

Readers' Guidance:

This chapter reflects changes in impact analysis from that reported in the Draft EIR/EIS in April 2004. Please note that although this Final EIR is being issued in order to take actions under the California Environmental Quality Act, the chapter also includes discussions of impacts under the National Environmental Policy Act (NEPA). The Construction Authority has opted to retain these NEPA discussions for the readers of and commenters on the Draft environmental document. In the future, the federal lead agency, the Federal Transit Administration, may issue a Final Environmental Impact Statement (Final EIS).

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CHAPTER 3 - ENVIRONMENTAL EVALUATION

The Intent of This Chapter

This chapter presents information to help decision makers and the public to understand the potential environmental impacts of the alternatives and ways to avoid those impacts. This chapter is composed of 18 subsections covering the range of environmental topics and other key information required in the evaluation of impacts under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

Changes Since the Draft EIS/EIR

Subsequent to the release of the Draft EIS/EIR in April 2004, the Gold Line Phase II project has undergone several updates:

Name Change: To avoid confusion expressed about the terminology used in the Draft EIS/EIR (e.g., Phase I; Phase II, Segments 1 and 2), the proposed project is referred to in the Final EIS/EIR as the Gold Line Foothill Extension.

Selection of a Locally Preferred Alternative and Updated Project Definition: Following the release of the Draft EIS/EIR, the public comment period, and input from the cities along the alignment, the Construction Authority Board approved a Locally Preferred Alternative (LPA) in August 2004. This LPA included the Triple Track Alternative (2 LRT and 1 freight track) that was defined and evaluated in the Draft EIS/EIR, a station in each city, and the location of the Maintenance and Operations Facility. Segment 1 was changed to extend eastward to Azusa. A Project Definition Report (PDR) was prepared to define refined station and parking lot locations, grade crossings and two rail grade separations, and traction power substation locations. The Final EIS/EIR and engineering work that support the Final EIS/EIR are based on the project as identified in the Final PDR (March 2005), with the following modifications. Following the PDR, the Construction Authority Board approved a Revised LPA in June 2005. Between March and August 2005, station options in Arcadia and Claremont were added.

Changes in the Discussions: To make the Final EIS/EIR more reader-friendly, the following format and text changes have been made:

Discussion of a Transportation Systems Management (TSM) Alternative has been deleted since the LPA decision in August 2004 eliminated it as a potential preferred alternative.

Discussions of the LRT Alternatives have eliminated the breakout of the two track configurations used in the Draft EIS/EIR (Double Track and Triple Track). The Final EIS/EIR reports the impacts of a modified triple track configuration (2 LRT tracks and 1 freight track with two rail grade separations) but focuses on the phasing/geographic boundaries included in the LPA decisions.

Two LRT alternatives in the Final EIS/EIR are discussed under the general heading “Build Alternatives.” and are defined as:

1. Full Build (Pasadena to Montclair) Alternative: This alternative would extend LRT service from the existing Sierra Madre Villa Station in Pasadena through the cities of Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, and Claremont, terminating in Montclair. The cities from Pasadena to Azusa are also referred to in the Final EIS/EIR as Segment 1. The cities from Glendora to Montclair are also referred to

in the Final EIS/EIR as Segment 2. Key changes from the Draft EIS/EIR are the inclusion of Azusa in Segment 1, the elimination of the Pacific Electric right-of-way option between Claremont and Montclair, the inclusion of a 24-acre Maintenance and Operations facility in Irwindale (the site is smaller than in the Draft EIS/EIR), and the addition of two rail grade separations. Note that the Maintenance and Operations Facility is located in Segment 1 but is part of the Full Build Alternative. In other words, it would not be constructed as an element of the Build LRT to Azusa Alternative (described below). The length of the alternative is approximately 24 miles. One station (and parking) would be located in each city, except for Azusa, which would have two. There are two options for the station locations in Arcadia and Claremont. Segment 1 would include 2 LRT tracks throughout and 1 freight track between the Miller Brewing Company in Irwindale and the eastern boundary of Azusa. The freight track that now exists west of Miller Brewing, which serves a single customer in Monrovia, would be removed from service following relocation of that customer by the City of Monrovia. Segment 2 would include two LRT tracks throughout and 1 freight track between the eastern boundary of Azusa and Claremont. In Claremont, the single freight track joins up with the double Metrolink tracks (which are also used for freight movement) and continues through to Montclair (and beyond). This alternative also includes two railroad grade separations (in Azusa and in Pomona) so that LRT tracks would pass above the at-grade freight track. These allow the LRT and freight services to operate independently (thus eliminating the time-constrained double track option discussed in the Draft EIS/EIR). Implementation of the alternative would include relocation of the existing freight track within the rail right-of-way, but there would be no changes in the service provided to customers. The alternative includes 8 new traction power substations in Segment 2, as well as the 8 in Segment 1.

2. Build LRT to Azusa Alternative: This alternative (also referred to as Segment 1) would extend LRT service from the existing Sierra Madre Villa Station in Pasadena through the cities of Arcadia, Monrovia, Duarte, Irwindale, and to the eastern boundary of Azusa. (The main change from the Draft EIS/EIR is the inclusion of the City of Azusa.) The length of the alternative is approximately 11 miles. One station (and parking facility) would be located in each city, except for Azusa, which would have two. There are two options for the station location in Arcadia. Segment 1 would include two LRT tracks throughout and 1 freight track between the Miller Brewing Company in Irwindale and the eastern boundary of Azusa. The freight track that now exists west of Miller Brewing, which serves a single customer in Monrovia, would be removed from service following relocation of that customer by the City of Monrovia. This alternative also includes the railroad grade separation in Azusa so that LRT tracks would pass above the at-grade freight track. This allows the LRT and freight services to operate independently (thus eliminating the time-constrained double track option discussed in the Draft EIS/EIR). Implementation of the alternative would include relocation of the existing freight track within the rail right-of-way, but there would be no changes in the service provided to customers. The alternative also includes 8 new traction power substations.

As in the Draft EIS/EIR, impact forecasts use 2025 conditions, except for traffic impacts, which reflects a 2030 forecast based on the recently adopted 2004 SCAG Regional Transportation Plan.

What Chapter 3 Includes

Each of the 18 topical sections begins with a brief Summary of Impacts, followed by detailed discussions of:

- Existing Conditions
- Environmental Impacts (for each of 4 ~~3~~ Alternatives: No-Build; ~~Build LRT Maintenance Facility Alternative~~ Build LRT to Azusa Alternative; ~~Full Build LRT Alternative~~ and Full Build (Pasadena to Montclair) Alternative, organized as follows:
 - Evaluation Methodology
 - Impact Criteria for NEPA and CEQA
 - Construction-Period Impacts
 - Long-Term Impacts
 - Cumulative Impacts
 - Impacts Addressed by Regulatory Compliance, for the Construction Period and Long Term
- ~~Potential~~ Mitigation Measures (beyond those addressed by regulatory compliance) for the Construction Period and Long Term
- Impact Results with Mitigation, for the construction period and long term.

Impacts are broken out geographically. ~~For the LRT alternatives, discussions of impacts associated with the Triple Track and Double Track operating scenarios are provided, for each of the segments and their respective cities. Impacts are summarized for the two proposed LRT alternatives.~~ Readers wishing to focus on a particular city can do so by using the headings to locate discussions as follows.

- Phase I includes the cities of Los Angeles, South Pasadena, and Pasadena to the ~~east~~west of Sierra Madre Villa Station. Discussions encompass impacts of both the existing Phase I Gold Line from Union Station to Pasadena and the soon-to-be built Eastside LRT Extension from Union Station to East Los Angeles. These discussions are provided in response to community concerns about potential impacts that might be generated from the proposed ~~Phase II~~ Foothill Extension into the Phase 1 area.
- ~~Phase II~~ Foothill Extension, Segment 1, includes the cities of Pasadena (west of the Sierra Madre Villa Station), Arcadia, Monrovia, Duarte, Irwindale and Azusa. Segment 1 is synonymous with the entire Build LRT to Azusa Alternative; it is also the western portion of the Full Build (Pasadena to Montclair) Alternative.
- ~~Phase II~~ Foothill Extension, Segment 2, includes the cities of ~~Azusa~~, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair ~~and Upland~~. Segment 2 is the eastern portion of the Full Build (Pasadena to Montclair) Alternative.

Using this system, if interested only in issues for the city of Arcadia, scan for the heading ~~Phase II~~ Foothill Extension, Segment 1. Similarly, if interested only in issues for the city of ~~Azusa~~ San Dimas, scan for the heading ~~Phase II~~ Foothill Extension, Segment 2.

How Impacts are Discussed

For impacts that are assessed under NEPA, the level of impact is expressed in terms of whether it is *not adverse*, *potentially adverse*, or *adverse*. NEPA assessments often do not have specific impact criteria and documents typically do not specify whether impacts are significant. CEQA, on the other hand, requires that determinations of significance be made. Accordingly for impacts assessed under CEQA the level of impact is expressed in terms of whether it is *not significant* (or no effect), *less than significant*, *potentially significant*, or *significant* when compared to specific criteria of significance. Please see the Introduction for additional discussion of NEPA and CEQA language.

3-1 ACQUISITIONS AND DISPLACEMENTS

Summary of Impacts

No acquisitions or displacements have been identified for the No-Build Alternative that would need to occur in Segments 1 or 2 of the Foothill Extension.

For the ~~LRT~~ Build Alternatives, construction staging is assumed to occur within railroad right-of-way or on parcels that would be acquired for stations or parking. Temporary construction easements may also be needed.

For the ~~Build LRT to Maintenance Alternative~~ Build LRT to Azusa Alternative, no acquisitions or displacements would occur in Pasadena. In Arcadia, ~~depending upon the station option chosen~~, up to 7 2 full-parcel acquisitions (along with up to ~~44~~ 10 business relocations) and 1 partial parcel would occur. One partial acquisition is needed for a traction power substation. In Monrovia, ~~2~~ one full partial-parcel acquisition ~~(along with 2 business relocations)~~ would be needed for the station, and acquisition of a portion of 1 parcel would ~~occur~~ be needed for a traction power substation. In Duarte, acquisition of ~~a portion of 6~~ portions of two parcels (none requiring relocation) would be needed for parking and station access. One parcel would need to be acquired for a traction power substation. In Irwindale, ~~1 full parcel acquisition (with perhaps 1 business relocation)~~, acquisition of ~~a portion of 1 parts of two other~~ parts of two other parcels would ~~occur~~ be needed for the Maintenance and Operations Facility. One full parcel would be needed for parking.

For Segment 1 of the Full Build (Pasadena to Montclair) Alternative, acquisitions would be the same as for the Build LRT to Azusa Alternative, plus the following:

For Segment 2 of the Full Build (Pasadena to Montclair) Alternative, the following acquisitions and displacements were identified. In Azusa, ~~8~~ seven acquisitions ~~(along with 8 residential and 2 six~~ business relocations would occur for the Alameda Station ~~and~~ parking. ~~No~~ One acquisition, with no displacements, would occur for the Citrus Station and parking. No partial acquisitions are needed for either station. In Glendora, ~~2 full parcel acquisitions (along with 6 business relocations)~~ no full acquisitions would occur are needed, but one partial parcel acquisition would occur for the traction power substation. ~~No partial acquisitions are needed~~. In San Dimas, ~~22~~ five full-parcel acquisitions (along with ~~2~~ one business relocation) would occur. No partial acquisitions are needed. In La Verne, ~~up to 2 full parcel acquisitions (along with 1 business relocations)~~ would occur. ~~No partial acquisitions are needed~~ no full of partial acquisitions are needed. In Pomona, ~~depending on the for station option chosen, up to 2 one~~ partial-parcel acquisitions ~~(along with 1 business relocation)~~ would occur. ~~One partial acquisition would be needed~~. In Claremont, up to ~~5~~ five partial-parcel acquisitions (with ~~no~~ up to nine business relocations) would occur and one full. ~~Seven partial acquisitions would be needed~~. No acquisitions would be needed in Montclair ~~or Upland~~.

3-1.1 Existing Conditions

The proposed ~~Gold Line Phase II Foothill Extension~~ project would primarily be located within the former Atchison, Topeka and Santa Fe (ATSF) Railway Pasadena Line railroad right-of-way, which was purchased by the Los Angeles County Metropolitan Transportation Authority (LACMTA) for transportation purposes in 1994. The rail right-of-way is now under the control of the Los Angeles to Pasadena Metro Blue Line Construction Authority (also known as the Metro Gold Line Foothill Extension Construction Authority, and referred to herein as the Construction Authority) under the terms of the Master Cooperative Agreement between LACMTA and the Construction Authority. The portion in this right-of-way included in the proposed project extends from the existing Sierra Madre Villa ~~LRT~~ Station in Pasadena to the Los Angeles County border in Claremont. The proposed project would extend to Montclair in San Bernardino County, using one of two rail rights-of-way owned by San Bernardino Associated Governments

(SANBAG). LACMTA owns several other parcels along the alignment that were purchased to accommodate potential parking lots and stations. Some of these parcels are currently leased out to tenants that may be displaced as a result of the proposed project.

In general, the proposed project is located within an urban environment. Residential, commercial, industrial, and institutional (including public agencies and nonprofit organizations) land uses are located immediately adjacent to the ~~LACMTA~~ Construction Authority-owned and SANBAG rights of way. A more complete discussion of both local and regional land uses can be found in Section 3-10.

3-1.1.1 Regulatory Setting

The following policies govern the acquisition of properties by public entities, which will result in the displacement of the current occupant or owner. These policies apply to both residential and business acquisitions.

a. Federal

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (Uniform Act) mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced by construction and operation of transit-related projects. The Act establishes uniform and equitable procedures for land acquisition, and provides for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by federal and federally assisted programs. The proposed project is a federally assisted project; and the LACMTA would comply with these regulations to address relocations in Los Angeles County that result due to the Gold Line ~~Phase II~~ Foothill Extension project. Any relocations that occur in San Bernardino County would also be governed by the Uniform Act, but would be implemented by SANBAG.

b. State

According to §6018 of the Relocation Assistance and Real Property Acquisitions Guidelines (California Code of Regulations), the provisions of the *California Relocation Act* of 1969 (Government Code §§7260-7277) shall apply in the absence of federal funds and/or involvement if a public entity undertakes a project and consequently must provide relocation assistance and benefits. The *California Relocation Act*, which is consistent with the intent and guidelines of the Uniform Relocation Act, seeks to (1) ensure the consistent and fair treatment of owners of real property, (2) encourage and expedite acquisitions by agreement to avoid litigation and relieve congestion in the courts, and (3) promote confidence in public land acquisitions. The *California Relocation Act* requires that relocation assistance be provided to any person, business, or farm operation displaced because of the acquisition of real property by a public entity for public use. In addition, comparable replacement properties must be available or provided for each displaced person within a reasonable period of time prior to displacement.

LACMTA and SANBAG have established relocation policies that are consistent with the state and federal relocation acts. Qualified tenants and owners would be relocated in accordance with these policies.

3-1.2 Environmental Impacts

Overview: Implementation of the No Build Alternative would not involve any temporary or permanent acquisitions of properties or displacement of persons, businesses or parking. Implementation of either of the proposed ~~LRT Alternatives (Build LRT to Maintenance Facility Build LRT to Azusa Alternative or Full Build LRT Alternative~~ the Full Build (Pasadena to Montclair) Alternative, would involve the permanent

acquisition of properties and the possible displacement of persons, businesses, and parking located on those properties. Permanent easements would also be required in some locations. Any acquisitions, displacements, and easements related to the construction of the proposed LRT Alternatives are considered temporary in nature. Construction-period acquisitions are discussed in detail in section 3-1.2.3. The acquisitions, displacements, and easements necessary for the operation of the proposed corridor are considered to be permanent; these acquisitions are discussed in section 3-1.2.4.

3-1.2.1 Evaluation Methodology

Parcels that appear to be necessary for implementation of the LRT Alternatives were identified from conceptual drawings of the proposed alignments, stations, and parking facilities overlaid on maps that show parcel boundaries. To assess potential impacts, the parcels that would need to be acquired for the build alternatives were reviewed for the following circumstances.

- Whether the acquisition would be permanent or temporary.
- What type of acquisition would be required (full acquisition or easement).
- Whether the acquisition would include relocation.
- Whether LACMTA-owned property is leased to a tenant that would be displaced.

3-1.2.2 Impact Criteria

The acquisitions and displacements impact criteria under NEPA and CEQA would be the same. Adverse impacts under NEPA would also be considered significant impacts under CEQA.

Impacts to property owners and occupants would occur when parcels of private property are partially or fully acquired. Additional impacts occur when those acquisitions result in the displacement of residences or businesses. Impacts may also occur when a business is displaced from a property that is leased from a private owner or from the LACMTA. Before mitigation, the impacts of acquisition would be considered adverse under NEPA and significant under CEQA. If, after mitigation (in this case, acquisition at fair market value and application of government relocation programs), the compensation package does not satisfactorily compensate for the effects of displacements, the remainder impacts would be considered adverse under NEPA and significant under CEQA.

Temporary construction easements are defined as those acquisitions of property necessary to permit temporary use of the property for construction staging and equipment storage areas, and for access to utilities and construction sites not otherwise accessible through public rights-of-way. Under NEPA, construction period impacts are typically not considered to be adverse because of their temporary nature. Under CEQA, construction period impacts can be significant; when a preliminary determination of significance is made, it is required that mitigation measures be developed in efforts to reduce impacts to less than significant levels. A determination of whether the remainder construction-period impacts are still significant when the mitigation measures are incorporated is made.

Permanent acquisitions include both full acquisitions of property, where an entire parcel would be acquired, and partial acquisitions of property, where only a portion of land, landscaping, parking, and/or structure would be acquired. Full permanent acquisitions would apply to both residential and non-residential properties, and it is assumed that any existing uses on the property would not be expected to continue. Full acquisitions of non-residential property that require temporarily relocation of the tenants occupying the property are considered to be temporary.

Partial permanent acquisitions would apply to both residential and non-residential properties where only a portion of land, landscaping, parking, and/or structure would be acquired. In such cases, if the portion of property that is acquired could not be returned to its owner and existing uses could not resume operation after construction is completed, it would be considered to be permanent. The assessment of impacts from permanent acquisitions under NEPA and CEQA is described above.

3-1.2.3 Construction-Period Impacts

a. No-Build Alternative

Under the No Build Alternative, the existing lease agreements along the ~~LACMTA Construction Authority~~-owned right-of-way would not be affected. In addition, full or partial acquisitions of properties outside either the ~~LACMTA Construction Authority~~-owned or SANBAG rights-of-way would not be required. Therefore, neither residential nor business displacements would occur. There would be no impacts in any of the cities in Phase I, ~~Phase II Foothill Extension~~ Segment 1, or in ~~Phase II Foothill Extension~~ Segment 2.

b. Build Alternatives

The anticipated construction staging areas along the entire LRT alignment would be located within the existing railroad right-of-way or within the parcels permanently acquired for the proposed project. Therefore, it is unlikely that any additional parcels along the LRT alignment would need to be temporarily acquired for construction staging purposes, except for some possible temporary easements that would be necessary for access to utilities and construction areas. The precise location of the temporary easements will be known with more certainty once final design plans have been completed.

In most instances temporary construction easements would not be expected to adversely affect properties in the project area. The temporary, periodic nature of construction activities would limit the duration and intensity of the potential effects that construction easements might have on the affected parcels. All construction related noise and traffic impacts would be mitigated; therefore, most of the construction-related impacts would be minimized. It is assumed that construction easements would be granted by the governing cities to accommodate the laying of new tracks through streets intersecting the alignment.

3-1.2.4 Long-Term Impacts

These sections describe the nature and extent of potential acquisitions in each city along the alignment.

Phase I – The Cities Affected and the Effects

The Build Alternatives would not affect any existing lease agreements and would not require the partial or full acquisition of property outside the ~~LACMTA Construction Authority~~-owned right-of-way in any Phase I city. Therefore, no residential or business displacements would occur.

Foothill Extension, Segment 1 – The Cities Affected and the Effects

Pasadena

The Build Alternatives would not affect any existing lease agreements and would not require the partial or full acquisition of property outside the ~~LACMTA Construction Authority~~-owned right-of-way in Pasadena. Therefore, no residential or business displacements would occur.

Arcadia

There are ~~three~~ two station location options in Arcadia, ~~which would all require different.~~ For either option, acquisitions are needed for parking and a traction power substation. Table 3-1.1 and Figure 3-1.1 describe the potential acquisitions associated with each option, and parking structure. The location of parcels to be acquired for traction power substations are shown on Figures 2-51 and 2-52, near the end of Chapter 2.

TABLE 3-1.1 POTENTIAL ARCADIA STATION AND OTHER ACQUISITIONS				
APN*	Property Address	Impact	Use	Number of Relocations
Base Station and Option B (aerial)				
5773-006-910	N/A	Full	Light Industrial (LACMTA Lease)	1 business
5773-005-028**	N/A	Full	Lumber Yard	
Parking – Wheeler Ave. & Santa Anita Ave.				
5773-012-901	N/A	Full	Municipal Property	0
5773-012-902	N/A	Full	Municipal Property	0
Parking – Santa Clara St. & Front St.				
N/A	Front Street, between St. Joseph and Santa Clara	Partial	Street right-of-way	0
5773-006-015	45 E. Santa Clara St	Full	Office Building	1 business
5773-006-037	29 E Santa Clara St	Full	Light Industrial/ Commercial	9 businesses
Traction Power Substation				
N/A	I-210/Baldwin access	Partial	Highway right-of-way	0
<p>* APN = Assessor Parcel Number</p> <p>** The lumber storage shed located on parcel 5773-006-910 is assumed to be essential to the operation of the adjacent lumber yard and it would not be able to operate without the leased space.</p> <p>** Per testimony at the Draft EIS/EIR public hearing on June 14, 2004, the A&A Building Materials Company indicated that revocation of the lease would not affect on-going operations of the business.</p>				
Source: Myra L. Frank, 2003; revised Jones & Stokes, 2005.				

Station Option A (southeast of N. First Avenue) would require no acquisition of properties for the station; the proposed station would be constructed within existing rail right-of-way.

Arcadia Base The location needed for a traction power substation would require the revocation of a leased portion of the rail right-of-way, and the demolition of a lumber storage shed. The lumber storage shed is assumed to be essential to the operation of the adjacent lumber yard and it would not be able to operate without the leased space. Therefore, parcels 5733-005-27 and 5733-005-28 would also be acquired. The plumbing company that currently occupies parcel 5733-005-001 may be able to remain on site and the parcel may not be acquired. At the public hearing for the Draft EIS/EIR, Mr. Curtis Walker of A&A Building Materials indicated that the business could continue operations if the lease were revoked.

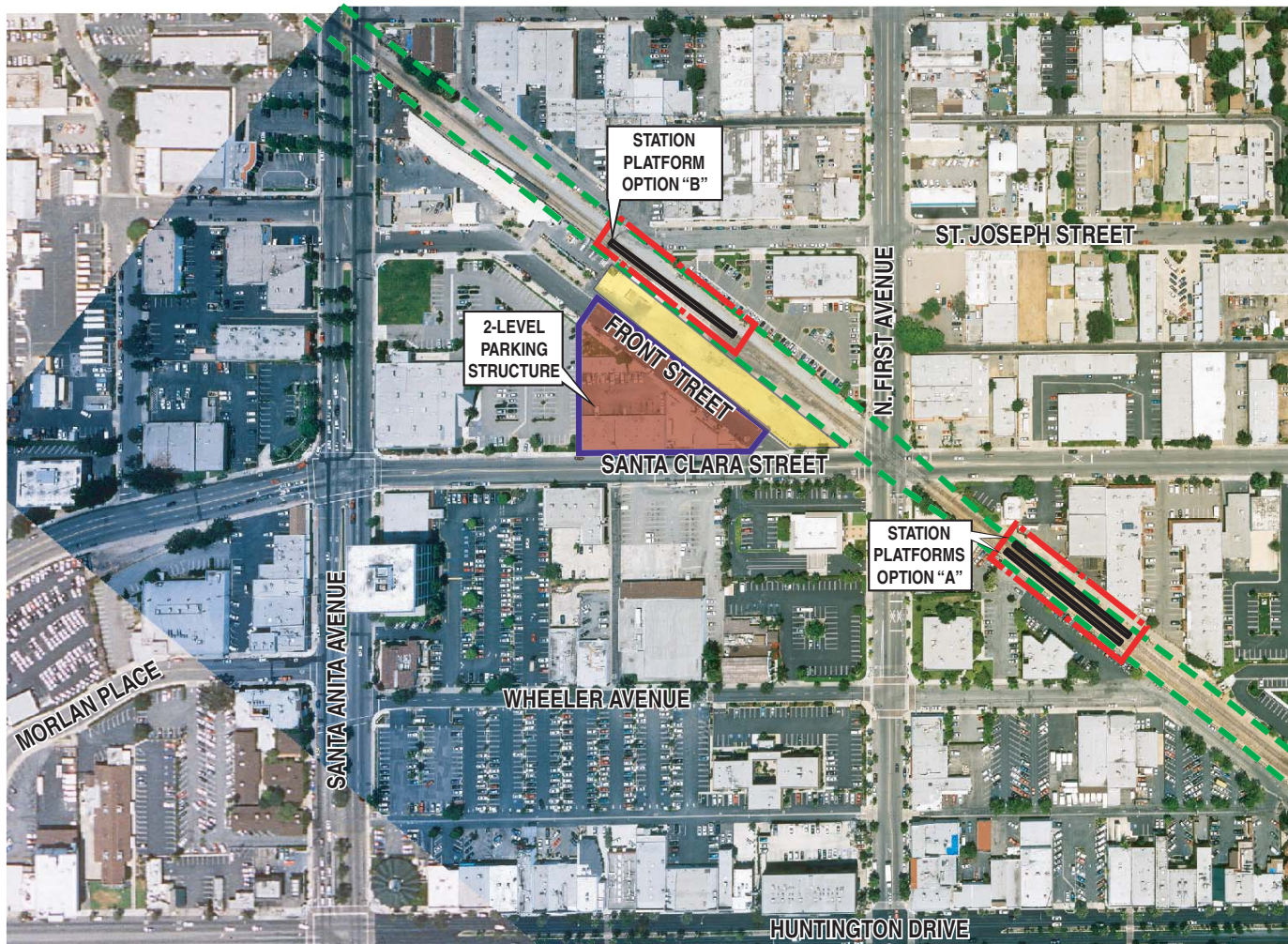
Station Option B (northwest of N. First Ave.) would be built within existing rail right-of-way.

~~The proposed parking structure that would be located at Wheeler Avenue and Santa Anita Avenue would be located on property that is currently owned by the City of Arcadia and is used for parking. Therefore no relocations would be required.~~

The proposed parking lot at Santa Clara Street and Front Street, which would be needed in conjunction with either station option, would require the acquisition of a part of the Front Street right-of-way, (between St. Joseph and Santa Clara), and two parcels that are occupied by Nutrition Works, Grand Heating and Air Conditioning and several retail shops (approximately eight). All of the businesses on the site would be displaced as a result of the project.

~~The Arcadia Station Option A would not require the demolition of the lumber shed and would avoid the acquisition of the lumberyard operations. Option A would also only have one parking area, which would be an 800-space structure at Wheeler Avenue and Santa Anita Avenue. No displacements would occur as a result of this option.~~

~~The Arcadia Station Option B (Aerial Station) would require the same property acquisitions as the Arcadia Base Station option. Both options would displace 11 businesses.~~



Sources: C&C Aerial Mapping Corp., 2003; Jones & Stokes Associates, 2005.

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|---|----------------------|---|-----------------------|
|  | Full Aquisition |  | Station Boundary |
|  | Partial Aquisition |  | Railroad Right of Way |
|  | Lease Aquisition |  | Parking |
|  | Municipal Aquisition | | |

Figure 3-1.1: Arcadia Station Acquisitions

Monrovia

The Monrovia Station would require the acquisition of three one parcel. ~~Plastech, a specialty printing company is currently located on parcel 8507-006-045 with company parking on parcel 8507-003-046. The Monrovia Recycling Center and Nu Way Carwash are currently located on parcel 8507-003-044. All of the buildings on the site, except for the carwash, would be demolished and the businesses would be displaced to accommodate a 500 space parking structure. The carwash operations would not be affected by the proposed project. Initial parking for the Foothill Extension would be provided at the transit center project being developed by the City of Monrovia. Long term parking would be provided by the City of Monrovia Redevelopment Agency as part of a mixed-use development that adjoins the station. Access easements are required across two parcels. Table 3-1.2 and Figure 3-1.2, describe potential acquisitions at the Monrovia Station. The locations for the traction power substations are shown on Figures 2-53 and 2-54, near the end of Chapter 2. An easement for construction of a new bridge over Sawpit Wash is also required; the location is shown on Figure 2-54.~~

TABLE 3-1.2 POTENTIAL MONROVIA STATION AND OTHER ACQUISITIONS				
APN	Property Address	Impact	Use	Number of Relocations
<u>Traction Power Substations</u>				
8507-006-040	1602 S. Mayflower Ave.	Partial	Single Family Residential	0 (Easement only)
8507-003-044	145 W. Duarte Road	Partial	Commercial Acreage	0
<u>Station</u>				
8507-003-058	1675 South Primrose Ave.	Partial	Light Industrial	0
<u>Parking Structure</u>				
8507-003-045	205 W. Duarte Road	Full	Heavy Industrial	1 business
8507-003-046	N/A	Full	Parking Lot	0
<u>New Sawpit Wash Bridge</u>				
8513-012-048	1625 S. Mountain Ave	Partial	Retail Trade	0 (Easement Only)
Source: Myra L. Frank, 2003; revised Jones & Stokes, 2005.				

~~A transit center with surface parking has been proposed north of the Monrovia Station; however, that project would be completed by the Redevelopment Agency of Monrovia and is not included in the proposed project.~~

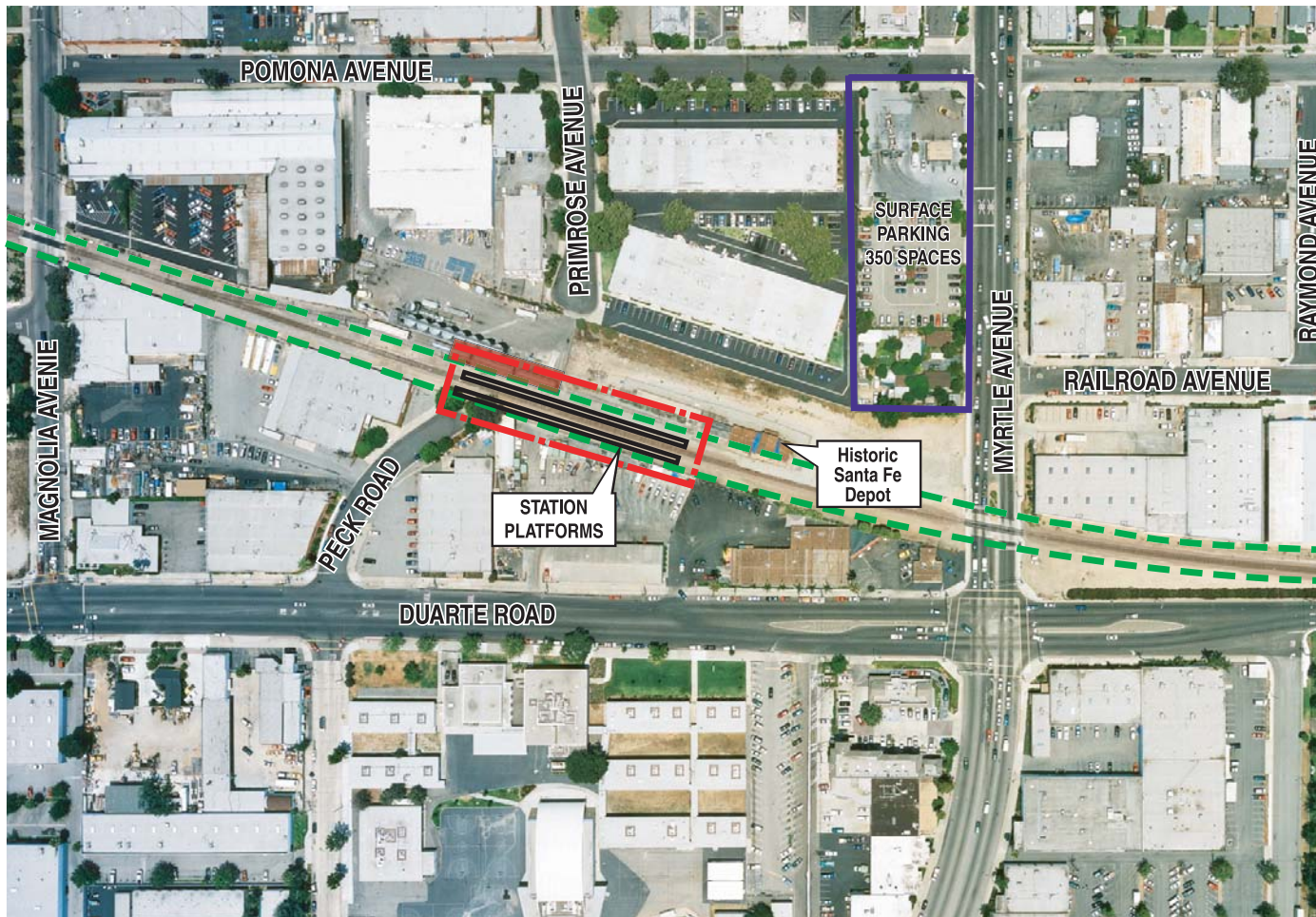
Duarte

~~Table 3-1.3 and Figure 3-1.3 and Figure 3-1.4 describe potential acquisitions for the parking and access to the Duarte Station. and right-of-way. The station would be constructed within existing rail right-of-way. Parking would be provided off of Business Center Drive. A pedestrian connection approximately 20 feet wide would be provided between the parking lot and the station platforms. About one block east of the station, at the city limits of Duarte and Irwindale, an industrial tract needs to be acquired for a traction power substation. The location of the traction power substation is shown on Figure 2-55 near the end of Chapter 2.~~

**TABLE 3-1.3
POTENTIAL DUARTE STATION AND OTHER ACQUISITIONS**

APN	Property Address	Impact	Use	Number of Relocations
Right-of-way				
8528-005-035	1400 Three Ranch Rd	Partial	Residential	0
8528-005-034	1358 Three Ranch Rd	Partial	Residential	0
N/A	Duarte Road on street parking	Partial	Road	0
Parking and Access to Station				
8533-005-008	1500 Duarte Road	Partial	Hospital Parking Lot	0
8533-005-015	N/A	Partial	Hospital Parking Lot	0
8533-005-905	N/A	Partial	Municipal Property	0
8528-011-021	1801 Highland Ave	Partial	Warehouse	0
8528-011-020	1700 Business Center Dr.	Partial	Heavy Industrial	0
Traction Power Substation				
8528-015-051	1700 Bradbourne Ave.	Full	Industrial	1

Source: Myra L. Frank, 2003; revised Jones & Stokes, 2005.



Sources: C&C Aerial Mapping Corp., 2003; Jones & Stokes Associates, 2005.



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|---|----------------------|---|-----------------------|
|  | Full Aquisition |  | Station Boundary |
|  | Partial Aquisition |  | Railroad Right of Way |
|  | Lease Aquisition |  | Parking |
|  | Municipal Aquisition | | |



Figure 3-1.2: Monrovia Station Acquisitions



Sources: C&C Aerial Mapping Corp., 2003; Jones & Stokes Associates, 2005.

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- Full Acquisition
- Partial Acquisition
- Lease Acquisition
- Municipal Acquisition
- Station Boundary
- Railroad Right of Way
- Parking



Figure 3-1.3: Duarte Station Acquisitions

The triple track configuration would require the acquisition of two small slivers of residential property located north of the intersection of Duarte Road and Cinco Robles Drive. Both acquisitions would be located in the backyard near the fence line. The acquisitions would be relatively small and would not result in any displacements.

The triple track configuration would also require 7 feet of on street parking near the proposed station and north of the City of Hope. The parking is typically used during performances at the City of Hope Auditorium. Partial acquisition of a parking lot owned by the City of Hope National Medical Center would also be required under this alternative. A new 250 space parking garage would be built on the site. The acquisition of on street parking and the City of Hope parking lot would not substantially affect the operation of the City of Hope medical center or auditorium.

Irwindale

Table 3-1.4 and **Figure 3-1.5** describe potential acquisitions for the Maintenance and Operations Facility site and the Irwindale Station surface parking. The station would be built within existing rail right-of-way. Note that the Maintenance and Operations Facility site is geographically within Segment 1, but it would not be constructed as part of the Build LRT to Azusa Alternative.

TABLE 3-1.4 POTENTIAL IRWINDALE STATION AND MAINTENANCE FACILITY ACQUISITIONS				
APN	Property Address	Impact	Use	Number of Relocations
Parking Structure				
8533-009-023	15801 1st Street	Partial	Food Processing	0
8615-002-016	No. Irwindale Ave., Extended	Full	Industrial (vacant)	0
Irwindale Maintenance and Operations Facility				
8533-009-024	81 E. 1st Street	Full	Food Processing	institution
8533-009-904	Santa Fe Dam & Recreation Area	Partial	Park	0
N/A	Street right-of-way	Partial	Street right-of-way	0
* The ATF facility would either remain in place, or it would be relocated to a vacant portion of the Miller property, just east of the existing facility. Source: Myra L. Frank, 2003; revised Jones & Stokes, 2005.				

The Irwindale Station parking structure would require the partial acquisition of land owned by the Miller Brewing Company. The portion of the property that would be acquired is currently landscaped and maintained by the Miller Company, but is not essential to brewery operations.

A second parcel of land of about 24 acres, owned by Miller Brewing Company and located west of the Miller plant, would be acquired to build the Irwindale Maintenance and Operations Facility. The property is currently undeveloped, except for a small portion that is occupied by the Federal Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF). The ATF facility would either remain in place, or it would be relocated to a vacant portion of the Miller property, just east of the existing facility. In order to provide rail access into the site, a narrow strip of land adjoining the Miller property would need to be acquired from the Santa Fe Dam and Recreation Area (Corps of Engineers). It is anticipated that this would be

accomplished through a long-term lease. There are no recreational facilities on the proposed acquisition, which is about 6 acres in size. The strip of land now includes dirt access road to a monitoring facility; this access would be maintained. An additional 0.2 acre from the City of Irwindale would also will be required for any entrance road off 1st Street.

Parking for the Irwindale Station would be located to the east of the Irwindale Avenue overcrossing of the rail line and I-210. Access would be via the eastside frontage road.



Sources: C&C Aerial Mapping Corp., 2003; Jones & Stokes Associates, 2005.

0 264 528 Feet

LEGEND

- | | | | |
|---|----------------------|---|-----------------------|
|  | Full Aquisition |  | Station Boundary |
|  | Partial Aquisition |  | Railroad Right of Way |
|  | Lease Aquisition |  | Parking |
|  | Municipal Aquisition | | |



Figure 3-1.4: Maintenance and Operations Facility Acquisitions



Sources: C&C Aerial Mapping Corp., 2003; Jones & Stokes Associates, 2005.

LEGEND

- | | | | |
|---|----------------------|---|-----------------------|
|  | Full Aquisition |  | Station Boundary |
|  | Partial Aquisition |  | Railroad Right of Way |
|  | Lease Aquisition |  | Parking |
|  | Municipal Aquisition | | |



Figure 3-1.5: Irwindale Station Acquisitions

Azusa

Alameda Avenue Station

The Azusa-Alameda Avenue Station would require the acquisition of ~~eight~~ seven parcels (for parking ~~structure~~) and the closure of North Alameda Avenue at the alignment. Currently there are ~~eight~~ residences, and ~~two~~ five businesses located on the site of the proposed parking ~~garage~~. The businesses include a furniture manufacturing company and a masonry company. All of the residences and the businesses would be displaced as a result of the proposed parking ~~structure~~.

Table 3-1.5 and Figure 3-1.6 describe ~~potential~~ acquisitions for the Azusa-Alameda Station.

TABLE 3-1.5 POTENTIAL AZUSA-ALAMEDA AVENUE STATION ACQUISITIONS				
APN	Property Address	Impact	Use	Number of Relocations
Station				
N/A	North Alameda Avenue	Street Closure	Public Street	0
8608-025-801	130 E. Santa Fe Ave.	Full	Utilities	0
Parking				
8608-027-004	817 N. Dalton Avenue	Full	Triplex	3 residences
8608-027-002	813 N. Dalton Avenue	Full	Single Family Residence	1 residence
8608-027-003	809 N. Dalton Avenue	Full	Single Family Residence	1 residence
8608-027-005	824 N. Alameda Avenue	Full	Single Family Residence	1 residence
8608-027-006	822 N. Alameda Avenue	Full	Duplex	2 residences
8608-027-007	810 N. Alameda Avenue	Full	Commercial/ Industrial	1 business
8608-027-008	803 N. Dalton Avenue	Full	Warehouse	1 business
<u>8608-025-004, -005, -006</u>	<u>801 N. Alameda</u>	<u>Full</u>	<u>Industrial</u>	<u>1</u>
<u>8608-025-011</u>	<u>832 N. Azusa Ave.</u>	<u>Full</u>	<u>Commercial</u>	<u>1</u>
<u>8608-025-012</u>	<u>830 N. Azusa Ave</u>	<u>Full</u>	<u>Commercial</u>	<u>1</u>
<u>86080025-013</u>	<u>830 N. Azusa Ave</u>	<u>Full</u>	<u>Commercial</u>	<u>1</u>
<u>86080025-014</u>	<u>826 N. Azusa Ave</u>	<u>Full</u>	<u>Commercial</u>	<u>1</u>
<u>86080025-019</u>	<u>812 N. Azusa Ave</u>	<u>Full</u>	<u>Commercial</u>	<u>1</u>
Source: Myra L. Frank, 2003; revised Jones & Stokes, 2005.				

Citrus Avenue Station

~~No acquisitions would be required for the construction of the proposed Azusa-Citrus Avenue Station; the developer developing the Monrovia Nursery site would provide station parking at a later date.~~

The Citrus Avenue Station would require the acquisition of property from the Rosedale development for parking. The station would be built within existing railroad right-of-way. **Table 3-1.6** and **Figure 3-1.7** describe acquisitions for the Azusa-Citrus Station.

TABLE 3-1.6 AZUSA-CITRUS STATION ACQUISITIONS				
APN	Property Address	Impact	Use	Number of Relocations
Parking				
8625-005-018	Citrus Avenue	Partial	Agriculture	0

Source: Jones & Stokes, 2005.



Sources: C&C Aerial Mapping Corp., 2003; Jones & Stokes Associates, 2005.



LEGEND

- Full Acquisition
- Partial Acquisition
- Lease Acquisition
- Municipal Acquisition
- Station Boundary
- Railroad Right of Way
- Parking



Figure 3-1.6 : Azusa – Alameda Avenue Station Acquisition



Sources: C&C Aerial Mapping Corp., 2003; Jones & Stokes Associates, 2005.

LEGEND

- | | | | |
|---|----------------------|---|-----------------------|
|  | Full Aquisition |  | Station Boundary |
|  | Partial Aquisition |  | Railroad Right of Way |
|  | Lease Aquisition |  | Parking |
|  | Municipal Aquisition | | |

0 264 528 Feet



Figure 3-1.7: Azusa-Citrus Station Acquisition

Foothill Extension, Segment 2 – The Cities Affected and the Effects

Glendora

~~Table 3-1.6 and Figure 3-1.6.~~ **Table 3-1.7 and Figure 3-1.8** describe ~~potential~~ acquisitions for the Glendora Station and traction power substation. No property is needed for the station; the site is already owned by the Construction Authority.

TABLE 3-1.7 POTENTIAL GLENDORA ACQUISITIONS				
APN	Property Address	Impact	Use	Number of Relocations
Surface Parking				
8639-002-004	255 S. Vermont Avenue	Full	Commercial/ Industrial	6 businesses
8639-002-019	255 S. Vermont Avenue	Full	Industrial Acreage	0
Traction Power Substation				
8654-001-037	1675 Inola Street	Partial	Residential	0

Source: Myra L. Frank, 2003; revised Jones & Stokes, 2005.

~~The Glendora Station would include a surface parking lot west of Vermont Avenue and north of the proposed alignment. The 400-space surface parking lot would require the acquisition of two parcels. There are 6 businesses currently operating on the site. All of the businesses would be displaced as a result of the proposed project.~~

~~Access to traction power substation to be built within rail right-of-way would be needed in the eastern portion of Glendora. The proposed location of the easement is through a residential property at 1675 Inola Street.~~

San Dimas

~~Table 3-1.7 3-1.8 and Figure 3-1.8 3-1.9~~ describe ~~potential~~ acquisitions for the San Dimas Station and parking. The site would also accommodate a traction power substation.

TABLE 3-1.8 POTENTIAL SAN DIMAS STATION ACQUISITIONS				
APN	Property Address	Impact	Use	Number of Relocations
Parking – North of the Alignment and West of Eucla Ave.				
8386-006-010	155 N. Eucla Ave	Full	Lumber Yard	1 business
8386-006-025	N/A	Full	Industrial Lot	0
8386-006-027	N/A	Full	Industrial Lot	0
8386-006-028	N/A	Full	Commercial Lot	0
8386-006-026	N/A	Full	Industrial Lot	0

**TABLE 3-1.8
POTENTIAL SAN DIMAS STATION ACQUISITIONS**

APN	Property Address	Impact	Use	Number of Relocations
Parking – North of the Alignment and West of Acacia St.				
8386-015-015	127 N. Acacia St	Full	Light Industrial	1 business
8386-015-020	N/A	Full	Vacant Land	0
8386-015-814	N/A	Full	Railroad	0
8386-015-021	N/A	Full	Industrial Lot	0
8386-015-023	N/A	Full	Commercial Lot	0
8386-015-024	N/A	Full	Commercial Lot	0
8386-015-815	N/A	Full	Railroad	0
8386-016-035	N/A	Full	Industrial Lot	0
Parking – South of the Alignment and West Monte Vista Ave.				
8390-021-905	N/A	Full	Municipal Property	0
Parking – South of the Alignment and West of San Dimas Ave.				
8390-021-904	100 W. Railway St	Full	Park and Ride Lot	0
8390-021-905	N/A	Full	Park and Ride Lot	0
8390-021-906	N/A	Full	Park and Ride Lot	0
8390-021-907	N/A	Full	Park and Ride Lot	0
8390-021-908	N/A	Full	Park and Ride Lot	0
8390-021-909	N/A	Full	Park and Ride Lot	0
8390-021-910	N/A	Full	Park and Ride Lot	0
8390-021-912	124 W. Railway St	Full	Park and Ride Lot	0

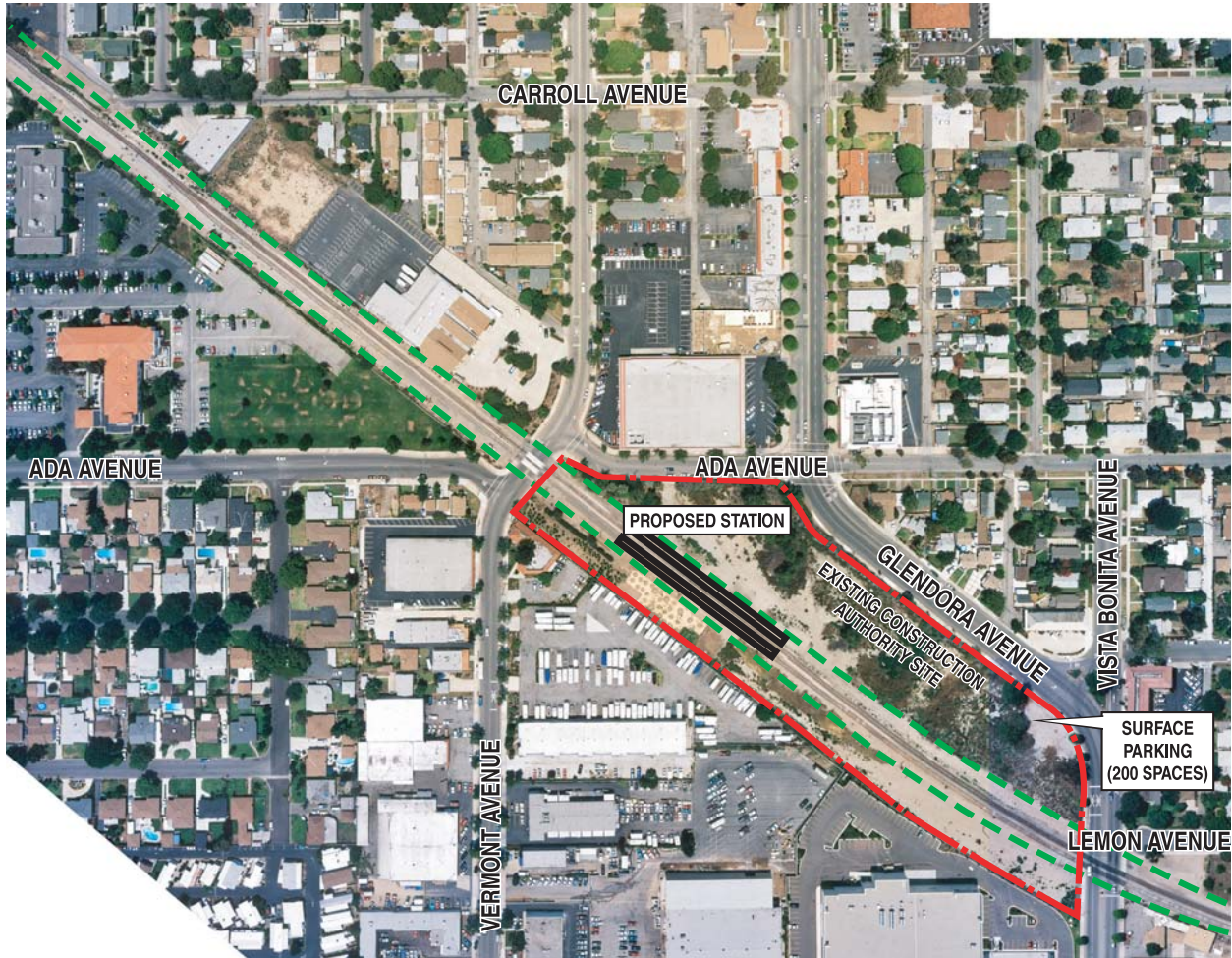
Source: Myra L. Frank, 2003; revised Jones & Stokes, 2005.

The proposed San Dimas Station Triple Track configuration would include four parking lots. The first parking lot structure for the San Dimas Station would be located north of the proposed alignment and west of Eucla Avenue; it would require the acquisition of 5 parcels. Four of the parcels are vacant. However, Henkels and McCoy, Inc., a national engineering and construction firm, have offices and an equipment yard located on parcel 8386-006-010. The construction yard and offices would be displaced as a result of the proposed project.

The second parking lot would be located north of the proposed alignment and west of Acacia Street; it would require the acquisition of eight parcels. Most of the parcels are used for parking and storage. A sign company located on parcel 8386-015-015 would be displaced as a result of the proposed project.

The third parking lot would be located south of the proposed alignment and west of Monte Vista Avenue; it would require the acquisition of one parcel. The parcel is currently owned by the City of San Dimas, and it is vacant. This parking lot would not result in any displacements.

~~The fourth parking lot would be located south of the proposed alignment and west of San Dimas Avenue; it would require the acquisition of 8 parcels. The parcels are all currently owned by the City of San Dimas, and are used for park and ride parking. This parking lot would not result in any displacements.~~



Sources: C&C Aerial Mapping Corp., 2003; Jones & Stokes Associates, 2005.

0 264 528 Feet

LEGEND

- | | | | |
|---|----------------------|---|-----------------------|
|  | Full Aquisition |  | Station Boundary |
|  | Partial Aquisition |  | Railroad Right of Way |
|  | Lease Aquisition |  | Parking |
|  | Municipal Aquisition | | |



Figure 3-1.8: Glendora Station Acquisition



Sources: C&C Aerial Mapping Corp., 2003; Jones & Stokes Associates, 2005.

LEGEND

- | | | | |
|---|----------------------|---|-----------------------|
|  | Full Aquisition |  | Station Boundary |
|  | Partial Aquisition |  | Railroad Right of Way |
|  | Lease Aquisition |  | Parking |
|  | Municipal Aquisition | | |

Figure 3-1.9: San Dimas Station Acquisitions

La Verne

The La Verne Station ~~E-Street Option and D-Street Option~~ would not require any acquisitions of private property. The stations would be located within the existing LACMTA Construction Authority-owned right-of-way and the parking would be at the existing Fairplex parking lot southeast of the proposed stations.

~~The La Verne Station — Fairplex Option D would require the acquisition of two parcels. Parcels 8377-028-005 and 8377-028-006 would be acquired to accommodate a joint LRT/MetroLink/bus transit center with a parking lot. The building on the site would be demolished and the business, Paper Pak Corporation, would be displaced. The building is currently used as a manufacturing facility for the production of adult incontinence products.~~

Pomona

Table 3-1.9 and Figure 3-1.10 describe potential acquisitions for the Pomona Station. (Garey Avenue/MetroLink ~~Option~~ Station).

TABLE 3-1.9 POTENTIAL POMONA STATION – GAREY AVE/METROLINK OPTION ACQUISITIONS				
APN	Property Address	Impact	Use	Number of Relocations
Parking				
8371-011-001	2771 N. Garey Ave	Partial	Heavy Industrial	0

Source: Myra L. Frank, 2003.

The Pomona Station (adjacent to the Garey Avenue/MetroLink ~~Option~~ Station) would include the partial acquisition of one parcel. Currently the Hamilton Sundstrand offices are located on a portion of the site. ~~However,~~ At the west of the parcel, a strip of less than 50 feet in width would need to be acquired for the pedestrian connection between the station and parking. A large undeveloped area of the overall parcel would be acquired for the construction of an 800-space parking structure. The partial acquisition of this parcel is not anticipated to substantially affect business operations at Hamilton Sundstrand and no displacements would occur.

~~The Pomona Station — Towne Avenue Option A would include the full acquisition of two parcels to accommodate an 800-space surface parking lot. One parcel (8313-001-001) is vacant, and would not result in any displacements. The other parcel (8313-001-002) is mostly vacant; however, Ray Silva Painting operates out of a small building in the southwest portion of the lot. This business would be displaced as a result of the proposed parking area.~~



Sources: C&C Aerial Mapping Corp., 2003; Jones & Stokes Associates, 2005.

0 264 528 Feet

LEGEND

- Full Aquisition
- Partial Aquisition
- Lease Aquisition
- Municipal Aquisition
- Station Boundary
- Railroad Right of Way
- Parking



Figure 3-1.10: Pomona (Garey Avenue) Station Acquisition

Claremont

There are two station options at Claremont. The Option A station would be located adjoining the historic ATSF depot. Option A would require an expansion of the rail right-of-way to the south between Bucknell and just east of College Avenue because the rail right-of-way is only 66 feet wide at the station location. The Option B station would be located just east of College Avenue. Option B would not require as much right-of-way expansion as Option A. The rail right-of-way is 100 feet wide east of College Avenue. Parking for either station option would be provided in a structure to be located on the existing Metrolink surface parking lot at First and College. Metrolink passengers could continue to park at the site, and no displacements would occur.

Table 3-1. 3-1.10 and Figures 3-1.13 and 3-1.14 Figure 3-1.11 and 3-1.12 describe potential acquisitions for the Claremont Station options.

TABLE 3-1.10 POTENTIAL CLAREMONT STATION ACQUISITIONS				
APN	Property Address	Impact	Use	Number of Relocations
Right-of-way and Station Options A and B				
Santa Fe Street	From Bucknell Ave to Olive Ct	Street Closure	Public Street	0
8313-024-022	100 S Indian Hill Blvd	Partial	Residential (Loss of parking only)	0
8313-023-019	108 Olive St	Partial	Commercial/Industrial	0
8313-023-020	109 Spring St	Partial	Commercial/Industrial	0
8313-022-001	111 S. College Ave	Partial	Commercial/Industrial	0
8314-018-800	N/A	Partial	Utilities	0
Northern Alignment Right-of-way (Former Pacific Electric Right-of-way)				
8314-012-015	N/A	Full	Vacant	0
4007-073-21-0000	N/A	Partial	Vacant	0
4007-073-20-0000	N/A	Partial	Residential	0
Parking – West of Indian Hill Blvd and South of First St				
8313-009-901	N/A	Full	Municipal Property	0
8313-009-905	401 S. Indian Hill Blvd	Full	Municipal Property	0
Parking – East of College Ave and South of First St.				
8313-009-905	401 S. Indian Hill Blvd	Full	Municipal Property Metrolink parking	0
8314-017-900	N/A	Full	Municipal Property Metrolink parking	0

Source: Myra L. Frank, 2003; revised Jones & Stokes, 2005.

To accommodate the proposed ~~Triple Track configuration~~ project, two LRT tracks and dual Metrolink tracks, additional right-of-way would be required south of the existing right-of-way between Bucknell Avenue and College ~~Park Avenue~~. Santa Fe Street would be closed, or reduced to one-way, from Bucknell Avenue to Olive Street. The closure of Santa Fe Street would restrict access to 19 residential parking spaces on parcel 8313-024-022 (between Bucknell and Indian Hill). It is not anticipated that the loss of parking would substantially affect the residential development since other parking for the property is available and no displacements are anticipated.

Parking on parcels 8313-023-019 and 8313-023-020 would also be eliminated; however additional parking on both parcels is available. It is not anticipated that the loss of parking would result in the displacement of the businesses located on these parcels.

A portion of parcel 8313-022-001 would be required to accommodate the proposed alignment; however, it is not anticipated that the acquisition would require the demolition of the two buildings currently located on the site. Currently there are 9 businesses located in the buildings. ~~none of the businesses would be displaced as a result of the proposed project.~~ Because the remaining tract may not be able to provide sufficient parking to meet city code requirements, it is assumed that one or more of the businesses may be displaced.

There are five water tanks on parcel 8314-018-800, which may be ~~removed~~relocated as a result of the proposed project. It is anticipated that the tanks could be avoided by project construction; however, if necessary the tanks may be relocated within the existing parcel.

~~The proposed alignment forks just east of the Claremont Station and there are two potential alignments; a northern alignment that parallels Huntington Drive in abandoned railroad right of way owned by SANBAG and a southern alignment that continues along the existing alignment. If the northern alignment were selected three parcels would have to be acquired along the right of way. Parcel 8314-012-015 is located in Los Angeles County and is vacant. Parcels 1007-073-20-0000 and 1007-073-21-0000 are located in San Bernardino and are residential. However, the partial acquisition would not result in the displacement of the residences located on the parcels.~~

~~The Claremont Station would have two parking lots. A 700 space parking structure would be located on parcels 8313-009-905 and 8314-017-900, which are owned by the City of Claremont Redevelopment Agency and are currently vacant. No displacements would result from the construction of this parking structure.~~

~~The second parking lot would be located east of College Avenue and South of First Street in the existing Metrolink parking lot. Metrolink passengers could continue to parking at the site, and no displacements would occur.~~



Sources: C&C Aerial Mapping Corp., 2003; Jones & Stokes Associates, 2005.

0 264 528 Feet

LEGEND

- Full Aquisition
- Partial Aquisition
- Lease Aquisition
- Municipal Aquisition
- Station Boundary
- Railroad Right of Way
- Parking



Figure 3-1.11: Claremont Station Option A Acquisitions



Sources: C&C Aerial Mapping Corp., 2003; Jones & Stokes Associates, 2005.

0 264 528 Feet



LEGEND






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|---|----------------------|---|-----------------------|
|  | Full Aquisition |  | Station Boundary |
|  | Partial Aquisition |  | Railroad Right of Way |
|  | Lease Aquisition |  | Parking |
|  | Municipal Aquisition | | |

Figure 3-1.12: Claremont Station Option B Acquisitions

Montclair

The Montclair Station (North) would not require any acquisitions. Parking would be accommodated within the existing TransCenter parking.

Table 3-1.12 3-1.11 and Figure 3-1.16 3-1.13 describe potential acquisitions for the Montclair Station.

TABLE 3-1.11 POTENTIAL MONTCLAIR STATION (SOUTH) ACQUISITIONS				
APN	Property Address	Impact	Use	Number of Relocations
Station				
-1007-070-02-0000	N/A	Partial	Utilities	0
-1007-070-04-0000	4952-5050 E. Arrow Highway	Partial	Commercial/ Industrial	0
-1007-070-01-0000	5150 E. Arrow Highway	Partial	Commercial/ Industrial	0
Source: Myra L. Frank, 2003.				

The Montclair Station (South) would require the relocation of the Metrolink platform to the south side of the rail right of way in order for the LRT tracks to be placed on the north side of the right of way. The southern LRT platform would be located immediately next to a relocated Metrolink side platform.

The Southern station would also require no three partial acquisitions. The portion of the property that would be acquired is currently vacant. The acquisitions would not displace any businesses or substantially affect the operation of the businesses.

Parking would be provided within the existing TransCenter park and ride facility.



Sources: C&C Aerial Mapping Corp., 2003; Jones & Stokes Associates, 2005.

0 264 528 Feet



LEGEND

- Full Acquisition
- Partial Acquisition
- Lease Acquisition
- Municipal Acquisition
- Station Boundary
- Railroad Right of Way
- Parking

Figure 3-1.13: Montclair Station Acquisitions

Summary of Impacts for Full Build (Pasadena to Montclair) Alternative

Table 3-1.13 3-11.2 summarizes the potential acquisitions for the Full Build (Pasadena to Montclair) Alternative, by city.

TABLE 3-1.12 SUMMARY OF ACQUISITIONS FULL BUILD (PASADENA TO MONTCLAIR) ALTERNATIVE BY CITY			
City	Number of Full Acquisitions	Number of Partial Acquisitions	Number of Relocations
Pasadena	0	0	0
Arcadia	7 <u>10</u> (Either for Arcadia parking), 3 (Option A), 7 (Option B)	0 <u>2</u>	44 <u>10</u> businesses (for Arcadia Station parking) 0 (Option A), 11 (Option B)
Monrovia	2 <u>0</u>	4 <u>4</u>	2 <u>0</u> businesses
Duarte	0 <u>1</u>	6 <u>2</u>	4 <u>0</u>
Irwindale	1	1 <u>3</u>	1 institution* <u>0</u>
Azusa	8 <u>7</u> (Azusa-Alameda Station) 0 (Azusa-Citrus Station)	0 <u>1</u> (Azusa-Citrus Station)	8 residences, 2 <u>5</u> businesses (Azusa-Alameda Station), 0 (Azusa-Citrus Station)
Glendora	2 <u>0</u>	0 <u>1</u>	6 businesses <u>0</u>
San Dimas	22 <u>5</u>	0	2 businesses <u>1</u> business
La Verne	0 (E St Option), 0 (D St Option), 2 (Fairplex Option) <u>0</u>	0	0 (E St Option), 0 (D St Option), 1 business (Fairplex Option) <u>0</u>
Pomona	1 (Garey Ave Option) 2 (Towne Ave Option)	1 0 (Towne Ave Option)	0 (Garey Ave Option), 1 business (Towne Ave Option)
Claremont	5 <u>1</u>	7 <u>5</u> (Station Option A/B)	0 <u>9</u> **
Montclair	0	3 (South Station Option) <u>0</u>	0
Upland	0	0	0
*The ATF Facility would either remain in place, or it would be relocated to a vacant portion of the Miller property			
** Partial acquisitions may reduce available parking to less than city code requirements, potentially causing up to <u>9</u> relocations.			
Source: Myra L. Frank, 2003; revised Jones & Stokes, 2005.			

Summary of Impacts for Build LRT to Azusa Alternative

Table 3-1.13 summarizes the potential acquisitions for the Build LRT to Azusa Alternative

TABLE 3-1.13 SUMMARY OF ACQUISITIONS BUILD LRT TO AZUSA ALTERNATIVE BY CITY			
City	Number of Full Acquisitions	Number of Partial Acquisitions	Number of Relocations
Pasadena	0	0	0
Arcadia	7 10 (Either for Arcadia Parking), 3 (Option A), 7 (Option B)	0 2	44 10 businesses (for Arcadia Station parking) 0 (Option A), 11 (Option B)
Monrovia	2 0	4 4	2 0 businesses
Duarte	0 1	6 2	4 0
Irwindale	1	4 3	1 institution* 0
Azusa	8 7 (Azusa-Alameda Station) 0 0 (Azusa-Citrus Station)	0 1 (Azusa-Citrus Station)	8 residences, 2 5 businesses (Azusa-Alameda Station), 0 (Azusa-Citrus Station)
*The ATF Facility would either remain in place, or it would be relocated to a vacant portion of the Miller property, just east of the existing facility.			
Source: Myra L. Frank, 2003; revised Jones & Stokes, 2005.			

3-1.2.5 Cumulative Impacts

The No Build Alternative would not require any acquisitions or displacements and therefore would not contribute to any significant cumulative impacts.

The Build Alternatives would require acquisition of ~~parts of no residential properties~~, would restrict access to one residential property, but would induce no relocations. The alternatives would also require commercial and industrial acquisitions and displacements. However, compliance with the Uniform Relocation Assistance Act and the California Relocation Assistance Guidelines would mitigate the project effects to a less than adverse/less than significant level.

The Southern California Association of Governments' (SCAG) 2004 Regional Transportation Plan (RTP) Final Program EIR is the most applicable certified planning document that provides a regional cumulative impact assessment for transportation improvements (including the proposed project) through the year 2030. The RTP Final Program EIR concludes that implementation of the RTP would necessitate displacement of substantial numbers of homes and businesses. Thus, the proposed project would contribute to the cumulative business acquisition impacts but not to the cumulative residential acquisition impacts.

~~Many developments have been proposed within a one-mile radius of the proposed alignment (see the Related Projects summary in the appendices). However, most of the developments are small infill projects that would not result in any displacements. Therefore, it is not anticipated that there would be a cumulative negative impact as a result of the proposed developments along the Gold Line Phase II~~

~~Foothill Extension Alignment. Future redevelopment of vacant parcels that may result from transit-oriented development would be under the guidance of the city in which the project was located.~~

~~In addition, the proposed project would not considerably contribute to cumulative impacts related to acquisitions and displacements. The proposed project corridor is 24 miles and would result in the displacement of less than 38 25 businesses and 8 residences, all of which would receive relocation assistance as mandated under the Uniform Relocation Act and the California Relocation Guidelines.~~

3-1.2.6 Impacts Addressed by Regulatory Compliance

a. No Build Alternative

The No Build Alternative would not require any acquisitions or displacements. Consequently no regulatory compliance would be required to address impacts from the No Build Alternative.

b. Build Alternatives

The potential effect of property acquisitions would be mitigated to a less than significant level through compliance with applicable federal and state laws governing property acquisition procedures. The Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970, as amended (Uniform Act), mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced as a direct result of programs or projects undertaken by a federal agency or with federal financial assistance. The Uniform Act provides for uniform and equitable treatment of persons displaced from their homes or businesses that are eligible for assistance and establishes uniform and equitable land acquisition policies. Generally, the Uniform Act requires that all aspects of property acquisition, including notice, appraisal, negotiation, and payment, be as reasonable and fair as possible and be handled as expeditiously as practicable.

According to section 6018 of the Relocation Assistance and Real Property Acquisitions Guidelines (California Code of Regulations), the provisions of the California Relocation Act (California Act) (Government Code sections 7260-7277) shall apply in the absence of federal funds and/or involvement if a public entity undertakes a project and consequently must provide relocation assistance and benefits. The California Act, which is consistent with the intent and guidelines of the Uniform Act, seeks to (1) ensure the consistent and fair treatment of owners of real property, (2) encourage and expedite acquisitions by agreement to avoid litigation and relieve congestion in the courts, and (3) promote confidence in public land acquisitions.

The Uniform Act requires both financial assistance and programmatic assistance to eligible displaced persons, businesses and non-profits, as described below.

Financial Assistance: Eligible displaced businesses and non-profit organizations are entitled to compensation for: reasonable moving expenses, direct losses of tangible personal property (not to exceed the cost of moving such property), expenses of searching for replacement property and expenses of reestablishing a small business or non-profit (not to exceed \$10,000). In lieu of the foregoing payments, a displaced business or non-profit can elect to receive a fixed relocation assistance payment of between \$1,000 and \$20,000.

Programmatic Assistance: Eligible displaced persons, businesses and non-profit organizations are entitled to certain programmatic assistance in addition to monetary compensation. This assistance takes the form of coordinated relocation planning and counseling and may include recommendations on replacement

housing or new business locations, information on other government assistance programs, and any other advisory services that may minimize the hardships of relocation. Programmatic assistance also would include the provision of certain “last resort” housing in the event that comparable replacement housing that is decent, safe, and sanitary is not available to displaced persons.

3-1.3 Mitigation

3-1.3.1 Construction Period Mitigation Measures

The No-Build Alternative would not require any acquisitions or displacements, and would therefore not have any impacts to mitigate.

Any acquisitions or displacements that may occur under the No Build Alternative would be mitigated within individual projects. There would be no mitigation required of the Foothill Extension project.

The Build Alternatives would require temporary construction easements. Since the proposed project is intended to be implemented under a Design-Build scenario, the need for or locations of all construction easements cannot be enumerated. The choice of construction techniques, which influence the size and duration of construction easements, would rest with the contractor. Experience from the construction of Phase I indicates that the contractor often negotiates the terms of construction easements on a case-by-case basis. Where there are local regulations that govern or affect construction period easements, the contractor would be required to comply with the local regulations by terms of their contract with the Construction Authority. The construction easements would also have to function in accordance with the worksite traffic control plans that would be developed in consultation with each city. See Section 3-15.3 for information on traffic mitigation.

It is likely that the construction of soundwalls, if placed at the edge of the rail right-of-way, would require construction easements from adjoining property owners in order to build the appropriate foundations and to erect the soundwalls. Where sound insulation is to be provided as mitigation, property owners would have to grant access to their properties to allow noise measurements and the installation of noise-attenuating windows (and air conditioning if required). See Section 3-11.2 for information on noise mitigation.

3-1.3.2 Long Term Mitigation

The No-Build Alternative would not require any acquisitions or displacements in Segment 1 or 2 cities, and would therefore not have any impacts to mitigate.

All significant impacts related to project acquisitions or displacements for the Build Alternatives would be mitigated to a less-than-significant level through compliance with the Uniform Act and the California Act as described in Section 3-1.2.6 above.

3-1.4 Impact Results with Mitigation

The following sections show the results of complying with regulatory requirements and proposed mitigation measures. This section summarizes where identified impacts have been eliminated or reduced to less than adverse/less than significant levels, or whether there may be remainder impacts.

3-1.4.1 Construction Period

a. No-Build Alternative

Construction impacts for the No-Build Alternative would not change from the level of impact initially identified since no mitigation measures would be required or implemented.

b. Build Alternatives

Construction period impacts would be eliminated or reduced to less-than-adverse/less-than-significant levels by complying with the local, state, and/or federal regulatory requirements and/or permits identified in Section 3-1.2.6, and ~~no~~ the additional measures to mitigate impacts were identified in Section 3-1.3.1. As a result of these two conditions, construction period impacts would be not adverse under NEPA and not significant under CEQA.

3-1.4.2 Long Term

~~Long term impacts for the all of the alternatives would not change from the level of long term impact initially identified since no mitigation measures would be required or implemented.~~

Long term impacts would be eliminated or reduced to less-than-adverse/less-than-significant levels by complying with the local, state, and/or federal regulatory requirements and/or permits identified in Section 3-1.2.6; no additional measures to mitigate impacts were identified in Section 3-1.3.2. As a result of these two conditions, long term impacts would be not adverse under NEPA and not significant under CEQA.