mitigate the project impact under Alternative 3.
  - D. *Myrtle Avenue/Duarte Road* - Provide a second left-turn lane on the eastbound Duarte Road approach. Provide an exclusive right-turn lane on the westbound Duarte Road approach. Provide an exclusive right-turn lane on the southbound

Myrtle Avenue approach. Maintain the existing signal phasing (overlapping protected left-turn phasing on the north/south and east/west approaches).

- E. *Irwindale Avenue (quarry driveway)/Foothill Boulevard* - Restripe the four lanes on the northbound Irwindale Avenue approach to provide one exclusive left-turn lane, one shared left-turn/through lane, and two exclusive right-turn lanes (instead of the existing two exclusive left-turn lanes, one through lane, and one exclusive right-turn lane). Maintain the existing four-phase signal (split phasing on the north/south approaches, and protected left-turn phasing on the westbound approach with a simultaneous northbound right-turn arrow).
  - F. *Irwindale Avenue/I-210 eastbound ramps* - Provide a second left-turn lane on the southbound Irwindale Avenue approach. Maintain the existing three-phase signal (protected left-turn phasing on the southbound approach).
  - G. *Dalton Avenue/Foothill Boulevard* - Mitigation of the projected poor operating conditions for the stop-controlled vehicles on Dalton Avenue would require installation of a traffic signal. Based on currently available information, however, signalization is not recommended because the projected Year 2010 traffic volumes at this location are not sufficient to satisfy standard traffic signal warrants. Therefore, it is recommended that the intersection be monitored after implementation of the project to ascertain whether signalization would be warranted.
- 4.2
- Santa Anita Avenue - Given the relatively high projected vehicular hours of delay and the potential queuing impact at the Santa Anita Avenue/Colorado Boulevard intersection, the Santa Anita Avenue grade crossing may be a candidate for grade separation. If the Santa Anita Avenue crossing were to be grade separated by elevating the LRT line, it is likely that the 1st Avenue/Santa Clara Street crossing would also be grade separated, in order to minimize vertical curves along the alignment (given the proximity of the two crossings and the fact that the line is already elevated across the Huntington Drive/2nd Avenue intersection to the east of 1st Avenue/Santa Clara Street). Such a scenario would also dictate elevating the proposed Arcadia Station if it were at the Alternative 1 location.
  - Signal Coordination - In general, traffic signals at adjacent intersections should be coordinated with the grade crossing operations to minimize potential queuing and delay at intersections to the extent possible. Turn movements towards the grade crossing should be stopped for a sufficient period prior to arrival of the train to ensure that vehicles can clear the tracks, and should be given priority in the intersection phasing after train passage to clear queues. Parallel movements not affected by the crossing should be permitted to move during periods of grade crossing blockage, either via provision of a green or flashing red signal phase.

- 4.3
- Santa Anita Avenue/St. Joseph Street - For Arcadia Station Alternative 1, install a two-phase traffic signal to provide better access to the station site (the projected Year 2010 traffic volumes under Alternative 1 satisfy standard signal warrants).
  - To the extent possible, provide additional park-&-ride spaces at the Arcadia and Duarte stations.
  - Monitor parking conditions after implementation of the project and, if necessary, implement measures such as permit parking zones to protect nearby residential neighborhoods from spillover of transit patron parking in neighborhoods.

#### Unavoidable Adverse Impacts

All traffic capacity impacts identified for Alternatives 1 and 2 can be mitigated to insignificance, while the residual impacts of Alternative 3 at the 2nd Avenue/Huntington Drive intersection are projected to continue to be significant even after mitigation. (See the attached Statement of Overriding Considerations)

### 5.0 Noise

#### Significant Impacts

- 5.1 Freight, Amtrak, and commuter rail trains currently travel on portions of the alignment. (Amtrak service was discontinued in February 1994.) Future maximum noise levels on the LRT and commuter rail segments would be lower than existing levels, but the noise exposure would increase due to more frequent train operation. The greatest noise impact from the project on either segment would derive from the sounding of the train horn at grade crossings.
- 5.2 Ground-borne vibration levels are not expected to exceed freight-operating conditions along the commuter rail segment and will be lower on the LRT segment.

#### Findings

**Changes or alterations have been incorporated into the proposed project which substantially lessen the significant environmental effects identified in the EIR. This issue is addressed on pages 192 to 200 of the Draft EIR. The following mitigation measures will be incorporated into the project as per the process identified in the Mitigation Monitoring Program and would substantially reduce significant effects.**

### Mitigation Measures

- 5.1
- The MTA shall work with each city located along the alignment to develop appropriate, site-specific noise mitigation to protect sensitive uses. Effective mitigation would include installation of 6 to 8 foot high sound barriers on the LRT segment and up to 14 foot high sound barriers on the commuter rail segment adjacent to sensitive uses. Alternatively, to minimize the aesthetic impact of sound barriers, walls could be landscaped and/or landscaping could be used in conjunction with lower sound walls.
  - The Lead Agency should consider the following measures for mitigating noise impacts from train horns and grade crossing bells. These measures must be carefully evaluated in light of safety concerns.
    - In locations where the train speeds are relatively low, use of audible warning signals may not be necessary.
    - Minimize the ringing of grade crossing bells by starting them just before the crossing gates start to lower and turning them off as soon as the gate is down.
    - Where visibility is good and train speed is not too high, it may not be necessary for the train operators to sound the horn before every grade crossing.
    - Locate the warning signals at grade crossings with the devices actuated from the trains. This places the warning signal at the grade crossing and reduce the area of noise impact to the immediate vicinity of the grade crossings.
  - The MTA should consider reducing train speeds in some locations to mitigate noise and ground-borne vibration impacts.
- 5.2
- The project shall install ballast mat at appropriate locations to reduce ground-borne vibration.
  - The MTA should consider the following measures to reduce ground-borne vibration:
    - Relocation of special trackwork away from sensitive receptors.
    - Installation of floating slabs under trackwork.

### Unavoidable Adverse Impacts

Assuming construction of recommended sound barrier walls, unavoidable adverse noise impacts would still arise at 6 residential building locations in the light rail segment and 25 in the

commuter rail segment. Most of the adversely impacted buildings are close enough to grade crossings that barriers cannot be used. Further reduction of noise impact will require reducing the use of horns at grade crossings. (See the attached Statement of Overriding Considerations.)

## 6.0 Earth, Water, and Risk of Upset

### Significant Impacts

- 6.1 *Seismicity.* The adjacency of the Raymond Fault to the proposed rail alignment would expose the project to seismic risks, such as fault rupture. Several areas along the alignment are also subject to liquefaction.
- 6.2 *Water.* The proposed rail project would cross 14 streams. Construction of bridges at these locations would temporarily increase sediment loads and disturb wash bottoms. The project could affect the path and flow of flood waters. There are no 100-year floodplain in the vicinity of the alignment.
- 6.3 *Risk of Upset.* Because of the long industrial history of the project study area, several locations exhibit surface and subsurface contamination. A preacquisition site assessment conducted in November 1990 identified 9 sites of potential risk along the ATSF right-of-way.

### Findings

**Changes or alterations have been incorporated into the proposed project which reduce the impacts identified in the EIR to a less than significant level.** This issue is addressed on pages 201 to 210 of the Draft EIR. The following mitigation measures will be incorporated into the project as per the process identified in the Mitigation Monitoring Program and would result in the avoidance of any significant effect.

### Mitigation Measures

- 6.1
  - All structures should be constructed in anticipation of a major earthquake. Structures should be designed to withstand the maximum probable earthquake predicted for the area.
  - Detailed engineering studies should be conducted at sites identified by soils testing (refer to Section 4.6.4) that may have an elevated risk potential due to factors such as soil liquefaction or subsidence. Seismic parameters shall be defined for the project and would take into account those generally accepted engineering factors, parameters, and forces pertaining to the expected maximum credible seismic event predicted for the area.

- 6.2
- During the initial design phase of the project, detailed coordination with the Los Angeles County Department of Public Works and the California Regional Water Quality Control Board (NPDES permit) will be sought to establish flood design parameters for the project that would avoid impacts on surface runoff and the flow of flood waters.
  - Prior to construction of the project, coordination with the U.S. Army Corps of Engineers and State Department of Fish and Game shall be sought to determine if a Section 404 permit or a Section 1601 permit is required by the NSG-SBV Rail Transit Corridor Project for any of its Blueline Stream crossings.
- 6.3
- During the design phase of the project, soils testing shall be conducted to establish the geotechnical characteristics of soils in areas traversed by the project and sites having permanent system facilities. The testing shall be conducted to determine specific subsurface conditions pertinent to site-specific potential hazardous conditions.
  - Detailed geotechnical investigations of station locations should be performed as a part of the preliminary engineering phase of the proposed project. These studies would help provide more detailed data on the potential for upset.
  - The lead agency will comply with its policy to acquire and comply with any permits necessary to construct the proposed project.
  - The lead agency also maintains its own in-house Waste Minimization Policy. The policy requires the lead agency to identify any hazardous materials, remediate hazardous wastes, and to the fullest extent possible, recycle or salvage all waste products that results from construction of the proposed project. This policy shall be implemented for the proposed project.

## **7.0 Public Services**

### **Significant Impacts**

- 7.1 Schools and campuses in proximity to the rail line would experience impacts related to air quality, noise, traffic, and pedestrian circulation and safety.
- 7.2 Theft, burglary, and other crimes may occur at park-and-ride facilities and on the system. The MTA would implement a number of measures on the corridor designed to prevent criminal activity.
- 7.3 The station platform configuration in Azusa would impede emergency access by police and increase response times.

- 7.4 The proposed rail transit project may result in impacts to fire protection services, including emergency access to certain parts of the study area.

### Findings

**Changes or alterations have been incorporated into the proposed project which reduce the impacts identified in the EIR to a less than significant level.** This issue is addressed on pages 211 to 218 of the Draft EIR. The following mitigation measures will be incorporated into the project as per the process identified in the Mitigation Monitoring Program and would result in the avoidance of any significant effect.

### Mitigation Measures

- 7.1
- MTA has developed safety criteria to protect students from rail lines, substations, and construction activities. In an effort to heighten rail safety awareness, the information should be distributed to students and teachers close to the rail line.
  - Pedestrian rights-of-way near the rail line should be clearly marked to minimize trespassing, vandalism, and short-cut attractions. Methods of demarcation could include signage, landscaping, and fencing.
  - Construction sequencing should be coordinated with local community officials to minimize conflicts with school walk routes, school buses, and carpools.
  - Conspicuously posted warning signs and barriers should be placed near overhead power sources, power substations, crossing areas, and construction sites in order to deter unauthorized access.
- 7.2
- Design methods for reducing crime could include brightly lighted signs and signals, well lit definable areas which avoid dark spaces and blind spots; security telephones and pull box alarms in readily identifiable areas; and highly visible signage and signals.
  - Riders should be protected from the train and rail line by security fencing to help prevent unnecessary injuries, as well as control pedestrian and vehicular access points along the rail system.
  - MTA should consider the development of a centralized substation along the rail line to provide for faster response to rail-related emergency situations.
- 7.3
- To maintain emergency access for police services in Azusa, a variety of alternatives should be explored. Possible solutions include grade separation of Alameda Avenue and redesign of police facilities to provide a new primary northern emergency access route.

- 7.4
- Fire, Life, and Safety criteria shall be established and used during preliminary engineering, final design, construction, and operation of the rail transit project. Final plans will be review by each of the affected Fire Departments and inspections will be scheduled during construction and operation.
  - Fire lanes should follow the standards of the responsible fire department through which the rail line passes.
  - There must be clear access to telephones in every station to report emergencies to Fire Departments along the rail line.
  - Fire protection equipment should be available throughout the entire construction process, as well as during the operation of the rail transit system. Smoke detectors, fire alarms, and fire retardant materials should be included in all trains, stations, and power substations. Automatic sprinkler systems and hand-held fire extinguishers should be located in every station and train.

## 8.0 Natural and Recreational Resources

### Significant Impacts

- 8.1 Existing plant life at station site locations would be removed, potentially displacing trees of significant aesthetic value in Arcadia. Sensitive plant and animal species and natural communities, including the Slender-horned Spineflower, Riversidian Alluvial Fan Sage Scrub, and California Gnatcatcher, could be affected by the project.
- 8.2 Bonita Park would be displaced if Station Site Alternative #3 in Arcadia is selected, as would a portion of the Santa Fe Flood Control Basin if the Irwindale site is chosen for use as a storage facility.

### Findings

**Changes or alterations have been incorporated into the proposed project which substantially lessen the significant environmental effects identified in the EIR.** This issue is addressed on pages 219 to 229 of the Draft EIR. The following mitigation measures will be incorporated into the project as per the process identified in the Mitigation Monitoring Program and would substantially reduce significant effects.

### Mitigation Measures

- 8.1
- New landscaping shall be planted at station sites as specified in an adopted landscaping plan. The landscaping plan shall identify the types of plant species to be used and their location.



- As part of the overall operations of the system, a program for regular maintenance of system-related landscaping should be developed.
  - Depending on the station site selection in Arcadia, the existing Holly Oak (Alternative #2) or Silk Oak (Alternative #1) should be boxed, maintained, and transplanted during project construction. After construction, the trees should be relocated back to the station sites and integrated into the proposed landscaping plan for the site.
  - Prior to construction of the project, a biological assessment should be conducted to determine the presence of Riversidian Alluvial Fan Sage Scrub along the Santa Anita Wash in Arcadia and along the San Gabriel River and the Slender-horned Spineflower along the ATSF right-of-way in Arcadia. The study should be completed by a qualified biologist. If any element occurrences are identified, the biologist shall evaluate the impacts to the resources and recommend measures for reducing those impacts.
- 8.2 • The lead agency, as part of its role during project construction and implementation, will coordinate with and acquire from all governing agencies the necessary permits required to build facilities on designated park lands and recreation areas. The agencies will include, but may not be limited to the United States Army Corps of Engineers and the Los Angeles County Department of Public Works.

#### Unavoidable Adverse Impacts

The selection of Station Alternative #3 in Arcadia would adversely impact Bonita Park through permanent displacement. (See attached Statement of Overriding Considerations.)

### 9.0 Public Utilities and Energy

#### Significant Impacts

- 9.1 Utility service lines, including a storm drain in Monrovia and a water line in Duarte, would require relocation, modification, and/or strengthening as a result of the project.

#### Findings

**Changes or alterations have been incorporated into the proposed project which reduce the impacts identified in the EIR to a less than significant level.** This issue is addressed on pages 230 to 233 of the Draft EIR. The following mitigation measures will be incorporated into the project as per the process identified in the Mitigation Monitoring Program and would result in the avoidance of any significant effect.

Mitigation Measures

- 9.1
- An engineering analysis shall be performed during the preliminary engineering phase of project construction to identify measures, including possible relocation, for protecting the Los Angeles County Storm Drain Line in Monrovia.
  - As part of the permitting procedures, MTA shall work with appropriate agencies to relocate the 14-inch water line that crosses the Duarte Station platform.
  - Overhead electric line construction and underground electric supply and communication systems shall meet the State of California Public Utilities Commission General Order Nos. 95 and 128 requirements.
  - Where necessary, MTA shall work with appropriate agencies to strengthen utility infrastructure at grade crossings.
  - Where necessary, MTA shall work with appropriate agencies to adjust the height of overhead telephone and distribution lines to avoid conflicts with the LRT catenary system.

**10.0 Aesthetics**

Significant Impacts

- 10.1 Aesthetics impacts generated by the proposed project include disruption of vistas, light and glare, loss of landscaping, and incompatibility of rail facilities with the existing scale and character of surrounding areas. Construction of sound walls to mitigate noise would affect views and the aesthetic character of the environment along the alignment.

Findings

**Changes or alterations have been incorporated into the proposed project which reduce the impacts identified in the EIR to a less than significant level. This issue is addressed on pages 234 to 243 of the Draft EIR. The following mitigation measures will be incorporated into the project as per the process identified in the Mitigation Monitoring Program and would result in the avoidance of any significant effect.**

Mitigation Measures

- 10.1
- The new LRT grade shall be constructed on a lower profile to reduce the visual impact.

- Stations shall be designed to be attractive and non-intrusive on surrounding areas. Emphasis should be placed on low building maintenance and graffiti resistance. In the case where station platforms and parking structures would be constructed adjacent to architecturally significant buildings, design standards should be established for rail-related facilities in order to be sensitive to the style of the building.
- The lead agency shall work in conjunction with the Cities of Monrovia, Azusa, San Dimas, and Pomona to create design and development standards for the rail alignment as it passes through each of these depots. The standards should take into consideration the relationship between the old rail depots and the station platforms and alignment.
- Urban design standards and specific landscape design considerations should be established where the proposed rail alignment comes in close proximity to identified visually sensitive land uses.
- Station lighting should incorporate directional shielding and should be designed to reduce spill-over light and glare on adjacent sensitive land uses.
- A fixed percentage of the construction budget should be set aside, as per MTA policy, to provide a budget for public art in station areas.
- Implementation of recommended noise mitigation measures, such as sound walls, shall proceed with the involvement of local communities to balance community concerns regarding aesthetics and noise (refer to Section 4.5, Noise).

## 11.0 Cultural and Historic Resources

### Significant Impacts

- 11.1 One identified archeological site is located in close proximity to the ATSF right-of-way and could be affected by the project. Also, the possibility of encountering archeological sites at other locations along the alignment exists.
- 11.2 Five significant historical resources, including four train depots and a bridge, are located directly within the rail transit corridor. The train depots could be retained and incorporated into station sites plans. Visual access of the rail bridge would be impaired on its southwest side.

### Findings

**Changes or alterations have been incorporated into the proposed project which reduce the impacts identified in the EIR to a less than significant level. This issue is addressed on pages 244 to 250 of the Draft EIR. The following mitigation measures will be incorporated into the project as per the process identified in the Mitigation Monitoring Program and would result in the avoidance of any significant effect.**

### Mitigation Measures

- 11.1 • A qualified archaeologist should be present during any grading, earth removal or disturbance within the project area to determine whether or not cultural material is present. If any archaeological materials are encountered during the course of the project, the on-site archaeologist shall assess the resources and evaluate the impact. Qualified archaeologists are those certified with the Society of Professional Archaeology (SOPA).
- 11.2 • Prior to construction of the NSG-SBV Rail Transit Corridor, the lead agency should identify measures for minimizing the risk of damage to the Monrovia, Azusa, and Pomona Depots, and the Colorado Boulevard Bridge. These measures should be implemented during construction phases of the project at the appropriate locations.
- The lead agency shall prepare a Historic Structures Report, with as-built drawings, photographs and written text, documenting the Azusa and Monrovia Santa Fe depots and shall work with the cities of Azusa and Monrovia to develop restoration plans for each structure.
  - The lead agency shall work with the City of Pomona to facilitate the restoration of the its depot by providing information and technical assistance where possible.

### **12.0 Construction**

#### Significant Impacts

- 12.1 Construction of the proposed project would result in a number of temporary impacts along the alignment. Impacts would include: (1) relocation, modification and/or strengthening of utility service lines; (2) consumption of energy; (3) closure of roadway lanes, re-routing of traffic, loss of on-street parking, and additional truck traffic; (4) increased noise; (5) short-term deterioration of ambient air quality; (6) potential disruption of sensitive plant and animal species; and (7) potential damage to historic resources.

## Findings

**Changes or alterations have been incorporated into the proposed project which substantially lessen the significant environmental effects identified in the EIR.** This issue is addressed on pages 251 to 255 of the Draft EIR. The following mitigation measures will be incorporated into the project as per the process identified in the Mitigation Monitoring Program and would substantially reduce significant effects.

## Mitigation Measures

- 12.2 • Prior to the initiation of construction, traffic control plans, including detour plans, shall be formulated with and approved by the Cities of Arcadia, Monrovia, Duarte, and other cities that may require lane closures or rerouting of traffic.
- A public information campaign shall be implemented to provide prior notice to affected property owners and the public on the specific dates and locations of project construction. Visible road signs shall be provided for all detours or rerouting of travel patterns. A hotline should be established to provide the public with additional information about project construction.
  - Noise specifications for inclusion in construction documents shall be prepared to ensure compliance with local noise ordinances. Whenever construction-generated noise exceeds acceptable CNEL standards during night or weekend periods, affected residents shall be offered alternative lodging accommodations.
  - The MTA, where feasible, shall avoid engaging in construction activities during evening or weekend hours near residential neighborhoods surrounding the Santa Anita Wash, Sawpit Wash, or other residential areas. Off-peak construction should only occur in those locations that significantly disrupt traffic patterns or are devoid of surrounding sensitive land uses.
  - The construction of bridges across the Santa Anita Wash, Sawpit Wash, and San Gabriel River should be undertaken during the dry season in an effort to ensure that no water in the drainage channel is exposed to construction-related dust impacts.
  - To minimize construction activity pollutant emissions the following measures shall be implemented:
    - Water site and clean all equipment in the morning and evening.
    - Spread soil binders on site, unpaved roads, and parking areas; re-establish ground cover following construction through seeding and watering.
    - Employ activity management techniques, reduce the number of pieces of equipment used simultaneously, increase the distance between the emission

sources, reduce or change the hours of construction, schedule activity for off-peak traffic hours, and require a phased-schedule for construction activities to even out emission peaks.

- Remove silt by paving construction roads, sweeping streets, and washing trucks leaving the construction site.
  - Suspend grading operations during first and second stage smog alerts.
  - Turn off construction equipment to reduce idling when not in direct use for extended periods of time.
  - Use low-sulfur fuel for stationary construction equipment.
  - Utilize low-emission mobile construction equipment (e.g. tractors, scrapers, dozers, etc.).
  - Use existing power sources (e.g. power poles) or clean fuel generators, instead of temporary power generators.
  - Use low-coating systems where possible.
  - Substitute reactive solvents with nonreactive solvents.
  - Use high-solid or water-based coatings.
- To reduce construction-related traffic congestion:
    - Require the inclusion of rideshare and transit incentives for construction personnel in construction contracts.
    - Configure construction parking to minimize traffic interference.
    - Minimize obstruction of through-traffic lanes.
    - Provide a flag person to guide traffic.
    - Schedule operations affecting traffic during off-peak hours.
  - Prior to initiation of project construction, the MTA shall work with each of the Cities affected by project construction and Caltrans to develop and adopt appropriate haul routes that minimize noise and air quality impacts on residential neighborhoods and traffic impacts.

#### Unavoidable Adverse Impacts

Construction of the proposed project would result in temporary unavoidable adverse impacts related to noise, air quality, and traffic circulation. (See attached Statement of Overriding Considerations.)

**STATEMENT OF OVERRIDING CONSIDERATIONS**  
**for the**  
**NORTHERN SAN GABRIEL-SAN BERNARDINO VALLEY**  
**RAIL TRANSIT CORRIDOR PROJECT**

CEQA Guidelines Section 15093 states the following:

CEQA requires the decision-maker to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

The following statement describes the unavoidable significant impacts that would remain after implementation of proposed mitigation measure and presents the reasons why the benefits of the project make such impacts "acceptable."

**Land Use.** Although property owners, tenants, and leaseholders would receive fair-market compensation plus relocation assistance, the displacement of these uses must be considered as an unavoidable adverse impact.

*Statement of Overriding Considerations.* The proposed rail transit project is envisioned as a facilitator for planned growth in the corridor, as represented in General and Redevelopment Plans for the affected cities. Although construction of stations for the rail project would displace some existing uses, the stations would support new and additional growth in these areas due to improved access. In each case, attempts would be made to relocate businesses within the community or at station areas as part of possible joint development projects.

Therefore, the Metropolitan Transportation Authority finds that the unavoidable adverse land use impacts associated with the dislocation of these businesses is outweighed by the factors detailed above, as well as by the beneficial effects of the rail transit project in the areas of increased regional mobility, reduced regional automobile travel, improved air quality, and energy conservation.

**Transportation & Circulation.** All traffic capacity impacts identified for Alternatives 1 and 2 can be mitigated to insignificance, while the residual impacts of Alternative 3 at the 2nd Avenue/Huntington Drive intersection are projected to continue to be significant even after mitigation.

*Statement of Overriding Considerations.* Construction of a station in Arcadia at Alternative locations 1 or 2, with implementation of the recommended mitigation measures, would reduce impacts to a less than significant level. If, however, the Arcadia station is constructed at Alternative location 3, local intersection impacts would result. Balanced against this local impact, however, would be a regional improvement to existing and

anticipated future levels of traffic congestion. Because the proposed project provides regional benefits that include reduced automobile trips, reduced emissions, and improved regional mobility for communities, the Metropolitan Transportation Authority finds that the positive effects of the proposed project outweigh the potential unavoidable adverse impacts of localized traffic impacts at Second Avenue and Huntington Drive in Arcadia.

**Noise.** Assuming construction of recommended sound barrier walls, unavoidable adverse noise impacts would still arise at 6 residential building locations in the light rail segment and 25 in the commuter rail segment. Most of the adversely impacted buildings are close enough to grade crossings that barriers cannot be used. Further reduction of noise impact will require reducing the use of horns at grade crossings.

*Statement of Overriding Considerations.* The recommended mitigation measures would substantially reduce noise impacts to land uses located adjacent to the rail corridor, most of which currently or within the recent past experienced noise exposure from freight, Amtrak and Metrolink trains. However, significant noise impacts would remain even after implementation of recommended measures. Balanced against this local impact would be the beneficial effects of reduced automobile trips and congestion, reduced pollutant emissions, energy conservation, and improved regional mobility for transit-dependent communities. Based on this evaluation, the Metropolitan Transportation Authority finds that the positive effects of the proposed project outweigh the potential unavoidable adverse impacts of increase noise exposure to uses located near the grade crossings of the proposed rail corridor project.

**Natural and Recreational Resources.** The selection of Station Alternative #3 in Arcadia would adversely impact Bonita Park through permanent displacement.

*Statement of Overriding Considerations.* Unavoidable adverse impacts to recreational resources only would occur if Alternative location #3 is selected for development of the Arcadia station. Because other, less environmentally significant alternatives for the Arcadia station are feasible, the MTA supports construction of a station at Alternative location #1 or #2. However, development of a station at this location would help to facilitate local redevelopment efforts, and would thereby be considered acceptable.

**Construction Impacts.** Construction of the proposed project would result in temporary unavoidable adverse impacts related to noise, air quality, and traffic circulation.

*Statement of Overriding Considerations.* It is anticipated that the proposed mitigation measures will substantially reduce construction impacts, but cannot lessen the adverse affects to less than significant levels. However, because the proposed project provides regional benefits that include reduced automobile trips, reduced emissions, improved regional mobility, and energy conservation, the Metropolitan Transportation Authority finds that the positive effects of the proposed project outweighs the temporary, short-term impacts created by the project's construction activities.