

## 3-4 COMMUNITY FACILITIES AND SERVICES

### 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.

## Summary of Impacts

The No Build Alternative would have no impacts to community facilities and services.

For the Build Alternatives:

There would not be adverse impacts (under NEPA)/significant impacts (under CEQA) on police or fire protection services because traffic disruptions would be minimal and the project would not substantially increase demand for police or fire protection services.

There would not be adverse impacts (under NEPA)/significant impacts (under CEQA) on schools or parks after the implementation of noise mitigation measures described in Section 3-11 and construction fugitive dust mitigation measures described in Section 3-2.

There would not be adverse impacts (under NEPA)/significant impacts (under CEQA) on government centers because full access to all the facilities would be maintained during construction and because

employees and patrons would not be exposed to adverse (significant) construction-related noise or air quality impacts.

There would not be adverse impacts (under NEPA)/significant impacts (under CEQA) on hospitals because emergency access would be maintained and because noise and air quality impacts would be mitigated to a less than adverse (significant) level.

### 3-4.1 Existing Conditions

An inventory of community services and facilities located within the study area is shown in **Table 3-4.1** and a map of those services and facilities is shown on **Figures 3-4.1 through 3-4.4**. The table identifies each public facility by type, name, address, distance from the proposed alignments, and which segment of the project that could affect the facility. The segments are defined in Section 2-2.3.1.

<b>TABLE 3-4.1 COMMUNITY FACILITIES AND SERVICES WITHIN ONE-QUARTER MILE OF THE FOOTHILL EXTENSION ALIGNMENT</b>				
<b>Facility Type</b>	<b>Name</b>	<b>Address</b>	<b>Distance</b>	<b>Segment</b>
Police	Arcadia Police Department	250 W. Huntington Dr., Arcadia	0.6 mile	1
	Monrovia Police Department	140 Lime Av., Monrovia	1 mile	1
	L.A. County Sheriff's Dept. Duarte Sub-station	1042 Huntington Dr., Duarte	0.5 mile	1
	Irwindale Police Department	5050 Irwindale Av	1.5 miles	1
	Azusa Police Department	725 N. Alameda Av., Azusa	0.1 mile	2
	Glendora Police Station	150 S. Glendora Av., Glendora	0.15 mile	2
	L.A. County Sheriff's Dept. San Dimas Sub-station	122 N. San Dimas Av., San Dimas	0.1 mile	2
	(Future) L.A. County Sheriff's Dept. San Dimas Sub-station	270 S. Walnut Av., San Dimas (complete 2004)	Adjacent <sup>1</sup>	2
	La Verne Police Department	2061 Third St., La Verne	0.1 mile	2
	Claremont Police Station	570 W. Bonita Av., Claremont	0.2 mile	2
	Montclair Police Station	5111 Benito St., Montclair	1.5 miles	2
Fire	Pasadena Fire Station No. 32	2424 E. Villa St., Pasadena	0.25 mile	1
	Pasadena Fire Station No. 37	3430 E. Foothill Blvd., Pasadena	0.15 mile	1
	Arcadia Fire Station No. 107	79 W. Orange Grove Av., Arcadia	0.6 mile	1
	Arcadia Fire Station No. 105	710 S. Santa Anita Av., Arcadia	0.6 mile	1
	Monrovia Fire Station No. 101	141 E. Lemon Av, Monrovia	1 mile	1
	Monrovia Fire Station No. 102	2055 S. Myrtle Av., Monrovia	0.3 mile	1
	L.A. County Fire Dept. No. 44	1105 S. Highland Av, Duarte	0.5 mile	1

<sup>1</sup> In this section adjacent is defined as adjoining the proposed alignment or being very near the alignment (i.e., separated from the alignment by a road).

**TABLE 3-4.1  
COMMUNITY FACILITIES AND SERVICES WITHIN ONE-QUARTER MILE OF THE  
FOOTHILL EXTENSION ALIGNMENT**

<b>Facility Type</b>	<b>Name</b>	<b>Address</b>	<b>Distance</b>	<b>Segment</b>
Fire, continued	L.A. County Fire Dept. No. 32	605 N. Angeleno Av., Azusa	0.15 mile	2
	L.A. County Fire Dept. No. 151	231 W. Mountain View Av, Glendora	0.25 mile	2
	L.A. County Fire Dept. No. 85	650 E. Gladstone St., Glendora	1 mile	2
	L.A. County Fire Dept. No. 86	520 S. Amelia Av., Glendora	1 mile	2
	L.A. County Fire Dept. No. 64	164 S. Walnut, San Dimas	Adjacent	2
	La Verne Fire Station No. 1	2061 3rd St., La Verne	0.2 mile	2
	L.A. County Fire Dept. No. 186	280 E. Bonita Av., Pomona	0.15 mile	2
	L.A. County Fire Dept. No. 101	606 W. Bonita Av., Claremont	0.2 mile	2
	Montclair Fire Department	8901 Monte Vista, Montclair	0.2 mile	2
Public Elementary Schools	Andres Duarte Elementary School	1433 Crestfield Dr., Duarte	0.25 mile	1
	Henry Dalton Elementary School	500 10th St., Azusa	0.1 mile	2
	La Fetra Elementary School	547 W. Bennett Av., Glendora	0.2 mile	2
	Williams Elementary School	301 S. Loraine Av., Glendora	0.15 mile	2
	Oakmont Elementary School	120 W. Green St., Claremont	0.15 mile	2
Public Middle Schools	Santa Fe Middle School	148 W. Duarte Rd., Monrovia	0.1 mile	1
	Northview Intermediate School	1401 Highland Av., Duarte	0.25 mile	1
	Sandburg Middle School	819 W. Bennett Av., Glendora	0.1 mile	2
Public High Schools	Duarte High School	1565 Central Av., Duarte	0.25 mile	1
	Glendora High School	1600 Foothill Blvd., Glendora	0.25 mile	2
Other Schools	Rancho Learning Center	150 S. 3rd Av., Arcadia	Adjacent	1
	Serendipity Early Education Center	150 S. 3rd Av., Arcadia	Adjacent	1
Private Schools	First Lutheran School	1323 S. Magnolia Av., Monrovia	0.2 mile	1
	Saint Francis of Rome Elementary School	734 N. Pasadena Av., Azusa	0.1 mile	2
	Saint Dorothy Elementary School	215 S. Valley Center Av., Glendora	0.25 mile	2
	Holy Name of Mary School	124 S. San Dimas Cyn. Rd., San Dimas	0.25 mile	2
	Damien High School	2280 Damien Av., La Verne	0.25 mile	2
	Saint Anthony Elementary School	2421 South C St., La Verne	0.25 mile	2
	Life Center Christian School	305 Arrow Hwy., Pomona	0.25 mile	2
	Our Lady of the Assumption	611 W. Bonita Av., Claremont	0.25 mile	2

**TABLE 3-4.1  
COMMUNITY FACILITIES AND SERVICES WITHIN ONE-QUARTER MILE OF THE  
FOOTHILL EXTENSION ALIGNMENT**

<b>Facility Type</b>	<b>Name</b>	<b>Address</b>	<b>Distance</b>	<b>Segment</b>
Colleges / Universities	Citrus College	1000 W. Foothill Bl., Glendora	0.1 mile	2
	University of La Verne	1950 3rd St., La Verne	Adjacent	2
	Claremont Colleges	747 N. Dartmouth Av., Claremont	0.1 mile	2
Parks	Eaton Wash Park Site	Orange Grove Bl & Eaton Dr, Pasadena	0.25 mile	1
	The Arboretum of L.A. County	301 W. Baldwin Av., Arcadia	Adjacent	1
	Forest Park	Forest Av. & Rodeo Rd., Arcadia	Adjacent	1
	Newcastle Park	143 W. Colorado Blvd., Arcadia	Adjacent	1
	Arcadia County Park	405 S. Santa Anita Av., Arcadia	0.25 mile	1
	Eisenhower Park	500 N. 2nd St., Arcadia	0.25 mile	1
	Bonita Park	2nd Av. & Bonita St., Arcadia	Adjacent	1
	Aloysia Moore Park	Duarte Rd. & Bradbury Av., Duarte	Adjacent	1
	Duarte Sports Park	1401 Central Av., Duarte	0.25 mile	1
	Northview Park	Central Av. & Highland Av., Duarte	0.25 mile	1
	Otis Gordon Sports Park	Central Av. & Crestfield Dr., Duarte	0.25 mile	1
	Santa Fe Dam Recreation Area	200 S. Peckham Rd., Irwindale	Adjacent	1
	Veterans Freedom Park	Foothill Blvd. & Alameda Av., Azusa	Adjacent	2
	Sandburg Middle School Park	819 W. Bennett Av., Glendora	0.2 mile	2
	Big Tree Park	665 S. Santa Fe Av., Glendora	0.25 mile	2
	South Hills Park	723 Mona Loa Av. (S. Side), Glendora	0.25 mile	2
	Centennial Heritage Park	723 Mona Loa Av. (N. Side), Glendora	0.15 mile	2
	Louie Pompei Sports Park	400 S. Valley Center Av., Glendora	0.1 mile	2
	Rhodes Park	210 W. Bonita Av., San Dimas	Adjacent	2
	Pioneer Park	225 S. Cataract Av., San Dimas	0.1 mile	2
	Civic Center Park	Bonita Av. & Walnut Av., San Dimas	0.15 mile	2
	Wheeler Avenue Park	Wheeler Av. & Palamares Av., La Verne	Adjacent	2
	Kuns Park	Bonita Av. & Park Av., La Verne	0.25 mile	2
	Challenger Park	Yeager Av. & Wright Av., La Verne	0.1 mile	2
Palomares Park	499 E. Arrow Hwy., Pomona	Adjacent	2	
Shelton Park	Harvard Av. & Bonita Pl., Claremont	0.25 mile	2	
College Park	College Av. & Green St., Claremont	Adjacent	2	
El Barrio Park	400 Claremont Bl., Claremont	0.1 mile	2	

**TABLE 3-4.1  
COMMUNITY FACILITIES AND SERVICES WITHIN ONE-QUARTER MILE OF THE  
FOOTHILL EXTENSION ALIGNMENT**

<b>Facility Type</b>	<b>Name</b>	<b>Address</b>	<b>Distance</b>	<b>Segment</b>
Government Centers	Azusa City Hall	213 Foothill Bl., Azusa	0.15 mile	2
	Glendora Civic Center	Glendora Av. & Foothill Bl., Glendora	0.15 mile	2
	San Dimas City Hall	245 Bonita Av., San Dimas	0.15 mile	2
Hospitals	City of Hope National Medical Ctr.	1500 Duarte Rd., Duarte	Adjacent	1
	Foothill Presbyterian Hospital	250 S. Grand Av., Glendora	0.15 mile	2
	Huntington East Valley Hospital	150 W. Route 66, Glendora	0.15 mile	2

Source: Myra L. Frank, 2003.

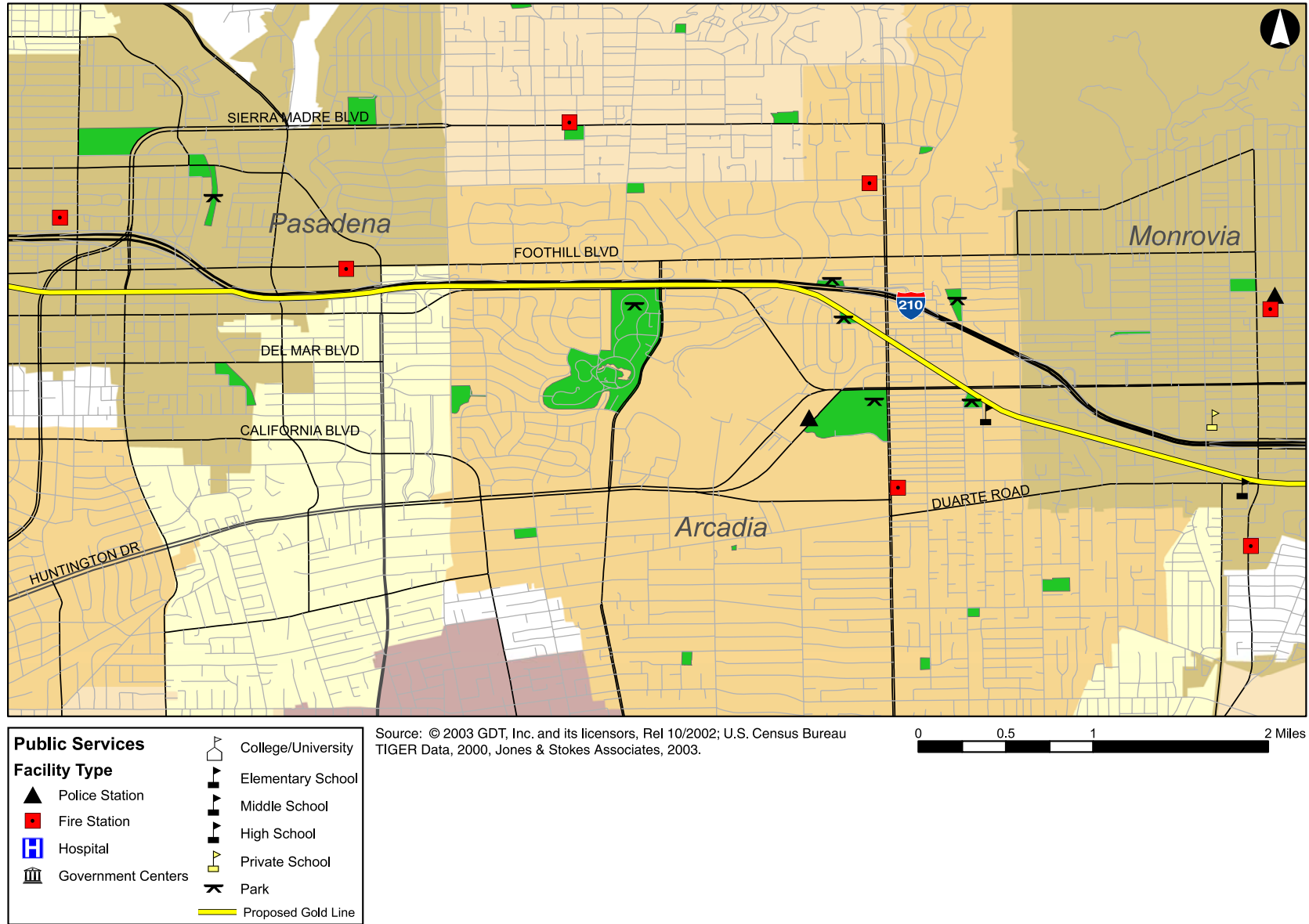


Figure 3-4.1: Community Facilities and Services (1 of 4)

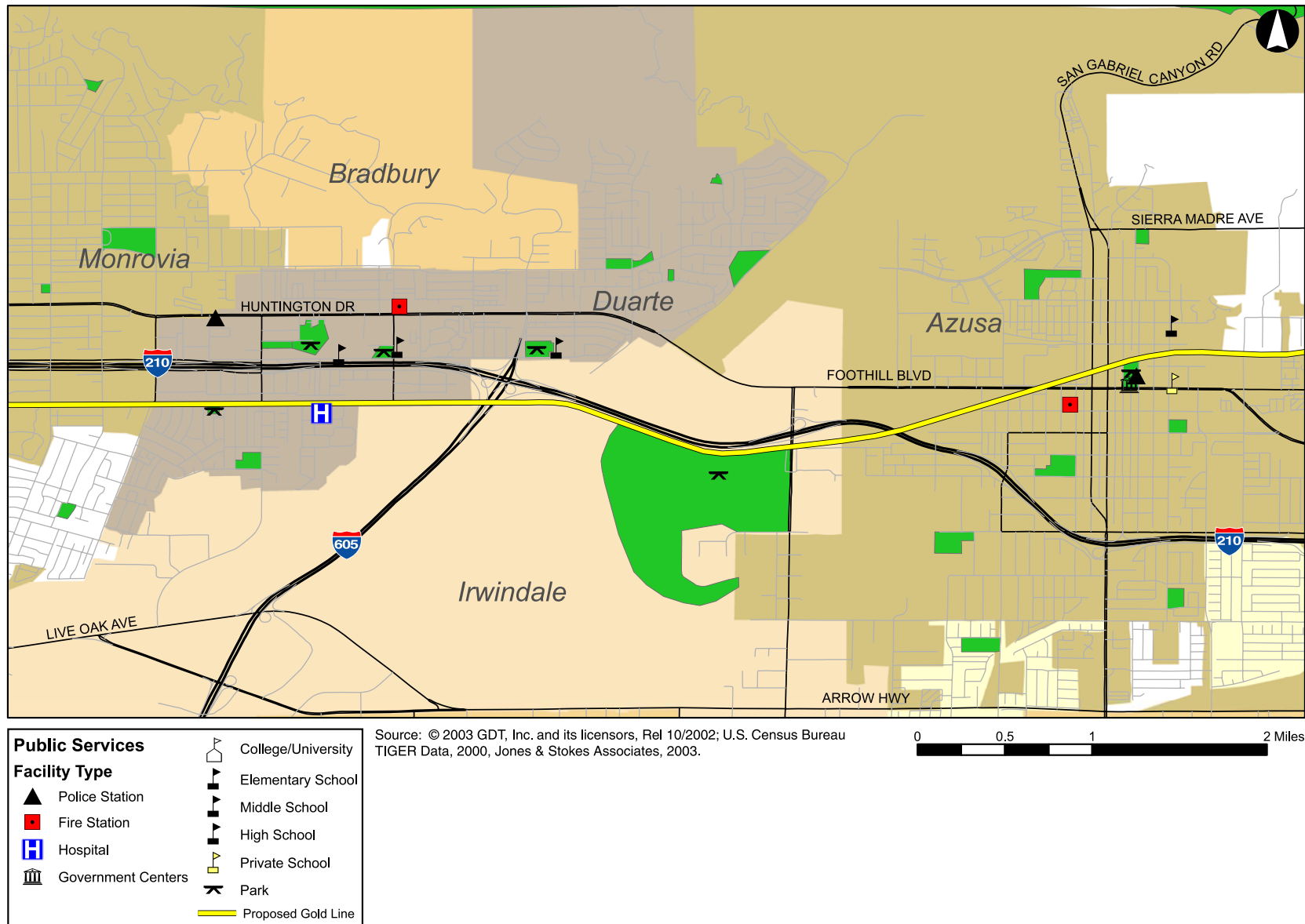


Figure 3-4.2: Community Facilities and Services (2 of 4)



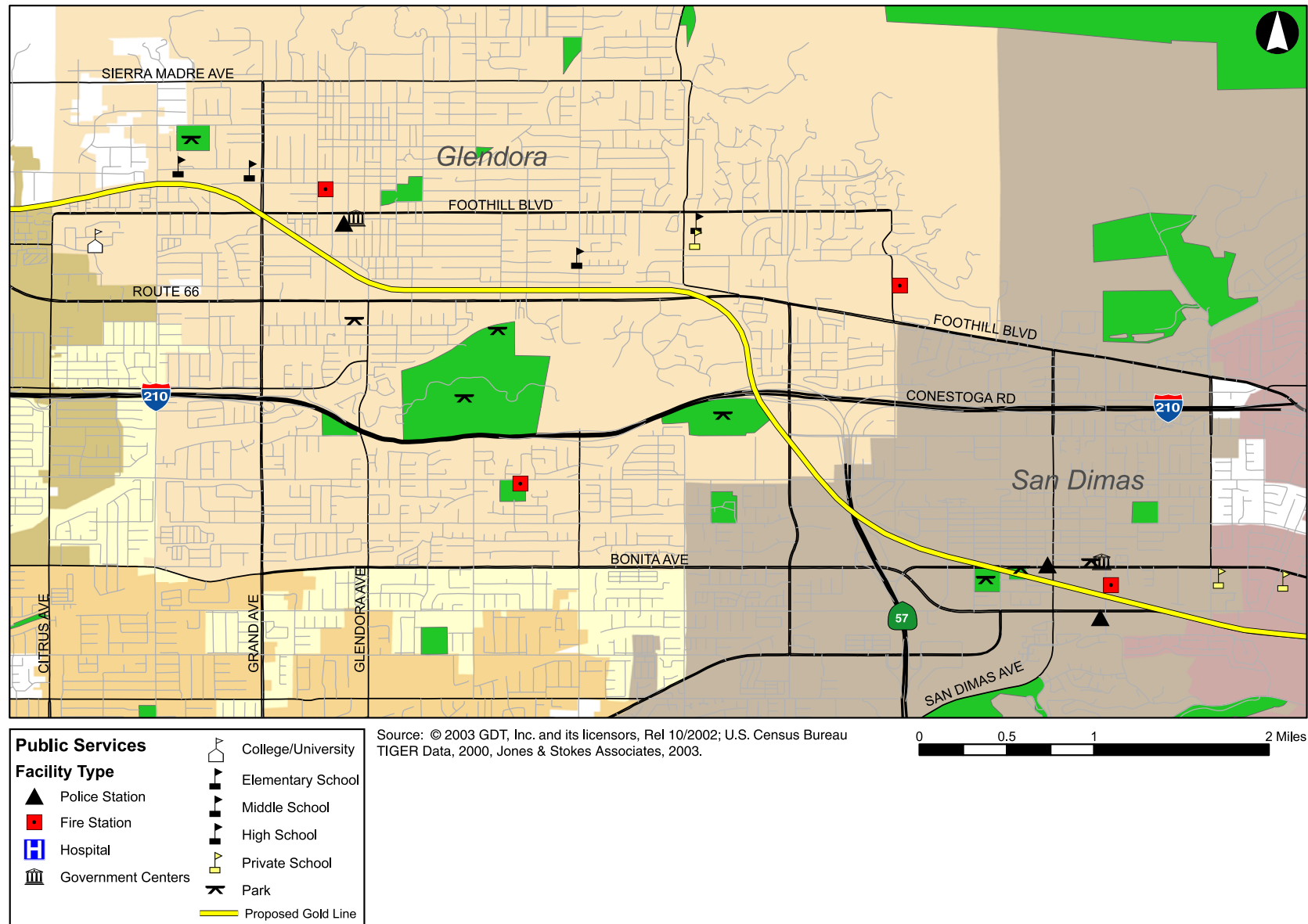


Figure 3-4.3: Community Facilities and Services (3 of 4)

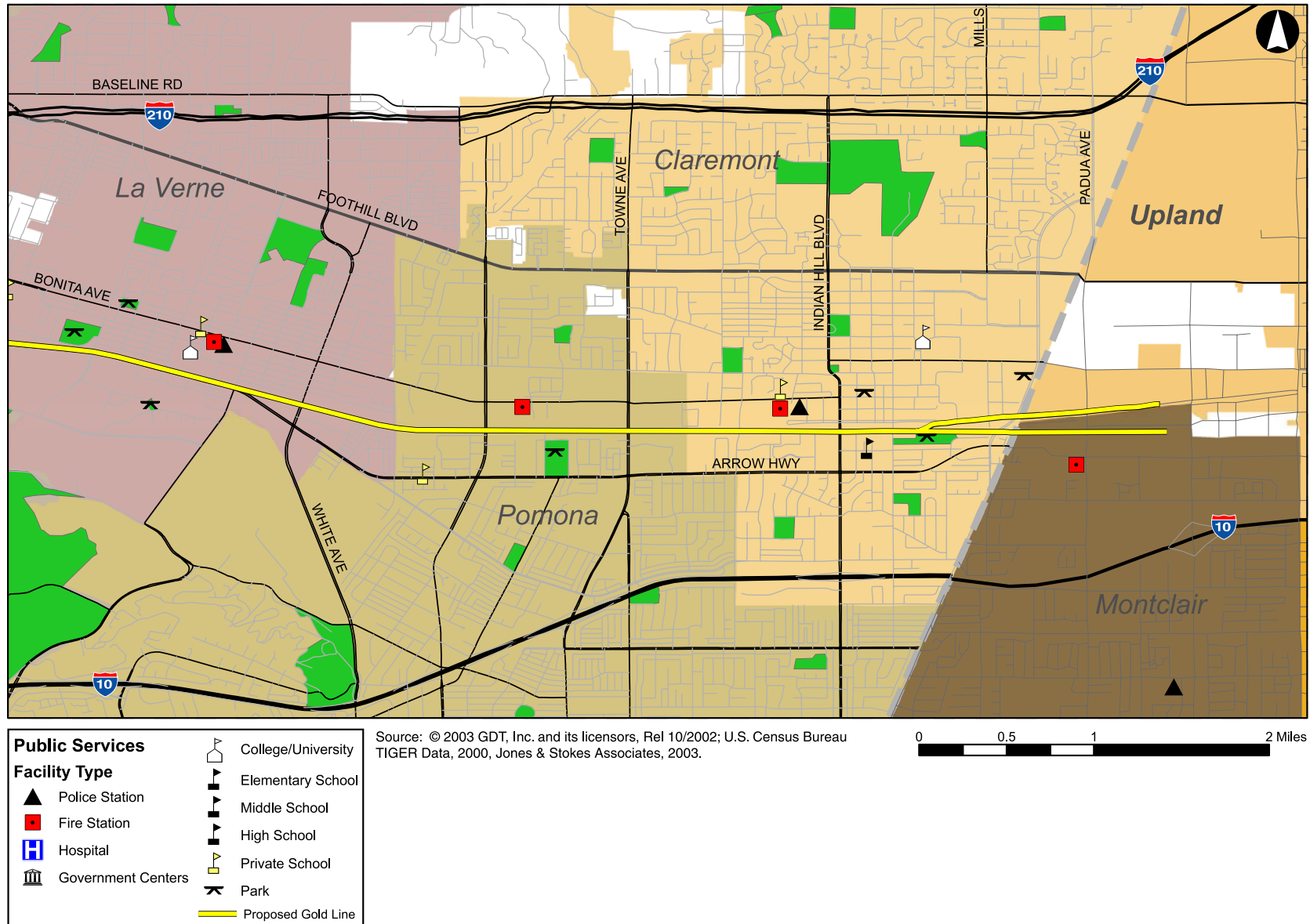


Figure 3-4.4: Community Facilities and Services (4 of 4)

**3-4.1.1 Police Protection**

Police protection services in the project study area are provided by a combination of individual city police departments and the Los Angeles County Sheriff’s Department (LASD). The Cities of Pasadena, Arcadia, Monrovia, Irwindale, Azusa, Glendora, La Verne, Claremont, Montclair, and Upland are served by individual city police departments. The cities of Duarte, Pomona, San Dimas, and the unincorporated portions of Los Angeles County are served by the LASD. There are two LASD bureaus serving the project area, which include the Temple Bureau and the San Dimas Bureau. There are 10 county and city police stations located within one mile of the proposed alignment. **Table 3-4.2** shows the number of officers serving in all of the police departments in the study area.

<b>TABLE 3-4.2 INVENTORY OF POLICE STATIONS SERVING THE GOLD LINE FOOTHILL EXTENSION PROJECT AREA</b>				
<b>Police Station</b>	<b>No. of Sworn Officers</b>	<b>Population</b>	<b>No. of Residents per Officer</b>	<b>Response Time</b>
Pasadena Police Dept.	236	133,936	568	3 to 5 minutes
Arcadia Police Dept.	74	53,054	717	2.4 minutes
Monrovia Police Dept.	63	36,929	586	2.2 minutes
LASD Temple Bureau	198	200,000	1,010	3.9 minutes
LASD Duarte Sub-station	15	21,486	1,432	4.2 minutes
Irwindale Police Dept.	30	1,446	48	N/A
Azusa Police Dept.	60	44,712	745	N/A
Glendora Police Station	58	49,415	852	3.5 minutes
LASD San Dimas Bureau	105	34,980	333	N/A
La Verne Police Dept.	49	31,638	646	2-3 minutes
Pomona	174	149,473	859	N/A
Claremont Police Station	50	33,998	680	4.0 minutes
Montclair	51	33,049	648	N/A
Upland	50	68,393	1,368	6.5 minutes
LASD Transit Services Bureau	392	N/A	N/A	N/A

Source: Myra L. Frank, 2003.

The Pasadena Police Department is staffed by 236 sworn officers and 119 non-sworn personnel serving approximately 130,000 residents. The Gold Line ~~Phase II~~ Foothill Extension is located within the East Community Service Area, which is bounded by Altadena Drive to the west and the Pasadena city limit to the north, east, and south. The Pasadena Police Department has one central station located at 207 North Garfield Avenue in Pasadena and two satellite stations in the Northwest Community Service Area that are staffed part time.

The Arcadia Police Department staffed by 74 sworn police officers, 34 full-time non-sworn employees, 11 Reserve Officers, 1 Crime Analyst, 7 part-time Police Cadets, 1 part-time Volunteer Services Coordinator, and over 100 Civilian Volunteers. In 2002, the Department responded to 47,123 calls for

service. Of those calls, 7,250 required a written report and follow up investigation. The Department has one central station located at 250 West Huntington Drive in Arcadia and one community Services Station in the Westfield Shoppingtown Mall at Santa Anita Fashion Park that is staffed part-time.

The Monrovia Police Department is staffed by 63 sworn police officers. The Department has one central station located at 140 Lime Avenue in Monrovia. The City of Monrovia has implemented the “E-VIEWS System” at 10 major signalized intersections. The E-VIEWS System streamlines traffic flow in the presence of emergency vehicles by alerting motorists and pedestrians that emergency vehicles are approaching and by preempting traffic signals to safely clear intersections for emergency vehicles. In some instances, this system has improved emergency response time by several minutes.

The LASD Temple Station provides police services to the contract cities of Bradbury, Duarte, Rosemead, South El Monte, and Temple City, along with the unincorporated County areas of Monrovia-Arcadia-Duarte, North San Gabriel/East Pasadena, and South San Gabriel. The Station's patrol area encompasses 28 square miles and serves a population of approximately 200,000 people. The Duarte Sub-station is under the jurisdiction of the Temple Station and serves the City of Duarte. The sub-station is staffed by 15 sworn officers.

The City of Irwindale is unique because it covers a small area (9.5 square miles) and has a very small residential population and a large workforce population. The Irwindale Police Department is one of the smallest police forces in the Los Angeles area. In 2002 the Department added 6 new police department positions, bringing the total number of officers to 30. Most calls are responded to by Irwindale Police Officers, but outside officers are occasionally brought in when necessary.

The Azusa Police Department serves a population of approximately 44,000 residents. The Department is divided into three service areas. The Gold Line Foothill Extension is located Service Area I and II. The Azusa Police Department has one central station located at 725 North Alameda Avenue in Azusa, approximately 0.1 mile from the proposed project. Over the last 5 years major crime in Azusa has been reduced by 45 percent.

The Glendora Police Department serves a population of approximately 50,000 residents. The Glendora Police Department has one central station located at 150 South Glendora Avenue in Glendora. The crime rate in Glendora, as reported to the Federal Bureau of Investigations in the Uniform Crime Report, ranked the City of Glendora second lowest in the East San Gabriel Valley during 2002. There were a total of 319 major<sup>2</sup> crimes in Glendora in 2002.

The San Dimas Sheriff's Station is located in the eastern portion of Los Angeles County, adjacent to the cities of La Verne and Pomona. The station serves the City of San Dimas and the unincorporated communities of Covina, Azusa, Glendora, La Verne, and Claremont. The Station's patrol area encompasses 337 square miles and serves a population of approximately 84,000 people. A new San Dimas Station is currently being constructed at 270 South Walnut Avenue in San Dimas. The new station is adjacent to the Gold Line ~~Phase II~~ Foothill Extension project and will be open in 2004, prior to project construction.

The La Verne Police Department includes 49 sworn police officers and serves a population of approximately 31,000 residents. The La Verne Police Department has one central station located at 2061 Third Street in La Verne, approximately 0.1 mile from the proposed project.

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<sup>2</sup> Includes murder/homicide, manslaughter, rape, robbery, aggravated assault, burglary, larceny, motor vehicle theft.

The Pomona Police Department provides police protection services to an estimated 143,000 residents. Pomona is approximately 24 square miles and is the fourth most populous city within Los Angeles County. The Department has one central station located at 490 West Mission Boulevard in Pomona. In 2001 Pomona had a crime rate of 1,009 violent crimes per 100,000 residents, which is slightly lower than the crime rate in Los Angeles and double the crime rate in Pasadena.

The Claremont Police Department provides police protection services to an estimated 34,000 residents. The Department typically has 4 patrol officers on duty 24 hours a day. In 2001 Claremont officers responded to 18,854 calls for service. The Claremont Police Station is located at 570 West Bonita Avenue.

The Montclair Police Department includes 51 sworn officers supported by a staff of 21 civilian employees and 20 volunteers. The department serves a population of approximately 33,000 residents. The police station is located at 5111 Benito St. in Montclair.

The Upland Police Department includes 50 sworn patrol officers. The department serves a population of approximately 68,000 residents. In 2002 the patrol officers responded to 58,567 calls for service and 2,814 of those calls were major crimes. The station is located at 1499 West 13<sup>th</sup> Street in Upland.

Police protection for all Metropolitan Transportation Authority (LACMTA) buses and trains is provided by the LASD Transit Services Bureau. The bureau's duties include policing of railroad right-of-way within Los Angeles County and on-board security for the entire LACMTA system. There are 392 sworn officers in the Bureau.

### 3-4.1.2 Fire Protection

Fire protection services in the study area are provided by a combination of individual city fire departments and the Los Angeles County Fire Department (LACOFD). The Cities of Pasadena, Arcadia, Monrovia, La Verne, and Montclair are served by individual city fire departments. The cities of Duarte, Irwindale, Azusa, Glendora, San Dimas, Pomona, Claremont, and the unincorporated portions of Los Angeles County are served by the LACOFD. **Table 3-4.3** provides a detailed overview for each station located within 1 mile of the proposed project.

There are 16 city and county fire stations located within 1 mile of the proposed alignment. Generally the stations are evenly distributed along the alignment. There are 10 stations located north of the alignment and 6 stations located south of the alignment. Seven stations are located in Segment 1 and 9 stations in Segment 2. The stations tend to be evenly spaced at intervals of 1 to 3 miles, with stations located closer together in more densely populated areas and farther apart in less densely populated areas.

Most of the stations are staffed with 5 to 7 firefighters; however the smaller stations may be staffed with as few as 3 firefighters and the larger stations may be staffed with as many as 17 firefighters. Typical response times range from 3 to 6 minutes.

Some of the cities along the alignment are divided by I-210 and by the railroad tracks (some of which are still active). The freeway and railroad tracks can cause detours and delays for emergency response providers trying to access the opposite side of the freeway/tracks. However, fire departments along the corridor are continually improving emergency response plans and routes to accommodate the freeway/railroad track and to maintain response times despite barriers.

**TABLE 3-4.3  
INVENTORY OF FIRE STATIONS SERVING THE  
GOLD LINE FOOTHILL EXTENSION PROJECT AREA**

<b>Fire Station</b>	<b>No. of Fire Fighters per Shift</b>	<b>Response Time</b>	<b>Equipment</b>
Pasadena Fire Station #37	4	Less than 6 minutes	1 Paramedic Engine (2 Paramedics on staff)
Pasadena Fire Station #32	10	4 to 5 minutes	1 engine, 1 truck, 1 paramedic rescue ambulance, 1 urban search & rescue special team
Arcadia Fire Station #105	17	4.18 minutes	Fire Department Administrative Office
Arcadia Fire Station #107	3	4.18 minutes	1 engine
Monrovia Fire Station #101	9	3 to 5 minutes	1 engine, 1 truck, 1 paramedic ambulance
Monrovia Fire Station #102	4	3 to 5 minutes	1 paramedic engine
L.A. County Fire Dept. Duarte Station #44	7	4 to 6 minutes	2 engines, 1 water tanker, 1 patrol vehicle, 1 reserve (unstaffed) engine
L.A. County Fire Dept. Glendora Station #151	5	3:27 minutes	1 engine, 1 paramedic squad, 1 medical CSCHE unit
L.A. County Fire Dept. Glendora Station #85	5	3: 27 minutes	1 engine, 1 emergency support team (utility vehicle)
L.A. County Fire Dept. Glendora Station #86	7	3 to 4 minutes	1 engine, 1 truck, 1 patrol unit
La Verne Fire Station #1	6	4.5 minutes	2 engines, 1 truck, 1 paramedic ambulance
L.A. County Fire Dept. Claremont Station #101	5	3 to 4 minutes	1 engine, 1 paramedic squad
Montclair Fire Station #1	9	4.5 minutes	4 engines, 1 medic squad, and 1 rescue squad
Source: Myra L. Frank, 2003.			

### 3-4.1.3 Schools

There are 11 public schools, 8 private schools, and three colleges/universities located within 0.25 mile of the proposed alignment. There is also one major pre-school located adjacent to the alignment. The public schools are located in the following districts: Arcadia School District, Monrovia School District, Duarte School District (3 schools), Azusa Unified School District, Glendora School District (4 schools), and Claremont Unified School District.

There are five public elementary schools that each serve approximately 400 to 700 students, and are located in residential areas away from major streets. There are three intermediate schools that each serves approximately 700 to 900 students. There are two high schools that each serves approximately 1,000 to 2,000 students. Rancho Learning Center in the City of Arcadia is an alternative learning center with

several programs including alternative high school and home school. There are 83 students enrolled in the high school but additional students are present on the campus for other programs. Programs include classes from 1<sup>st</sup> through 12<sup>th</sup> grade.

None of the schools located within 0.25 mile of the proposed alignment are adjacent to the proposed alignment, except Rancho Learning Center. Playgrounds on the Rancho Learning Center site are located adjacent to the proposed alignment. Eight- to ten-foot tall chain link fences separate the school's playground from the alignment. The Rancho Learning Center is a former elementary school and part of the site is leased to Serendipity Early Care and Education Center (Serendipity School), a private childcare provider. Serendipity School has an enrollment of 105 students, ages 6 weeks to 12 years old (school aged students are enrolled in after school programs and do not attend school at the facility). Serendipity School has two playgrounds that are located adjacent to the railroad tracks. The playgrounds are separated from the railroad right-of-way by a chain link fence. Students in the playground area are constantly supervised.

Henry Dalton Elementary School in Azusa and Santa Fe Middle School in Monrovia are also located very close to the proposed alignment. Henry Dalton Elementary School is located approximately 150 feet from the proposed alignment. The school building is separated from the tracks by an apartment building and the playground is separated by a chain link fence and a landscaped area. Santa Fe Middle School is located approximately 200 feet from the proposed alignment and is separated from the tracks by Duarte Road, commercial buildings, and a parking lot.

**Table 3-4.4** provides enrollment and capacity figures for each of the schools located within 0.25 mile of the proposed alignment.

Most of the schools along the alignment are near capacity with some schools slightly over or under capacity, which is typical in the rapidly growing southern California region. None of the public schools listed in the table above have been certified by the state as critically overcrowded schools.

**Table 3-4.5** provides enrollment information for the colleges located within 0.25 mile of the proposed alignment.

<b>TABLE 3-4.4 INVENTORY OF PUBLIC SCHOOLS LOCATED IN THE GOLD LINE FOOTHILL EXTENSION PROJECT AREA</b>		
<b>Public Schools</b>	<b>Enrollment</b>	<b>Capacity</b>
<b>City of Arcadia</b>		
Rancho Learning Center	83	N/A
<b>City of Monrovia</b>		
Santa Fe Middle School	808	800
<b>City of Duarte</b>		
Andres Duarte Elementary School	585	600
Northview Intermediate School	662	705
Duarte High School	978	1,035
<b>City of Azusa</b>		
Henry Dalton Elementary School	425	500
<b>City of Glendora</b>		
La Fetra Elementary School	655	765
Williams Elementary School	421	490
Sandburg Middle School	936	971
Glendora High School	2,624	2,620
<b>City of Claremont</b>		
Oakmont Elementary	335	350
Source: Myra L. Frank, 2003.		

<b>TABLE 3-4.5 INVENTORY OF COLLEGE/UNIVERSITY CAMPUSES LOCATED IN THE GOLD LINE FOOTHILL EXTENSION PROJECT AREA</b>	
<b>Campus Name</b>	<b>Enrollment</b>
Azusa Pacific	8,000
<b>Claremont Colleges</b>	
Claremont McKenna College	1,023
Harvey Mudd College	719
Pitzer College	900
Pomona College	1,500
Scripps College	1,075
Claremont Graduate University	2,033
Citrus College	11,159
University of La Verne	6,617
Source: Myra L. Frank, 2003.	



3-4.1.4 Parks

There are 28 parks located within 0.25 mile of the proposed alignment, 10 of which are adjacent. Three of the parks are owned and maintained by Los Angeles County and the others are owned and maintained by the city in which they are located. The three County parks include: Santa Fe Dam Recreation Area (836 acres), Arcadia County Park (187 acres), and the Arboretum of Los Angeles County (127 acres). The city parks range in size from 1 to 19 acres, with the exception of South Hills Park, which is approximately 200 acres. The median park size along the alignment is 6 acres. Many of the parks feature playgrounds, picnic areas, and sports fields. **Table 3-4.6** provides descriptions for each of the parks located within 0.25 mile of the proposed alignment.

<b>TABLE 3-4.6 PUBLIC PARKS</b>			
<b>Park</b>	<b>Municipality</b>	<b>Size</b>	<b>Amenities</b>
Eaton Wash Park	Pasadena	8 acres	walking paths, playground, picnic area, off leash dog area (to be completed fall 2004)
The Arboretum of Los Angeles County	Los Angeles Co. (Arcadia)	127 acres	botanical garden with research, education, and historic areas; tram tours; concessions
Forest Park	Arcadia	1 acre	playground, picnic area
Newcastle Park	Arcadia	3 acres	tennis courts, playground, sand volleyball courts, handball courts, picnic area
Arcadia County Park	Los Angeles Co. (Arcadia)	187 acres	tennis courts, swimming pool, ball fields, playground, picnic area
Eisenhower Park	Arcadia	6 acres	ball park, multipurpose field, playground, picnic area
Bonita Park	Arcadia	6 acres	ball park, skateboard park, multipurpose field, playground, picnic area
Aloysia Moore Park	Duarte	1 acre	picnic areas, playground
Duarte Sports Park	Duarte	12 acres	tennis courts, softball fields, basketball courts, hockey rink
Northview Park	Duarte	3 acres	multipurpose field
Otis Gordon Sports Park	Duarte	6 acres	picnic area, playground, softball fields
Santa Fe Dam Recreation Area	Los Angeles County (Irwindale)	836 acres	lake, children's water play area, picnic areas, trails, campsites, tackle and bait shop
Veterans Freedom Park	Azusa	9 acres	picnic area, playground
Sandburg Middle School Park	Glendora	13 acres	tennis courts, soccer fields, baseball fields, football field with track, picnic area
Big Tree Park	Glendora	1 acre	picnic area, playground
South Hills Park	Glendora	250 acres	hiking and horse trails, playground

**TABLE 3-4.6  
PUBLIC PARKS**

<b>Park</b>	<b>Municipality</b>	<b>Size</b>	<b>Amenities</b>
Centennial Heritage Park	Glendora	(included in South Hills Park)	historic citrus ranch museum
Louie Pompei Sports Park	Glendora	51 acres	baseball field, multipurpose field, picnic area, playground
Rhoads Park	San Dimas	2 acres	Santa Fe Station Railroad Museum, picnic areas,
Pioneer Park	San Dimas	5 acres	playground, softball fields, picnic area, skateboard park
Civic Center Park	San Dimas	1 acre	open space between city hall and a public senior center
Wheeler Avenue Park	La Verne	6 acres	playground, soccer fields, picnic area
Kuns Park	La Verne	4 acres	playground, softball and soccer fields, basketball courts, picnic area, concessions
Challenger Park	La Verne	2 acres	picnic area, basketball courts
Palomares Park	Pomona	18 acres	skateboard park, community center, playground, baseball and soccer fields, basketball courts, picnic area, adjoins Palomares Adobe, which includes several historic buildings serving as a museum.
Shelton Park	Claremont	1 acre	pocket park with public art
College Park	Claremont	8 acres	baseball fields, picnic area, playground, dog park, concessions
El Barrio Park	Claremont	4 acres	softball field, basketball court, playground
Source: Myra L. Frank, 2003.			

### 3-4.1.5 Government Centers

There are three government centers, the Azusa Civic Center, the Glendora Civic Center, and the San Dimas Civic Center, located within one-quarter mile of the proposed alignment. The Azusa Civic Center includes the City Hall, public library, police station, and Veterans Freedom Park. The proposed Downtown Azusa Station would be located within 200 feet of the Civic Center.

The Glendora Civic Center includes the City Hall, public library, and police station in a large open park like setting. The civic center would be located less than 0.25 mile from the proposed Glendora Station.

The San Dimas Civic Center includes the City Hall, chamber of commerce, public library, and Senior Citizen/Community Center. The San Dimas City Hall houses all major city departments including planning, public works, building and safety, finance, redevelopment, the mayor, and the city council chambers. The police station, post office, and a fire station are also located within a one-block radius.

### 3-4.1.6 Hospitals

City of Hope National Medical Center, in Duarte, is one of 41 Comprehensive Cancer Centers in the United States. In 2001, City of Hope had over 114,000 outpatient visits, and nearly 4,300 admissions. The hospital has 165 beds and a staff of 2,500 employees.

There are three hospitals located within 0.25 mile of the proposed alignment. Huntington East Valley Hospital, in Glendora, has a 128-bed capacity, with a staff of 565 employees. Specialized services include: intensive care, women's health, senior mental health; cardiopulmonary, outpatient surgery, orthopedic services; and wound care.

Foothill Presbyterian Hospital, in Glendora, has a 107-bed capacity, with a staff of 870 employees. Hospital services include a full-range of general acute care services, including a Diabetes Care Unit, state-of-the-art maternity care, 24-hour emergency services, and medical/surgical services.

## 3-4.2 Environmental Impacts

### 3-4.2.1 Evaluation Methodology

An inventory of police stations, fire stations, and hospitals within 1 mile of the proposed alignment and schools, parks, and government centers within 0.25 mile of the proposed alignment was compiled. Each public service was then evaluated to determine how it would be affected by the proposed project.

### 3-4.2.2 Impact Criteria

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

#### *a. Police and Fire Protection*

For the purposes of the analyses in this EIR/EIS, the proposed Gold Line ~~Phase II~~ Foothill Extension Project would have an adverse environmental impact (under NEPA)/significant environmental impact (under CEQA) if it:

- creates a substantial need for additional police or fire services requiring new or altered police or fire facilities to maintain acceptable service ratios or response times, the construction of which would cause a substantial adverse physical change in the environment;
- substantially diminishes the level of police or fire protection services, thereby posing a significant hazard to public safety and security; or
- creates the potential risks of upset or emergencies (e.g. train collision or derailment).

#### *b. Schools*

For the purposes of the analyses in this EIR/EIS, the proposed Gold Line ~~Phase II~~ Foothill Extension Project would have an adverse environmental impact (under NEPA)/significant environmental impact (under CEQA) if either:

- the students generated by the project were to exceed existing enrollment capacities, thereby creating a substantial need for new or altered facilities, the construction of which would cause a substantial adverse physical change in the environment or
- the physical effects of the project were to substantially affect the health, safety, or education of students at local schools.

*c. Recreation Facilities and Parks*

For the purposes of the analyses in this EIR/EIS, the proposed Gold Line ~~Phase I~~ Foothill Extension Project would have an adverse environmental impact (under NEPA)/significant environmental impact (under CEQA) if it would result in any of the following:

- create a substantial need for additional recreation facilities and/or parks to keep current facilities from becoming overburdened, the construction of which would cause a substantial adverse physical change in the environment;
- increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated;
- occupy a publicly owned park or recreation facility; or
- create proximity impacts to a park or recreation facility so great that the purposes for which the park or recreation facility exists are substantially impaired.

*d. Government Centers*

For the purposes of the analyses in this EIR/EIS, the proposed Gold Line ~~Phase I~~ Foothill Extension Project would have an adverse environmental impact (under NEPA)/significant environmental impact (under CEQA) if it would result in any of the following:

- create a substantial need for additional government facilities to keep current facilities from becoming overburdened, the construction of which would cause a substantial adverse physical change in the environment or
- create the physical effects that substantially affect the health or safety of patrons or employees of these facilities.

*e. Hospitals*

For the purposes of the analyses in this EIR/EIS, the proposed Gold Line ~~Phase I~~ Foothill Extension Project would have an adverse environmental impact (under NEPA)/significant environmental impact (under CEQA) if either:

- physical effects of the project substantially affect access to the facility or
- physical effects of the project substantially affect the health or safety of patients or employees.

**3-4.2.3 Construction-Period Impacts**

*a. No Build Alternative*

The No Build Alternative includes the extension of I-210 from I-15 to I-215; implementation of increased service on Phase I of the Gold Line LRT, completion and service on the Eastside LRT Extension, and

countywide bus service improvements, including the San Gabriel Valley. These projects may cause construction-period impacts. However, construction period impacts would not be expected to generate adverse effects/significant impacts to community facilities and services. Most of the proposed improvements would occur within existing transportation rights-of-way and would not likely have significant impacts outside of the right-of-way. Any potentially significant impacts would be addressed by the environmental documents prepared for the projects.

*b. Build Alternatives*

The following discussion describes typical construction period impacts common to most community facilities (i.e., police protection, fire protection, schools, parks, government centers, and hospitals) in the project study area. Most cities in the corridor can expect to experience these typical impacts. The intensity of impacts will be commensurate with the distance of the affected facility from the proposed alignment. Impacts will be more acute at facilities located closer to the proposed alignment. Site-specific impacts (i.e., those at particular community facilities) will be discussed in detail following this discussion.

Police Protection

Potential impacts to police protection services from the proposed Build Alternatives would be related to the effects of traffic and access disruptions on emergency response time.

Increased traffic congestion caused by construction vehicles and access disruptions, such as road closures or road construction, could affect emergency response times. Local roads crossing the proposed alignment would be partially closed during track construction. Typically, half of the road would be closed for track installation and the other half of the road would be open to traffic. Most intersections would only be affected for a few days during track construction. Traffic disruptions are expected to be temporary and intermittent and would not substantially affect police response time. Therefore, the project would not have an adverse (under NEPA)/significant (under CEQA) impact on police protection services. A traffic management plan (TMP) would be developed for the construction period. The TMP would include provisions for coordinating with the affected cities' police and fire departments to develop alternative routes, or to amend service areas as necessary to maintain emergency service coverage and response times during project construction.

Fire Protection

Potential impacts to fire protection services from the proposed Build Alternatives would be related to the effects of water supply interruptions on fire flow and traffic disruptions on emergency response time.

In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. The type of land use and required fire flow varies along the proposed alignment. During construction there may be temporary water supply disruptions; however, disruptions would be infrequent, localized, and would typically last less than an hour. All construction practices would comply with local fire codes.

Access disruptions, such as road closures or road construction, could affect emergency response times; however, these disruptions would be temporary and intermittent and would not be adverse (significant). There would be no long-term road closures or detours during project construction; some short-term closures may be required to install train tracks across roadways intersecting the proposed alignment. In general fire stations along the alignment evenly distributed with 9 stations north of the alignment, 7 stations south of the alignment, and most stations located approximately 2 miles apart. The even

distribution of fire stations along the alignment ensures adequate fire service coverage. The TMP would include provisions for coordinating with local and county fire departments to develop alternative routes, or to amend service areas as necessary to maintain emergency service coverage and response times during project construction.

### Schools

There are 11 public schools, 8 private schools, and three colleges/universities located within one-quarter mile of the proposed alignment. There is also one major pre-school located adjacent to the alignment. (See **Table 3-4.1** and **Figure 3-4.1**). Schools located within one-quarter mile of the proposed alignment could experience elevated noise levels and reduced air quality related to construction activity during project construction. Construction would require some grading in the alignment and the installation of new tracks. However, the types of construction activities and the location of construction equipment would change regularly as construction progresses along the alignment. Most locations along the alignment would experience temporary intermittent noise and air quality impacts during project construction. Construction at stations would occur over a longer period of time and would be at a fixed location. Therefore construction impacts near stations could be more intense than in other places along the alignment. The potential for temporary construction noise impact would be limited to locations within about 125 feet of the corridor. However, construction period noise 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 3-11.2.6, and the additional measures to mitigate impacts identified in Section 3-11.3.1. Mitigation measures would be implemented to reduce fugitive dust to a level that would be not adverse (under NEPA)/not significant (under CEQA) (see Section 3-2, Air Quality). Schools located along the alignment are located in dense urban environments, and the incremental change in noise levels or air quality during construction would not be adverse (significant).

Schools located near the proposed project may also experience an increase in construction truck traffic using major roads located near the schools. This small increase in traffic would not result in an adverse (under NEPA)/significant (under CEQA) impact to schoolchildren in the project vicinity. The TMP would include provisions for reducing construction traffic in the immediate vicinity of schools.

### Parks

Construction activities would result in temporary, periodic noise, vibration, air quality, and visual impacts that may indirectly affect parks and recreational facilities. Parks adjacent to the proposed alignment would experience more severe construction nuisance affects than parks located farther away from the proposed alignment. Most construction affects would be temporary and would only affect park patrons for a few days or weeks while the track was being constructed near the park. The potential for temporary construction noise impact would be limited to locations within about 125 feet of the corridor. However, construction period noise impacts would be eliminated or reduced to level that would be not adverse (under NEPA)/not significant (under CEQA) by complying with the local, state, and/or federal regulatory requirements and/or permits identified in Section 3-11.2.6, and the additional measures to mitigate impacts identified in Section 3-11.3.1. Mitigation measures would be implemented to reduce fugitive dust impacts to a level that would not be adverse (under NEPA)/significant (under CEQA) (see Section 3-2., Air Quality).

No direct or indirect park use would be required for construction of the proposed alignments.

## Government Centers

Potential impacts to Government Centers from the proposed project would be related to the effects of construction traffic, detours, and access disruptions. Full access to all the facilities should be maintained during construction.

Employees and patrons of the government centers may experience elevated noise levels and reduced air quality related to construction activities. Any effects would be temporary, intermittent and are not expected to be adverse (under NEPA)/significant (under CEQA).

## Hospitals

Potential construction impacts to hospitals from the proposed Build Alternatives would be related to emergency access disruptions, elevated noise levels, and reduced air quality.

Due to the availability of alternative streets in emergency rescue situations, no adverse (under NEPA)/significant (under CEQA) impacts are expected for emergency vehicle access or vehicular access to the hospitals. A TMP would be developed for the construction period, which would establish alternative routes to maintain emergency service coverage and response times during project construction.

Construction noise, vibration, and air quality impacts may potentially affect hospital operations or patients. Hospitals along the alignment are located in a dense urban environment where construction of this magnitude is not uncommon. Hospital ventilation systems are equipped to filter typical construction dust. The potential for temporary construction noise impact would be limited to locations within about 125 feet of the corridor. However, construction period noise impacts would be eliminated or reduced to a level that would not be adverse (under NEPA)/significant (under CEQA) by complying with the local, state, and/or federal regulatory requirements and/or permits identified in Section 3-11.2.6, and the additional measures to mitigate impacts identified in Section 3-11.3.1. Mitigation measures would be implemented to reduce fugitive dust impacts to a level that would not be adverse (under NEPA)/significant (under CEQA) (see Section 3-2, Air Quality).

## Phase I – The Cities Affected and the Effects

The cities in Phase I are Los Angeles, South Pasadena, and Pasadena. No construction would be required the Phase I cities as part the Foothill Extension and thus there would be no effect to community facilities or services.

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

The cities in Segment 1 are Pasadena, Arcadia, Monrovia, Duarte, Irwindale, and Azusa. Potential impacts to each city are described within the context of a type of community facility or service (police, fire, schools, park, etc.) as follows:

### Police Protection

**Table 3-4.7** lists the police departments serving Segment I of the proposed project and indicates how they would be affected by construction of the proposed project.

The proposed project construction would not affect emergency response times in Pasadena because the project would be located within the I-210 median and would not intersect with local through streets.

**TABLE 3-4.7  
CONSTRUCTION PERIOD IMPACTS TO POLICE RESPONSE TIME  
FOR SEGMENT 1 CITIES**

Police Station	No. of Residents per Officer	Current Response Times	Increase In Response Time
Pasadena Police Dept.	568	3 to 5 minutes	Not Adverse/Not Significant
Arcadia Police Dept.	717	2.4 minutes	Not Adverse/Not Significant
Monrovia Police Dept.	586	2.23 minutes	Not Adverse/Not Significant
LASD Temple Bureau	1,010	3.9 minutes	Not Adverse/Not Significant
LASD Duarte Sub-station	1,432	4.2 minutes	Not Adverse/Not Significant
Irwindale Police Dept.	48	N/A	Not Adverse/Not Significant
<u>Azusa Police Dept.</u>	<u>745</u>	<u>N/A</u>	<u>Not Adverse/Not Significant</u>

Source: Myra L. Frank, 2003.

The cities of Arcadia, Monrovia, Duarte, Irwindale, and Azusa would experience typical construction impacts (described in Section 3-4.4.3 c above). Construction impacts would be not adverse (under NEPA)/not significant (under CEQA).

Fire Protection

**Table 3-4.8** lists the fire departments serving Segment 1 of the proposed project and indicates how they would be affected by construction of the proposed project.

**TABLE 3-4.8  
CONSTRUCTION PERIOD IMPACTS TO FIRE RESPONSE TIMES  
FOR SEGMENT 1 CITIES**

Fire Station	Distance From the Proposed Alignment	Response Time	Increased Response Time
Pasadena Fire Station #37	0.25 mile	Less than 6 minutes	Not Adverse/Not Significant
Pasadena Fire Station #32	0.15 mile	4 to 5 minutes	Not Adverse/Not Significant
Arcadia Fire Station #105	0.6 mile	4.18 minutes	Not Adverse/Not Significant
Arcadia Fire Station #107	0.6 mile	4.18 minutes	Not Adverse/Not Significant
Monrovia Fire Station #101	1.0 mile	3 to 5 minutes	Not Adverse/Not Significant
Monrovia Fire Station #102	0.3 mile	3 to 5 minutes	Not Adverse/Not Significant
L.A. County Fire Dept. Duarte Station #44	0.5 mile	4 to 6 minutes	Not Adverse/Not Significant
<u>L.A. County Fire Dept. Azusa Station #32</u>	<u>0.15 miles</u>		<u>Not Adverse/Not Significant</u>

Source: Myra L. Frank, 2003.



Construction of the proposed project would not affect fire department response time in Pasadena because the project would be located within the I-210 median and would not intersect with local through streets.

The cities of Arcadia, Monrovia, ~~and Duarte~~, and Azusa would experience typical construction impacts (described in Section 3-4.4.3 c above). Construction impacts would be not adverse (under NEPA)/not significant (under CEQA).

The City of Irwindale is served by the Los Angeles County Fire Department Irwindale fire station. The fire station is located approximately 2 miles south of the proposed alignment. The City of Irwindale is also located almost entirely south of the proposed alignment. Therefore, response times would be relatively unaffected by project construction.

☐ Schools

**Table 3-4.9** lists the public schools along Segment I of the proposed project and indicates how they would be affected by construction of the proposed project.

<b>TABLE 3-4.9 CONSTRUCTION PERIOD IMPACTS FOR PUBLIC SCHOOLS IN SEGMENT 1 CITIES</b>		
<b>School</b>	<b>Sources of Impact</b>	<b>Potential Construction Impact</b>
<b>Arcadia</b>		
Rancho Learning Center	Air quality, noise, safety	Not Adverse/Not Significant
<b>Monrovia</b>		
Santa Fe Middle School	Air quality, noise	Not Adverse/Not Significant
<b>Duarte</b>		
Andres Duarte Elementary School	Air quality, noise	Not Adverse/Not Significant
Northview Intermediate School	Air quality, noise	Not Adverse/Not Significant
Duarte High School	Air quality, noise	Not Adverse/Not Significant
<b>Azusa</b>		
<u>Henry Dalton Elementary</u>	<u>Air Quality, noise, safety</u>	<u>Not Adverse/Not Significant</u>
Source: Myra L. Frank, 2003.		

There are no schools in Irwindale and Pasadena located within 0.25 mile of the proposed alignment.

There are three schools in Duarte (Duarte High School, Andres Duarte Elementary School, and Northview Intermediate School) that would experience typical construction impacts (described in Section 3-4.4.3 c above). Construction impacts would be not adverse (under NEPA)/not significant (under CEQA).

The playground areas at the Rancho Learning Center and Serendipity School in Arcadia are located adjacent to the proposed right-of-way. However, four to eight foot tall chain link fences separate the playgrounds from the proposed alignment. New sound walls would be built along the alignment that would protect school children from noise and prevent access to the alignment. There is also a 20-30 foot

berm that separates the school from the tracks (see **Figure 3-4.5**). In addition, all Serendipity School students are constantly supervised while they are playing outdoors, which would minimize any potentially unsafe conditions during the construction process.

A greater concern is the potential air quality and noise impacts that construction would have on students attending the schools. Grading and installation of tracks would result in temporary elevated noise levels and reduced air quality. However, construction period noise impacts would be reduced to a level that would not be adverse (under NEPA)/significant (under CEQA) by complying with the measures to mitigate impacts identified in Section 3-11.3.1, which includes the construction of a noise barrier between the schools and the alignment. Mitigation measures would be implemented to reduce fugitive dust impacts to a level that would not be adverse (under NEPA)/significant (under CEQA) (see Section 3-2, Air Quality).



***Figure 3-4.5: View of Serendipity School Playground Fence, Railroad Right-of-Way, and Raised Berm***

Santa Fe Middle School in Monrovia is located approximately 200 feet from the proposed alignment. However, Duarte Road, some commercial buildings, and a parking lot separate the school from the tracks. The school is also located near the proposed Monrovia Station, which would be constructed just west of Myrtle Avenue. Construction activity in the vicinity of the school would last approximately 6 months as a result of station building. However, Duarte Road is a very busy thoroughfare and should act as a sufficient buffer between the school and most of the construction activity. Therefore, impacts would not be adverse (under NEPA)/significant (under CEQA).

Henry Dalton Elementary School in Azusa is located approximately 150 feet from the proposed alignment, but the school separated from the tracks by an apartment building, and the playground is separated from the tracks by a chain link fence and some gardens. The proposed Azusa platform and station would be constructed near the school, and therefore, construction activity would be more intense in the project vicinity than in other places along the line. Because the school is located more than 125 feet from the proposed alignment, no significant noise impacts would occur. Construction dust may affect students; however air quality mitigation measures would be implemented to reduce fugitive dust impacts to a level that would not be adverse (under NEPA)/significant (under CEQA) (See Section 3-2).

One building on the Azusa Pacific University campus would be exposed to potentially significant noise impacts; however, noise mitigation measures would be implemented to reduce noise impacts to a level that would not be adverse (under NEPA)/significant (under CEQA) (See Section 3-11.3.1).

Saint Francis of Rome Elementary School, a private school in Azusa, would be exposed to potentially significant noise impacts; however, noise mitigation measures would be implemented to reduce noise impacts to a level that would not be adverse (under NEPA)/significant (under CEQA) (See Section 3-11.3.1).

☐ Parks

**Table 3-4.10** lists the parks along Segment I of the proposed project and indicates how they would be affected by construction of the proposed project.

<b>TABLE 3-4.10 CONSTRUCTION PERIOD IMPACTS FOR PARKS IN SEGMENT I CITIES</b>			
<b>Parks</b>	<b>Distance</b>	<b>Sources of Impact <sup>1</sup></b>	<b>Potential Construction Impact</b>
Eaton Wash Park	0.25 mile	Noise, air quality	Not Adverse/Not Significant
The Arboretum of Los Angeles County	Adjacent	Noise, air quality, visual	Not Adverse/Not Significant
Forest Park	Adjacent	Noise, air quality, visual	Not Adverse/Not Significant
Newcastle Park	Adjacent	Noise, air quality, visual	Not Adverse/Not Significant
Arcadia County Park	0.25 mile	Noise, air quality	Not Adverse/Not Significant
Eisenhower Park	0.25 mile	Noise, air quality	Not Adverse/Not Significant
Bonita Park	Adjacent	Noise, air quality, visual	Not Adverse/Not Significant
Aloysia Moore Park	Adjacent	Noise, air quality, visual	Not Adverse/Not Significant
Duarte Sports Park	0.25 mile	Noise, air quality	Not Adverse/Not Significant
Northview Park	0.25 mile	Noise, air quality	Not Adverse/Not Significant
Otis Gordon Sports Park	0.25 mile	Noise, air quality	Not Adverse/Not Significant
Santa Fe Dam Recreation Area	Adjacent	Noise, air quality, visual	Not Adverse/Not Significant
<u>Veterans Freedom Park</u>	<u>Adjacent</u>	<u>Noise, air quality, visual</u>	<u>Not Adverse/Not Significant</u>

Note:  
 1. Noise is listed as an impact because it could be perceived as an impact by park users. These parks are not subject to calculated noise impacts as discussed in Section 3-11.  
 Source: Myra L. Frank, 2003.

Pasadena

The Eaton Wash Park is the only park in Pasadena located within 0.25 mile of the proposed alignment. Park patrons would experience typical construction impacts (described in Section 3-4.4.3 c above). Construction impacts would be not adverse (under NEPA)/not significant (under CEQA).

Arcadia

There are six parks in Arcadia located within 0.25 mile of the proposed alignment. Arcadia County Park and Eisenhower Park patrons would experience typical construction impacts (described in Section 3-4.4.3 c above). Construction impacts would be not adverse (under NEPA)/not significant (under CEQA).

The Arboretum of Los Angeles County is separated from the alignment by the eastbound lanes of I-210 and Colorado Street. The northern boundary of the arboretum is approximately 200 feet from the proposed alignment. Therefore, patrons would not experience significant noise or air quality impacts while visiting the arboretum. Views of the alignment would mostly be blocked by tall dense vegetation on the northern boundary of the arboretum. Therefore, construction impacts would be not adverse (under NEPA)/not significant (under CEQA).

Forest Park is located just north of I-210 and the alignment is located just south of I-210. The park is separated from the proposed alignment by the eastbound and westbound lanes of I-210, the freeway median, and a construction yard. Therefore, patrons would not experience significant noise or air quality impacts while visiting Forest Park. Views of the alignment would be blocked by I-210. Therefore, construction impacts would be not adverse (under NEPA)/not significant (under CEQA).

Newcastle Park is located directly adjacent to the proposed alignment. The existing railroad tracks are located less than 50 feet from active park uses. A row of dense, tall vegetation along the northeastern boundary of the park separates the park from the existing railroad tracks. The vegetation would mostly block views of the alignment. Noise barriers would mitigate noise impacts at the park to a level that would not be adverse (under NEPA)/significant (under CEQA) (See Section 3-11.3.1). Construction dust may affect sensitive park patrons; however air quality mitigation measures would be implemented to reduce fugitive dust impacts to a level that would not be adverse (under NEPA)/significant (under CEQA) (See Section 3-2).

Bonita Park is located directly adjacent to the proposed alignment. The existing railroad tracks are located less than 50 feet from active park uses. A fence along the northeastern boundary of the park separates the park from the existing railroad tracks. The tracks would be located on top of a berm that is 20-30 feet taller than the park. Tall trees mostly screen views of the alignment; however, catenaries would still be visible from the park. The presence of catenaries would not substantially detract from the visual setting of the park. Noise barriers would mitigate noise impacts at the park to a level that would not be adverse (under NEPA)/significant (under CEQA) (See Section 3-11.3.1). Construction dust may affect sensitive park patrons; however air quality mitigation measures would be implemented to fugitive dust impacts to a level that would not be adverse (under NEPA)/significant (under CEQA) (See Section 3-2).

#### Monrovia

There are no parks in Monrovia located within 0.25 mile of the proposed alignment.

#### Duarte

There are four parks in Duarte located within 0.25 mile of the proposed alignment. Duarte Sports Park, Northview Park, and Otis Gordon Park patrons would experience typical construction impacts (described in Section 3-4.4.3 c above). Construction impacts would be not adverse (under NEPA)/not significant (under CEQA).

Aloysia Moore Park is more than 125 feet from the proposed alignment and is separated from the alignment by Duarte Road. Duarte Road, located north of the park, is a major 4-lane road. Therefore, any potential air quality or noise impacts resulting from project construction would not significantly affect park patrons. Construction dust may affect sensitive park patrons; however air quality mitigation measures would be implemented to reduce fugitive dust impacts to a level that would not be not be adverse (under NEPA)/significant (under CEQA) (See Section 3-2).

Irwindale

Santa Fe Dam Recreation Area is owned by the US Army Corps of Engineers and operated as a park by Los Angeles County under a long-term lease. The park directly adjoins the proposed alignment. A fence along the northeastern boundary of the park separates the park from the existing railroad tracks. The closest park facilities are the hike and bike trail along the San Gabriel River, which passes under the railroad bridge over the river. However, the majority of active park uses occur near the lake southeast of the proposed alignment. No significant noise impacts are anticipated at the recreation area (See Section 3-11). Construction dust may affect sensitive park patrons; however air quality mitigation measures would be implemented to reduce fugitive dust impacts to a level that would not be adverse (under NEPA)/significant (under CEQA) (See Section 3-2).

Azusa

Veterans Freedom Park is located directly adjacent to the proposed alignment. Buildings (including the Azusa Historical Museum) and parking lots are located at the northern end of the park and provide a barrier between the play area and the proposed alignment. The existing railroad tracks are located approximately 100 feet from active park uses. The northern boundary of the park is not entirely fenced between the park and the tracks. However, a new fence would be installed along the alignment as part of the proposed project. The park would experience noise impacts due to its proximity to the rail lines, the speed of the LRT vehicles and the exposure to audible warning signals (bells and whistles) at the Dalton Avenue grade crossing. However, the implementation of noise mitigation measures would reduce impacts to level that would not be adverse (under NEPA)/ significant (under CEQA). Construction dust may affect park patrons; however air quality mitigation measures would be implemented to reduce fugitive dust impacts to a level that would not be adverse (under NEPA)/significant (under CEQA) (See Section 3-2). The presence of catenaries along the alignment would not significantly detract from the visual setting of the park.

Government Centers

There are no Government Centers located within 0.25 mile of the proposed alignment in Segment 1.

Hospitals

The only Hospital located within 0.25 mile of the proposed alignment in Segment 1 is The City of Hope National Medical Center, in Duarte. Construction noise, vibration, and air quality impacts may potentially affect hospital operations or patients. However, hospital ventilation systems are equipped to filter typical construction dust and mitigation measures would be implemented to reduce fugitive dust impacts during construction (see Section 3-2). Because hospital facilities are located more than 125 feet from the corridor, no significant noise or vibration impacts are anticipated. The hospital does not have an emergency room; therefore, emergency access would not be an issue. However, access to the hospital would be maintained at all times throughout the construction process.

☐ Foothill Extension, Segment 2 Cities

The cities in Segment 2 are ~~Azusa~~, Glendora, San Dimas, Pomona, Claremont, Montclair, and Upland. Potential impacts to each city are described within the context of a type of community facility or service (police, fire, schools, park etc) as follows:

Police Protection

**Table 3-4.11** lists the police departments serving Segment 2 of the proposed project and indicates how they would be affected by construction of the proposed project.

<b>TABLE 3-4.11 CONSTRUCTION IMPACT ASSESSMENT OF POLICE STATIONS SERVING SEGMENT 2 CITIES</b>			
<b>Police Station</b>	<b># Residents per Officer</b>	<b>Response Time</b>	<b>Increased Response Time</b>
Azusa Police Dept.	745	N/A	Not Adverse/Not Significant
Glendora Police Station	852	3.5 minutes	Not Adverse/Not Significant
LASD San Dimas Bureau	333	N/A	Not Adverse/Not Significant
La Verne Police Dept.	646	2 to 3 minutes	Not Adverse/Not Significant
Pomona	859	N/A	Not Adverse/Not Significant
Claremont Police Station	680	4 minutes	Not Adverse/Not Significant
Montclair	648	N/A	Not Adverse/Not Significant
Upland	1,368	6.53 minutes	Not Adverse/Not Significant
Source: Myra L. Frank, 2003.			

The cities of ~~Azusa~~, Glendora, San Dimas, La Verne, Pomona, and Claremont would experience typical construction impacts (described in Section 3-4.4.3 c above). Construction impacts would be not adverse (under NEPA)/not significant (under CEQA).

The cities of Montclair and Upland would be relatively unaffected by project construction because the proposed alignment is located ~~along the city boundaries~~ in the northern portion of Montclair. Any minor construction impacts would be not adverse (under NEPA)/not significant (under CEQA).

Fire Protection

**Table 3-4.12** lists the fire stations serving, Segment 2 of the proposed project and indicates how they would be affected by construction of the proposed project.

The cities of ~~Azusa~~, Glendora, San Dimas, La Verne, Pomona, and Claremont would experience typical construction impacts (described in Section 3-4.4.3 c above). Construction impacts would be not adverse (under NEPA)/not significant (under CEQA).

The cities of Montclair and Upland would be relatively unaffected by project construction because the proposed alignment is located ~~along the city boundaries~~ in the northern portion of Montclair. Any minor construction impacts would be not adverse (under NEPA)/not significant (under CEQA).

TABLE 3-4.12 INVENTORY OF FIRE STATIONS SERVING THE GOLD LINEFOOTHILL EXTENSION PROJECT AREA			
Fire Station	Distance From the Proposed Alignment	Response Time	Increased Response Time
L.A. County Fire Dept. Glendora Station #151	0.25 mile	3:27 minutes	Not Adverse/Not Significant
L.A. County Fire Dept. Glendora Station #85	1 mile	3:27 minutes	Not Adverse/Not Significant
L.A. County Fire Dept. Glendora Station #86	1 mile	3 to 4 minutes	Not Adverse/Not Significant
L.A. County Fire Dept. San Dimas Station #64	Adjacent		Not Adverse/Not Significant
La Verne Fire Station #1	0.2 miles	4:30 minutes	Not Adverse/Not Significant
L.A. County Fire Dept. Pomona Fire Station #186	0.15 miles	5:08 minutes	Not Adverse/Not Significant
L.A. County Fire Dept. Claremont Station #101	0.2 miles	3 to 4 minutes	Not Adverse/Not Significant
Montclair Fire Station #1	0.2 miles	4:30 minutes	Not Adverse/Not Significant
Source: Myra L. Frank, 2003.			

Schools

Table 3-4.13 lists the public schools serving Segment 2 of the proposed project and indicates how they would be affected by construction of the proposed project.

TABLE 3-4.13 CONSTRUCTION IMPACT ASSESSMENT OF PUBLIC SCHOOLS SERVING SEGMENT 2 PROJECT AREA		
School	Source of Impact <sup>1</sup>	Potential Construction Impact
<b>Glendora</b>		
La Fetra Elementary	Air quality, noise, safety	Not Adverse/Not Significant
Williams Elementary	Air quality, noise, safety	Not Adverse/Not Significant
Sandburg Middle	Air quality, noise, safety	Not Adverse/Not Significant
Glendora High	Air quality, noise, safety	Not Adverse/Not Significant
<b>Claremont</b>		
Oakmont Elementary	Air quality, noise, safety	Not Adverse/Not Significant
Note1. Noise is listed as an impact because it could be perceived as an impact by school users. These schools are not subject to calculated noise impacts as discussed in Section 3-11.		
Source: Myra L. Frank, 2003.		

There are no schools in San Dimas, Pomona, Montclair, or Upland located within 0.25 mile of the proposed alignment.

**Glendora**

All four public schools within 0.25 mile of the proposed right-of-way in Glendora are situated at enough of a distance from the proposed alignment that impacts from construction are expected to be minimal. Each school has streets and buildings that buffer them from the proposed right-of-way.

**La Verne**

University of La Verne would be exposed to potentially significant noise impacts; however, noise mitigation measures would be implemented to reduce noise impacts to a level that would not be adverse (under NEPA)/significant (under CEQA) (See Section 3-11.3.1).

**Claremont**

Oakmont Elementary School in Claremont is located 0.15 mile from the right-of-way, but some industrial buildings and a parking lot separate the school property from the proposed alignment. Construction related impacts from construction activity are expected to be less than significant (under CEQA)/not adverse (under NEPA).

**☐ Parks**

**Table 3-4.14** lists the parks serving Segment 2 of the proposed project and indicates how they would be affected by construction of the proposed project.

**Glendora**

There are 6 parks in Glendora located within 0.25 mile of the proposed alignment, including Sandburg Middle School Park, Big Tree Park, South Hills Park, Centennial Heritage Park, and Louie Pompei Sports Park. Park patrons would experience typical construction impacts (described in Section 3-4.4.3 c above).

<b>TABLE 3-4.14 CONSTRUCTION PERIOD IMPACTS FOR PARKS IN SEGMENT 2 CITIES</b>			
<b>Parks</b>	<b>Distance</b>	<b>Sources of Impact <sup>1</sup></b>	<b>Potential Construction Impact</b>
Sandburg Middle School Park	0.2 miles	noise, air quality	Not Adverse/Not Significant
Big Tree Park	0.25 mile	noise, air quality	Not Adverse/Not Significant
South Hills Park	0.25 mile	noise, air quality	Not Adverse/Not Significant
Centennial Heritage Park	0.15 miles	noise, air quality	Not Adverse/Not Significant
Louie Pompei Sports Park	0.1 miles	noise, air quality	Not Adverse/Not Significant
Rhoads Park	Adjacent	noise, air quality, visual	Not Adverse/Not Significant
Pioneer Park	0.1 miles	noise, air quality	Not Adverse/Not Significant
Civic Center Park	0.15 miles	noise, air quality	Not Adverse/Not Significant



Wheeler Avenue Park	Adjacent	noise, air quality, visual	Not Adverse/Not Significant
Kuns Park	0.25 mile	noise, air quality	Not Adverse/Not Significant
Challenger Park	0.1 miles	noise, air quality	Not Adverse/Not Significant
Palomares Park	Adjacent	noise, air quality, visual	Not Adverse/Not Significant
Shelton Park	0.25 mile	noise, air quality	Not Adverse/Not Significant
College Park	Adjacent	noise, air quality, visual	Not Adverse/Not Significant
El Barrio Park	0.1 miles	noise, air quality	Not Adverse/Not Significant
<p>Note:</p> <p>1. Noise is listed as an impact because it could be perceived as an impact by park users. These parks are not subject to calculated noise impacts as discussed in Section 3-11.</p> <p>Source: Myra L. Frank, 2003.</p>			

The cities of ~~Azusa~~, Glendora, San Dimas, La Verne, Pomona, and Claremont would experience typical construction impacts (described in Section 3-4.4.3 c above). Construction impacts would be not adverse (under NEPA)/not significant (under CEQA).

The cities of Montclair and Upland would be relatively unaffected by project construction because the proposed alignment is located ~~along the city boundaries~~ in the northern portion of Montclair. Any minor construction impacts would be not adverse (under NEPA)/not significant (under CEQA).

San Dimas

The proposed alignment bisects the boundaries of Rhodes Park. The northeastern portion of the park contains a railroad museum and is separated for the alignment by a fence. Currently the railroad tracks adjacent to the park are active; however, there are only 1 to 2 freight trains a day that use this segment of the railroad line. A fence would be installed along the proposed alignment to prevent access to the railroad right-of-way and ensure the safety of park patrons. This particular park would not be considered noise sensitive. It is a small park that is mostly used for railroad museum purposes. Construction dust may affect park patrons; however air quality mitigation measures would be implemented to reduce fugitive dust impacts to a level that would not be adverse (under NEPA)/significant (under CEQA) (See Section 3-2). The presence of catenaries along the alignment would not significantly detract from the visual setting of the park.

Pioneer Park and Civic Center Park are separated from the proposed alignment by intervening structures and roads. Therefore, any potential air quality or noise impacts resulting from project construction would not significantly affect park patrons.

La Verne

Wheeler Avenue Park is located just north of the proposed alignment. The park is separated from the proposed alignment by Palomares Avenue and another rail line. The south and east boundaries of the

park are fenced. Park patrons would experience typical construction impacts (described in Section 3-4.4.3 c above). Construction impacts would be not adverse (under NEPA)/not significant (under CEQA).

Kuns Park is separated from the proposed alignment by intervening structures and roads. Challenger Park is separated from the proposed alignment by an undeveloped area. Both parks are far enough from the tracks that potential air quality or noise impacts resulting from project construction would not adversely/significantly affect park patrons.

#### Pomona

Palomares Park is located directly adjacent to the proposed alignment. The existing railroad tracks are located less than 50 feet from active park uses. A fence along the northern boundary of the park separates the park from the existing railroad tracks. Currently the railroad tracks adjacent to the park are active; however, there are only 1 to 2 freight trains a day that use this segment of the railroad line. Project construction would expose park patrons to potentially significant noise impacts; however, the park was determined not to be a noise sensitive receptor. Construction dust may affect park patrons; however air quality mitigation measures would be implemented to reduce fugitive dust impacts to a level that would not be adverse (under NEPA)/significant (under CEQA) (See Section 3-2).

#### Claremont

College Park is located directly adjacent to the proposed alignment. The existing railroad tracks are located less than 50 feet from active park uses. A fence and vegetation along the northern boundary of the park separates the park from the existing railroad tracks. Currently the railroad tracks adjacent to the park are active; however, there are only 1 to 2 freight trains a day that use this segment of the railroad line. Project construction would expose park patrons to potentially significant noise impacts; however, the park was determined not to be a noise sensitive receptor. Construction dust may affect park patrons; however air quality mitigation measures would be implemented to reduce fugitive dust impacts to a level that would not be adverse (under NEPA)/significant (under CEQA) (See Section 3-2).

Shelton Park and El Barrio Park are separated from the proposed alignment by intervening structures and roads. Therefore, potential noise impacts resulting from project construction would not adversely/significantly affect park patrons.

There are no parks in Montclair or Upland located within 0.25 mile of the proposed alignment.

#### Government Centers

There are ~~three~~ two Government Centers located within 0.25 mile of the proposed alignment including ~~the Azusa City Hall,~~ the Glendora Civic Center, and the San Dimas City Hall. All three government centers would experience typical construction impacts described in Section 3-4.4.3 c above, including minor traffic disruptions and construction nuisances. However, these impacts would not be significant. Access would be maintained to all buildings at all times during project construction.

#### Hospitals

There are two hospitals located within 0.25 mile of the proposed alignment, Foothill Presbyterian Hospital and Huntington East Valley Hospital. Both hospitals would experience typical construction impacts described in Section 3-4.4.3 c above, including minor emergency access disruptions, elevated

noise levels, and reduced air quality. However, none of these impacts are expected to be significant. Emergency access to the hospitals would be maintained at all times. Streets crossing the proposed alignment would remain open during project construction. Noise mitigation measures would be implemented at several medical buildings in the vicinity of Foothill Presbyterian Hospital, which would reduce noise impacts to a level that would not be adverse (under NEPA)/significant (under CEQA). Huntington East Valley Hospital would not be adversely/significantly affected by noise from the proposed project.

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

Construction of the Full Build Alternative would not have a significant/adverse impact on any of the public services analyzed including police, fire, schools, parks, government centers, or hospitals. Several public services facilities (schools and parks adjacent to the alignment) would experience significant noise impacts; however, the proposed project would include the implementation of noise mitigation measures that would reduce all noise impacts to a level that would be less than significant.

#### Summary of Impacts for Build LRT to Azusa Alternative

Construction of the Build LRT to Azusa Alternative would not have a significant/adverse impact on any of the public services analyzed including police, fire, schools, parks, government centers, or hospitals. Several public services facilities (schools and parks adjacent to the alignment) would experience significant noise impacts; however, the proposed project would include the implementation of noise mitigation measures that would reduce all noise impacts to a level that would be less than significant.

### 3-4.2.4 Long-Term Impacts

#### *a. No Build Alternative*

The No Build Alternative includes extension of I-210 from I-15 to I-215; implementation of increased service on Phase I of the Gold Line LRT, completion and service on the Eastside LRT Extension, and countywide bus service improvements. Most of the proposed improvements would occur within existing transportation rights-of-way and would accommodate the existing and projected population. These projects are unlikely to generate long-term impacts to community facilities and services in any of the cities along the proposed alignment. The only community facilities that would be required would be those needed to accommodate the projected growth in the region, and would not be associated with the No Build Alternative. Therefore, there would be no need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, as a result of the No Build Alternative.

#### *b. Build Alternatives*

The following discussion describes typical impacts common to most police protection, fire protection, schools, parks, government centers, and hospitals in the project study area. Most cities in the corridor can expect to experience these typical impacts. The intensity of impacts will be commensurate with the distance of the affected facility from the proposed alignment. Impacts will be more acute at facilities located closer to the proposed alignment. Site-specific impacts (i.e., those at particular community facilities) will be discussed in detail following this discussion.

## Police and Fire Protection

Potential long-term impacts to police protection services from the proposed Build Alternatives would be related to the demand for additional services, safety, and increased response time.

The proposed project is designed to accommodate existing and projected transit demand, and is not intended to induce population growth in the region. Additional demands for police and fire protection services in the project area would result from planned residential and business growth and not from the proposed project; as such growth in the study area should be accommodated through the normal police and fire department expansion processes.

LACMTA and SANBAG would work with all of the corridor city police and fire departments during the design process to ensure safety issues are adequately addressed. LACMTA would also be required by the Federal Railroad Administration to develop a Local Emergency Preparedness Plan that would include the Gold Line ~~Phase II~~ Foothill Extension. The plan would address evacuation procedures, rescue procedures, and address procedures for handling train collisions or upsets. Because the LASD Transit Services Bureau would provide police services along the alignment, at LRT stations, and on LRT trains, it is not anticipated that the proposed project would result in the need for additional police officers or fire fighters, or special equipment to respond to project-related emergencies in any of the corridor cities. Because there are no extraordinary fire hazards associated with light rail transit, the proposed project would not substantially affect the number of calls that city fire departments respond to. Therefore, service levels for fire protection are expected to be adequate with or without the proposed project.

Access disruptions, such as at grade light rail crossings, could affect emergency response times; however, light rail trains are short and traffic crossing at an intersection is typically prohibited for less than one minute. Access disruptions would be minimized through development of alternative routes, or amending service areas as necessary to maintain emergency service coverage and response times following project completion.

## Schools

The proposed Build Alternatives would not result in increased student enrollment in the vicinity of the project, since its implementation would not result in an increased residential population. The proposed Build Alternatives would serve existing populations and forecasted population levels reflected in adopted city planning documents. The alternative does not include elements that would induce substantial population growth. Thus, school capacities would be unaffected by this project. However, other impacts may occur due to the project's proximity to individual schools along the proposed alternative.

There may be safety concerns for young students walking to and from school in the vicinity of the proposed alignment. However, elementary schools generally set up their catchment areas so that children do not have to cross major streets. Therefore, effects on elementary school students would be minimal. Middle school and high school students are more likely to use transit to get to school; improved transit access from implementation of the LRT Alternative could be a benefit to some students.

Operation of the proposed project would not substantially increase noise levels or reduce air quality at most of the schools in the project vicinity. Schools located within 125 feet of the proposed alignment could be subject to substantial increases in noise and vibration. However, the implementation of noise mitigation measures discussed in section 3-11.3.1 would reduce noise and vibration to a level that would not be adverse (under NEPA)/significant (under CEQA).

## Parks

It is not expected that recreation facilities and parks located in the vicinity of the proposed project would be overburdened or experience an increase in use that would cause acceleration in the deterioration of these parks due to the proposed project. Typically neighborhood parks are located on small streets that

are not readily accessible from the proposed station stops. The proposed project would not substantially induce population growth in the project area that would increase use of the parks.

No parkland would be acquired under the proposed Build Alternatives. Although 11 parks would be located adjacent to the proposed alignment, none would experience adverse direct or indirect impacts under NEPA (significant indirect impacts under CEQA) with respect to noise or vibration after the implementation of noise mitigation measures discussed in section 3-11.3.1.

Existing and planned capacity and service levels for parks and recreational facilities along the proposed alignment are expected to be adequate with or without the proposed project.

### Government Centers

The proposed Build Alternatives would have a beneficial impact on employees and patrons of the Government Centers located along the proposed alignment due to the increase in facility accessibility.

### Hospitals

Because the proposed project would not result in any long-term street closures or increases in local traffic congestion, no adverse impacts (under NEPA)/significant impacts (under CEQA) are expected for emergency vehicle access or vehicular access to hospitals. All three of the medical centers in the project vicinity would not experience any significant noise or air quality impacts resulting from the proposed project after the implementation of the noise mitigation measures discussed in Section 3-11.3.1.

The Build Alternatives would result in an increase in accessibility to the hospitals, located along the proposed alignment. This would have a beneficial effect.

### Phase I – The Cities Affected and the Effects

The proposed LRT configuration would not affect community facilities or services in Phase I.

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

#### □ Police and Fire Protection Services

**Table 3-4.15** lists the police stations and fire departments serving Segment 1 of the proposed project and indicates how they would be affected by operation of the proposed project.

The Pasadena Police and Fire Departments would experience the typical impacts described in Table 3-4.15. The proposed project would not affect police or fire emergency response time due to the location of the proposed alignment in the freeway median. Both departments would be consulted during the design process to ensure safety issues are adequately addressed.

The proposed project would not substantially affect the demand for police or fire protection services in the City of Pasadena. The LASD Transit Services Bureau would handle most emergency calls generated by the proposed project. The proposed project would not result in the need for additional police officers or fire fighters in the City of Pasadena.

**TABLE 3-4.15  
OPERATIONAL IMPACTS TO POLICE AND FIRE PROTECTION FOR SEGMENT 1 CITIES**

<b>Police Station</b>	<b>Types of Impacts</b>	<b>Level of Impact</b>
Pasadena Police Dept.	Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
Arcadia Police Dept.	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
Monrovia Police Dept.	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
LASD Temple Bureau	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
LASD Duarte Sub-station	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
Irwindale Police Dept.	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
Pasadena Fire Station #37	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
Pasadena Fire Station #32	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
Arcadia Fire Station #105	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
Arcadia Fire Station #107	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
Monrovia Fire Station #101	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
Monrovia Fire Station #102	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
L.A. County Fire Dept. Duarte Station #44	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
<u>Azusa Police Department</u>	<u>Increased Response Time, Increased Service Demands, Increased Safety Risk</u>	<u>Not Adverse/Not Significant</u>
<u>L.A. County Fire Dept. No. 32 (Azusa)</u>	<u>Increased Response Time, Increased Service Demands, Increased Safety Risk</u>	<u>Not Adverse/Not Significant</u>

Source: Myra L. Frank, 2003.

The Arcadia, Monrovia, Duarte, ~~and~~ Irwindale, and Azusa Police and Fire Departments would experience the typical impacts described above. The proposed project would not substantially increase the demand for police or fire protection services in the project area. The LASD Transit Services Bureau would handle most emergency calls generated by the proposed project. The proposed project would not result in the need for additional police officers or fire fighters in the corridor cities.

The proposed project would not substantially increase traffic congestion in the corridor cities, which could affect police response times. All traffic impacts would be reduced to a level that would be not adverse (under NEPA)/not significant (under CEQA) (see Section 3-15.3.1). Access disruptions, such as at grade light rail crossings, would not substantially affect police or fire response times because train crossings would be brief and there are multiple alternative north-south streets crossing the proposed alignment. Access disruptions would be minimized through development of alternative routes, or amending service areas as necessary to maintain emergency service coverage and response times following project completion.

☐ Schools

**Table 3-4.16** lists the public schools serving Segment 1 of the proposed project and indicates how they would be affected by operation of the proposed project.

<b>TABLE 3-4.16 OPERATIONAL IMPACTS FOR PUBLIC SCHOOLS IN SEGMENT 1 CITIES</b>		
<b>School</b>	<b>Sources of Impact</b>	<b>Potential Construction Impact</b>
<b>Arcadia</b>		
Rancho Learning Center	Noise, Vibration, Safety, Capacity	Not Adverse/Not Significant
Serendipity Early Education Center	Noise, Vibration, Safety, Capacity	Not Adverse/Not Significant
<b>Monrovia</b>		
Santa Fe Middle	Safety, Capacity	Not Adverse/Not Significant
<b>Duarte</b>		
Andres Duarte Elementary	Safety, Capacity	Not Adverse/Not Significant
Northview Intermediate	Safety, Capacity	Not Adverse/Not Significant
Duarte High	Safety, Capacity	Not Adverse/Not Significant
<b><u>Azusa</u></b>		
<u>Henry Dalton Elementary</u>	<u>Safety, Capacity</u>	<u>Not Adverse/Not Significant</u>
Source: Myra L. Frank, 2003.		

There are no schools in Pasadena or Irwindale located within 0.25 mile of the proposed alignment.

Ranch Learning Center and Serendipity Early Education Center would experience typical operational impacts described above. The Build Alternative would not result in a substantial increase in student enrollment at either school, since its implementation would not result in an increased residential population.

There may be safety concerns for young students walking to and from school in the vicinity of the proposed alignment. However, the majority of students attending Rancho Learning Center and Serendipity Early Education Center do not walk to school. Most of the children attending Serendipity Early Education Center are too young to walk alone to day care. Most of the students attending Rancho Learning Center are not from the immediate area surrounding the school because the school is an alternative education center. Therefore the proposed project would not result in a safety risk to students walking to school.

Both schools could be subject to substantial increases in noise and vibration. However, the implementation of noise mitigation measures discussed in section 3-11.3.1 would reduce noise and vibration to a level that would not be adverse (under NEPA)/significant (under CEQA).

#### Monrovia

Santa Fe Middle School would experience typical operational impacts described above. The proposed Build Alternatives would not result in a substantial increase in student enrollment at Santa Fe Middle School, since its implementation would not result in an increased residential population.

Santa Fe Middle School is located at the intersection of two major roads (Duarte Road and Myrtle Avenue), so students are used to watching for traffic, and the addition of a train crossing would not pose an unusual safety hazard. In addition, middle school students are old enough to understand and avoid the hazards of train crossings. Due to the close proximity of the Monrovia Station, the proposed project may help increase student accessibility to Santa Fe Middle School.

The school is located far enough from the proposed alignment that it would not be significantly affected by noise or vibration.

#### Duarte

Andres Duarte Elementary School, Northview Intermediate School, and Duarte High School would experience typical operational impacts described above. The proposed Build Alternatives would not result in a substantial increase in student enrollment at any of the schools, since its implementation would not result in an increased residential population.

Students attending Northview Intermediate School and Duarte High School are old enough to understand and avoid the hazards of train crossings; therefore student safety would not be substantially affected by the proposed project. Andres Duarte Elementary School is separated from the proposed alignment by 0.25 mile of undeveloped land and I-210. Therefore, it is very unlikely that students would have to cross the alignment.

The schools ~~is~~ are located far enough from the proposed alignment that they would not be significantly affected by noise or vibration.

#### Azusa

Henry Dalton Elementary School would experience typical operational impacts described above. The proposed Build Alternatives would not result in a substantial increase in student enrollment at Henry



Dalton Elementary School, since its implementation would not result in an increased residential population.

There may be safety concerns for young students walking to and from school in the vicinity of the proposed alignment. However, elementary schools generally set up their catchment areas so that children do not have to cross major streets. Therefore, effects on elementary school students would be minimal. In addition, gates, bells, and lights would be installed at the intersection to alert students of oncoming trains.

The school is located far enough (150 feet) from the proposed alignment that it would not be significantly affected by noise or vibration.

One building on the Azusa Pacific University campus would be exposed to potentially significant noise impacts; however, noise mitigation measures would be implemented to reduce noise impacts to a level that would not be adverse (under NEPA)/significant (under CEQA) (See Section 3-11.3.1).

Saint Francis of Rome Elementary School, a private school in Azusa, would be exposed to potentially significant noise impacts; however, noise mitigation measures would be implemented to reduce noise impacts to a level that would not be adverse (under NEPA)/significant (under CEQA) (See Section 3-11.3.1). Private school students are more likely to commute to school by vehicle because students do not generally live in the immediate vicinity of the school. Therefore, safety concerns would be minimal.

Parks

**Table 3-4.17** lists the parks serving Phase II Foothill Extension, Segment 1 of the proposed project, and indicates how they would be affected by operation of the proposed project.

<b>TABLE 3-4.17 OPERATIONAL IMPACTS FOR PARKS IN SEGMENT 1 CITIES</b>			
<b>Parks</b>	<b>Distance</b>	<b>Sources of Impact</b>	<b>Potential Construction Impact</b>
Eaton Wash Park	0.25 mile	Noise, Increased Use	Not Adverse/Not Significant
The Arboretum of Los Angeles County	Adjacent	Noise, Increased Use	Not Adverse/Not Significant
Forest Park	Adjacent	Noise, Increased Use	Not Adverse/Not Significant
Newcastle Park	Adjacent	Noise, Increased Use	Not Adverse/Not Significant
Arcadia County Park	0.25 mile	Noise, Increased Use	Not Adverse/Not Significant
Eisenhower Park	0.25 mile	Noise, Increased Use	Not Adverse/Not Significant
Bonita Park	Adjacent	Noise, Increased Use	Not Adverse/Not Significant
Aloysia Moore Park	Adjacent	Noise, Increased Use	Not Adverse/Not Significant
Duarte Sports Park	0.25 mile	Noise, Increased Use	Not Adverse/Not Significant
Northview Park	0.25 mile	Noise, Increased Use	Not Adverse/Not Significant
Otis Gordon Sports Park	0.25 mile	Noise, Increased Use	Not Adverse/Not Significant
Santa Fe Dam Recreation Area	Adjacent	Noise, Increased Use	Not Adverse/Not Significant
<u>Veterans Freedom Park</u>	<u>Adjacent</u>	<u>Noise, Increased Use</u>	<u>Not Adverse/Not Significant</u>

Source: Myra L. Frank, 2003.

Veterans Freedom Park is located in the immediate vicinity of a proposed light-rail station and would be directly accessible to Gold Line riders. However, the park is not a typical neighborhood park, but is open space associated with Azusa's City Hall. Therefore, it is unlikely that the proposed project would result in an increase in use that would cause acceleration in the deterioration of the park. The proposed project would not substantially induce population growth in the project area that would increase use of the park.

No portion of Veterans Freedom Park would be acquired under the Build Alternatives. Patrons at the park would not experience any significant/adverse noise impacts due to the implementation of noise mitigation measures discussed in Section 3-11.3.1.

The parks in the Cities of Pasadena, Arcadia, Duarte, and Irwindale are not located in the immediate vicinity of a proposed light-rail station and would not be directly accessible to Gold Line riders. Therefore, the parks would not experience an increase in use that would cause acceleration in the deterioration of the park as a result of the proposed project. The proposed project would not substantially induce population growth in the project area that would increase use of the parks.

No portion of any park would be acquired under the Build Alternatives. All of the parks (except those discussed below) are located too far from the proposed alignment to experience adverse direct or indirect impacts under NEPA (significant indirect impacts under CEQA) with respect to noise or vibration.

Patrons at Newcastle Park, Bonita Park, and Aloysia Moore Park would not experience any adverse/significant noise impacts due to the implementation of noise mitigation measures discussed in Section 3-11.3.1. No adverse/significant noise impacts are anticipated at Santa Fe Dam Recreation Area (See Section 3-11).

There are no parks in the City of Monrovia located within 0.25 mile of the proposed alignment.

Government Centers

No government centers are located within 0.25 mile of the proposed alignment in Segment 1.

Hospitals

The only hospital located within 0.25 mile of the proposed alignment in Segment 1 is The City of Hope National Medical Center, in Duarte. Because hospital facilities are located more than 125 feet from the corridor, no significant noise or vibration impacts are anticipated. The hospital does not have an emergency room; therefore, emergency access would not be an issue. However, access to the hospital would be maintained at all times.

The Duarte Station would be located less than 0.25 mile from the hospital, which would result in an increase in accessibility to the City of Hope National Medical Center. Increased accessibility would be beneficial to patients and employees.

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

The cities in Segment 2 are ~~Azusa~~, Glendora, San Dimas, La Verne, Pomona, Claremont, Montclair, and Upland.

□ Police and Fire Services

**Table 3-4.18** lists the police stations and fire departments serving, Segment 2 of the proposed project and indicates how they would be affected by operation of the proposed project.

The ~~Azusa~~, Glendora, La Verne, Pomona, and Claremont Police and Fire Departments would experience the typical impacts described in Table 3-4.18. The proposed project would not substantially increase the demand for police or fire protection services in the project area. The LASD Transit Services Bureau would handle most emergency calls generated by the proposed project. The proposed project would not result in the need for additional police officers or fire fighters in the corridor cities.

The proposed project would not substantially increase traffic congestion along the alignment, which could affect police response times. All traffic impacts would be reduced to a level that would be not adverse (under NEPA)/not significant (under CEQA) (see Section 3-15.3.1). Access disruptions, such as at grade light rail crossings, would not substantially affect police or fire response times because train crossings would be brief and there are multiple alternative north-south streets crossing the proposed alignment. Access disruptions would be minimized through development of alternative routes, or amending service areas as necessary to maintain emergency service coverage and response times following project completion.

<b>TABLE 3-4.18 OPERATIONAL IMPACTS TO POLICE AND FIRE PROTECTION FOR SEGMENT 2 CITIES</b>		
<b>Station</b>	<b>Types of Impacts</b>	<b>Level of Impact</b>
Glendora Police Station	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
L.A. County Sheriff's Dept. San Dimas Sub-station	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
(Future) L.A. County Sheriff's Dept. San Dimas Sub-station	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
La Verne Police Department	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
Claremont Police Station	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
Montclair Police Station	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
L.A. County Fire Dept. No. 151 (Glendora)	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
L.A. County Fire Dept. No. 85 (Glendora)	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
L.A. County Fire Dept. No. 86 (Glendora)	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
L.A. County Fire Dept. No. 64 (San Dimas)	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
La Verne Fire Station No. 1	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
L.A. County Fire Dept. No. 186 (Pomona)	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant

<b>TABLE 3-4.18 OPERATIONAL IMPACTS TO POLICE AND FIRE PROTECTION FOR SEGMENT 2 CITIES</b>		
<b>Station</b>	<b>Types of Impacts</b>	<b>Level of Impact</b>
L.A. County Fire Dept. No. 101 (Claremont)	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
Montclair Fire Department	Increased Response Time, Increased Service Demands, Increased Safety Risk	Not Adverse/Not Significant
Source: Myra L. Frank, 2003.		

The San Dimas Police and Fire Departments would experience the typical impacts described above. The San Dimas Police and Fire Departments may also experience site-specific impacts. The San Dimas Police and Fire Stations would be located on Walnut Street just north of the proposed alignment (currently the police station is being built). Walnut Street would be subject to an at-grade rail crossing; therefore, response times south of the proposed alignment may be slightly reduced. However, it is not anticipated that this would be an adverse/significant impact because train crossings would be brief (less than one minute) and there are multiple alternative north-south streets crossing the proposed alignment. Police response times would remain relatively unaffected because the majority of police officers are in the field and are not stationed at the police department. Access disruptions would be minimized through development of alternative routes, or amending service areas as necessary to maintain emergency service coverage and response times following project completion.

The proposed alignment is located on the boundary of Montclair and Upland. Therefore, response times would be relatively unaffected by project construction, because firefighters and police officers would rarely have to cross the proposed alignment.

**□ Schools**

**Table 3-4.19** lists the public schools serving Segment 2 of the proposed project and indicates how they would be affected by operation of the proposed project.

There are four public schools in the City of Glendora located within 0.25 mile of the proposed alignment, which would experience typical operational impacts described above. The Build Alternatives would not result in a substantial increase in student enrollment at any of the schools, since its implementation would not result in an increased residential population.

Students attending Sandburg Middle School and Glendora High School are old enough to understand and avoid the hazards of train crossings; therefore, safety concerns would be minimal. Additionally, the schools are located along major roads; therefore, students walking to school are used to watching for traffic.

<b>TABLE 3-4.19 OPERATIONAL IMPACT ASSESSMENT OF PUBLIC SCHOOLS SERVING THE GOLD LINEFOOTHILL EXTENSION SEGMENT 2 PROJECT AREA</b>		
<b>School</b>	<b>Sources of Impacts</b>	<b>Potential Construction Impact</b>
<b>Glendora</b>		
La Fetra Elementary	Safety, Capacity	Not Adverse/Not Significant
Williams Elementary	Safety, Capacity	Not Adverse/Not Significant
Sandburg Middle	Safety, Capacity	Not Adverse/Not Significant
Glendora High	Safety, Capacity	Not Adverse/Not Significant
<b>Claremont</b>		
Oakmont Elementary	Safety, Capacity	Not Adverse/Not Significant
Source: Myra L. Frank, 2003.		

La Fetra and Williams Elementary Schools are located on smaller streets that are not as accessible to the proposed alignment. Elementary schools generally set up their catchment areas so that children do not have to cross major streets. Therefore, effects on elementary school students would be minimal. In addition, gates, bells, and lights would be installed at the intersection to alert students of oncoming trains.

All four public schools are located far enough from the proposed alignment that they would not be significantly affected by noise or vibration.

University of La Verne would be exposed to potentially significant noise impacts; however, noise mitigation measures would be implemented to reduce noise impacts to a level that would not be adverse (under NEPA)/significant (under CEQA) (See Section 3-11.3.1).

Oakmont Elementary School would experience typical operational impacts described above. The Build Alternatives would not result in a substantial increase in student enrollment at Oakmont Elementary School, since its implementation would not result in an increased residential population.

The school is separated from the proposed alignment by multiple neighborhood streets, and is not directly accessible to the proposed alignment; therefore, safety concerns would be minimal. Elementary schools generally set up their catchment areas so that children do not have to cross major streets. In addition, gates, bells, and lights would be installed at the intersection to alert students of oncoming trains.

The school is located far enough from the proposed alignment that it would not be significantly affected by noise or vibration.

There are no schools in San Dimas, Pomona, Montclair, or Upland located within 0.25 mile of the proposed alignment.

☐ Parks

**Table 3-4.20** lists the parks serving Segment 2 of the proposed project and indicates how they would be affected by operation of the proposed project.

The parks in the Cities of Glendora, La Verne, Pomona, and Claremont are not located in the immediate vicinity of a proposed light-rail station and would not be directly accessible to Gold Line riders. Therefore, the parks would not experience an increase in use that would cause acceleration in the deterioration of the park as a result of the proposed project. The proposed project would not substantially induce population growth in the project area that would increase use of the parks.

No portion of any park would be acquired under the Build Alternatives. None of the parks are expected to experience adverse direct or indirect impacts under NEPA (significant indirect impacts under CEQA) with respect to noise or vibration after the implementation of noise mitigation measures.

<b>TABLE 3-4.20 OPERATIONAL IMPACTS FOR PARKS IN SEGMENT 2 CITIES</b>			
<b>Parks</b>	<b>Distance</b>	<b>Sources of Impact</b>	<b>Potential Operational Impact</b>
Sandburg Middle School Park	0.2 mile	Noise, Increased Use	Not Adverse/Not Significant
Big Tree Park	0.25 mile	Noise, Increased Use	Not Adverse/Not Significant
South Hills Park	0.25 mile	Noise, Increased Use	Not Adverse/Not Significant
Centennial Heritage Park	0.15 mile	Noise, Increased Use	Not Adverse/Not Significant
Louie Pompei Sports Park	0.1 mile	Noise, Increased Use	Not Adverse/Not Significant
Rhoads Park	Adjacent	Noise, Increased Use	Not Adverse/Not Significant
Pioneer Park	0.1 mile	Noise, Increased Use	Not Adverse/Not Significant
Civic Center Park	0.15 mile	Noise, Increased Use	Not Adverse/Not Significant
Wheeler Avenue Park	Adjacent	Noise, Increased Use	Not Adverse/Not Significant
Kuns Park	0.25 mile	Noise, Increased Use	Not Adverse/Not Significant
Challenger Park	0.1 mile	Noise, Increased Use	Not Adverse/Not Significant
Palomares Park	Adjacent	Noise, Increased Use	Not Adverse/Not Significant
Shelton Park	0.25 mile	Noise, Increased Use	Not Adverse/Not Significant
College Park	Adjacent	Noise, Increased Use	Not Adverse/Not Significant
El Barrio Park	0.1 mile	Noise, Increased Use	Not Adverse/Not Significant
Source: Myra L. Frank, 2003.			

There are three parks located within 0.25 mile of the proposed alignment in the City of San Dimas. Rhodes Park is located in the immediate vicinity of a proposed light-rail station and would be accessible to Gold Line riders. Rhodes Park is a small park that is home to the Pacific Railroad Museum. The operation of a light rail train would be consistent with the park's primary use as a railroad museum. Additional patrons at the museum would be encouraged, as it is currently underutilized. Pioneer Park is a small neighborhood park approximately ½ block from the proposed alignment. It is unlikely that the park would be the destination of very many Gold Line riders, even if the park were more accessible. Civic Center Park is located approximately 0.25 mile from the proposed alignment and is not a typical neighborhood park, but is open space associated with the San Dimas City Hall. Therefore, it is unlikely that the proposed project would result in an increase in use that would cause acceleration in the deterioration of the park. The proposed project would not substantially induce population growth in the project area that would increase use of parks in San Dimas.

No portion of any park in San Dimas would be acquired under the Build Alternatives. All of the parks are located too far from the proposed alignment to experience adverse direct or indirect impacts under NEPA (significant indirect impacts under CEQA) with respect to noise or vibration.

There are no parks in Montclair or Upland located within 0.25 mile of the proposed alignment.

Government Centers

There are three Government Centers located within 0.25 mile of the proposed alignment including the ~~Azusa City Hall~~, the Glendora Civic Center, and the San Dimas City Hall. The Build Alternative would have a beneficial impact on employees and patrons of the Government Centers located along the proposed alignment due to the increase in facility accessibility.

Hospitals

There are two hospitals located within 0.25 mile of the proposed alignment, Foothill Presbyterian Hospital and Huntington East Valley Hospital. Both hospitals would experience typical impacts described above, including minor emergency access disruptions and elevated noise levels. However, none of these impacts are expected to be significant. Emergency access to the hospitals would be maintained at all times. Because the proposed project would not result in any long-term street closures or increases in local traffic congestion, no adverse impacts (under NEPA)/significant impacts (under CEQA) are expected for emergency vehicle access or vehicular access to hospitals.

The Glendora Station would be located approximately 0.25 mile from both hospitals, which would result in increased accessibility. Increased accessibility would be beneficial to patients and employees.

Noise mitigation measures would be implemented at several medical buildings in the vicinity of Foothill Presbyterian Hospital, which would reduce noise impacts to a level that would not be adverse (under NEPA)/significant (under CEQA). Huntington East Valley Hospital would not be adversely/significantly affected by noise from the proposed project.

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

Operation of the Build Alternative would not have a significant/adverse impact on any of the public services analyzed including police, fire, schools, parks, government centers, or hospitals. Several public services facilities (schools and parks adjacent to the alignment) would experience significant noise impacts; however, the proposed project would include the implementation of noise mitigation measures that would reduce all noise impacts to a level that would be less than significant (see Section 3-1)

Summary of Impacts for Build LRT to Azusa Alternative

Operation of the Build LRT to Azusa Alternative would not have a significant/adverse impact on any of the public services analyzed including police, fire, schools, parks, government centers, or hospitals. Several public services facilities (schools and parks adjacent to the alignment) would experience significant noise impacts; however, the proposed project would include the implementation of noise mitigation measures that would reduce all noise impacts to a level that would be less than significant (see Section 3-11).

3-4.2.5 Cumulative Impacts

The No Build would not affect community facilities or services and therefore would not contribute to any significant cumulative impacts.

The Los Angeles County Sheriff's Department (LASD) would patrol Gold Line Facilities. The respective cities' police departments would provide additional services when needed and requested by LASD. Because LACMTA maintains its own security, the proposed project is not expected to contribute to cumulative impacts to police services or cumulative increases in demand for police services.

The proposed project would not increase demand for fire protection services because such demand is primarily attributable to increased commercial and residential development rather than transit projects. Therefore, the proposed project would not contribute to adverse cumulative impacts.

Because the proposed project is a transit project that would not increase the amount of residential units in the region, it would not increase school enrollment and therefore would not contribute to adverse cumulative impacts to schools. Likewise, the project would not increase cumulative demand for parks, hospitals, libraries, and other government facilities, and thus would not contribute to cumulative impacts on such facilities.

~~The study area for the public services cumulative impacts analysis consists of the service areas for the police and fire stations that serve areas surrounding the proposed alignment. The study area also includes schools, parks, hospitals, and government centers located within 0.25 mile of the proposed alignment that could experience increases in population due to project construction and cumulative development.~~

~~*a. Police Protection*~~

~~LASD would patrol Gold Line Facilities. The respective city police departments would provide additional services when needed and requested by LASD. Proposed Related Projects include construction of residential units, commercial, office, public, medical, and retail space. New construction would likely increase the residential and employee populations in the project study area, which would place additional demand on local police departments. Because LACMTA maintains its own security, the Gold Line Project is not expected to contribute to cumulative impacts to police services or cumulative increases in demand for police services. Therefore, the proposed project would not have an adverse (under NEPA)/significant (under CEQA) cumulative impact on police services.~~

~~*b. Fire Protection*~~

~~As discussed earlier, the proposed Gold Line Project is not expected to increase demand for fire protection services because such demand is primarily attributable to increased commercial and residential development rather than transit projects. Increases in the residential and employee populations in the area~~



are expected as a result of the development component of the related projects, and as a consequence, demand for fire protection services in the area would increase. However, because the proposed Gold Line Project would not by itself increase fire protection demands, it would not contribute to cumulative impacts to fire protection services or cumulative increases in demand for fire protection services. Therefore, the proposed project would not contribute to potentially adverse (under NEPA)/significant (under CEQA) cumulative impacts.

*c. Schools*

Related projects in the project vicinity would include an increase in residential units, and multiple commercial/industrial/office developments. New residential development would directly increase enrollment in local schools. Student enrollment could also be indirectly affected by increases in employment due to new non-residential development. The amount of residential and commercial/industrial development proposed in the area could be substantial, and it is possible that schools that are currently overcrowded could be adversely affected by increased enrollment and new or expanded facilities would be required. Several schools have been proposed in the project vicinity, which would help accommodate some of the demand. Because the Gold Line Project is a transit project that would not increase the amount of residential units in the project area, it would not increase local school enrollment and therefore would not contribute to adverse (under NEPA)/significant (under CEQA) cumulative impacts to schools.

*d. Parks*

Increases in residential and employee populations due to the proposed project and related projects could place additional demands on park services in the area. If additional park facilities were required to maintain existing service levels, significant cumulative impacts could occur. However, because the proposed project would not affect demand for parks it would not result in or substantially contribute to an adverse (under NEPA)/significant (under CEQA) cumulative impact on parks.

*e. Government Centers*

Increases in residential and employee populations due to the proposed project and related projects would not place additional demands on government facilities in the project vicinity because the demand for service at government centers (i.e. city hall) is not derived from the population immediately surrounding the facilities. Each of the facilities is designed to accommodate the needs of the City as a whole. Therefore, the proposed project and related projects are not expected to result in adverse (under NEPA)/significant (under CEQA) cumulative impacts on government facilities.

*f. Hospitals*

Increases in residential and employee populations due to the related projects could place additional demands on hospital services in the area. City of Hope National Medical Center is a specialty hospital that selects its patients, and would not be affected by increased population. If additional hospital facilities were required to maintain existing service levels at the other two hospitals, significant cumulative impacts could occur. However, because the proposed project would not affect demand for hospitals it would not result in or substantially contribute to an adverse (under NEPA)/significant (under CEQA) cumulative impact on hospitals.

### 3-4.2.6 Impacts Addressed by Regulatory Compliance

#### *a. Construction Period Impacts*

There are no regulations that govern impacts to public services during the construction period.

#### *b. Long-Term Impacts*

There are no regulations that govern impacts to public services.

### 3-4.3 Mitigation

#### 3-4.3.1 Construction Period Mitigation Measures

All public service impacts would be not adverse (under NEPA)/ less than significant (under CEQA), and no mitigation measures would be required for any of the alternatives.

#### 3-4.3.2 Long Term Mitigation

All public service impacts would be not adverse (under NEPA)/ less than significant (under CEQA), and no mitigation measures would be required for any of the alternatives.

### 3-4.4 Impact Results with Mitigation

All public service impacts would be not adverse (under NEPA)/ less than significant (under CEQA), and no mitigation measures would be required for any of the alternatives.