

Notice of Determination

TO:

Office of Planning and Research

For U.S. Mail:

P.O. Box 3044

Sacramento, CA 95812-3044

Street Address:

1400 Tenth Street

Sacramento, CA 95814

FROM:

Public Agency: Los Angeles to Pasadena Metro Blue Line Construction Authority/ Metro Gold Line Foothill Extension Construction Authority

Address: 406 E. Huntington Dr. Suite 202

Monrovia, CA 91016

Contact: Habib Balian

Phone: 626-305-7001

FILED

JUN 18 2010

County Clerk

County of: Los Angeles County

Address: 12400 Imperial Highway

Norwalk, CA 90650

RECEIVED

JUL 22 2010

MGL. FOOTHILL EXT.
CONST. AUTHORITY

DEAN C. LOGAN
REGISTRAR-RECORDER COUNTY CLERK
[Signature]
F. HARRIS DEPUTY

SUBJECT: *Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.*

State Clearinghouse Number (if submitted to State Clearinghouse): 2003061157

Project Title: Gold Line Phase II Extension (Pasadena to Montclair)- Segment 1 (Pasadena to Azusa)

Project Location (include County): Cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, and Azusa; Los Angeles Co.

Project Description: In 2007, a portion of overall project was approved for implementation- construction of approximately 11.4 miles of light rail transit (LRT), from Pasadena to the eastern boundary of Azusa (Segment 1 of overall project discussed in Final EIR). The majority of construction would take place within existing railroad right-of-way. The Project would include new rail stations and parking in the cities of Arcadia, Monrovia, Duarte, Irwindale, and Azusa, and traction power substations along the route. This Addendum addresses minor project modifications since certification of the FEIR, project approval, and adoption of a Mitigation Monitoring and Reporting Plan in February 2007, and after other minor modifications approved in August 2009 pursuant to a previous CEQA Addendum.

This is to advise that the Construction Authority has approved the above described/ revised project on June 18, 2010 and has made the following determinations regarding the above described project:

1. The project [will will not] have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 - This Addendum found no substantial changes in impacts compared to the 2007 Final EIR.
 - A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [were were not] made a condition of the approval of the project in Feb 2007.
 - This Addendum found no substantial changes in the adopted 2007 mitigation measures.
4. A mitigation reporting or monitoring plan [was was not] adopted for this project in Feb 2007.
 - This Addendum found no need to change the adopted 2007 mitigation and monitoring reporting plan.
5. A statement of Overriding Considerations [was was not] adopted for this project in February 2007
 - This Addendum found no need to change the adopted 2007 Statement of Overriding Considerations.
6. Findings [were were not] made pursuant to the provisions of CEQA.

This is to certify that the Addendum and Final EIR with comments and responses and record of project approval is available to the General Public at: 406 E. Huntington Dr. Suite 202 Monrovia, CA 91016

Signature (Public Agency): *[Signature]*

Habib F. Balian

Title: Chief Executive Officer

Date: June 18, 2010

Date Received for filing at OPR: _____

Authority cited: Section 21083, Public Resources Code. Reference: Sections 21000-21174, Public Resources Code.

10 0038598

THIS NOTICE WAS POSTED
ON JUN 18 2010
UNTIL JUL 20 2010

LOS ANGELES TO PASADENA
METRO BLUE LINE CONSTRUCTION AUTHORITY

CHECK NO.: 00009316 DATE: 02/27/07
VENDOR NO.: V0765 VENDOR NAME: LOS ANGELES COUNTY

PO NUMBER	INVOICE DATE	INVOICE NO.	DESCRIPTION	AMOUNT
P9296	02/27/07	20070227A FEE	CDFG Fee -CEQA Review for FEIR	2,500.00
P9296	02/27/07	20070227B FEE	County Filing Fee-CEQA Review FEIR	- 50.00
<p>ORIGINAL FILED</p> <p>MAR 01 2007</p> <p>LOS ANGELES, COUNTY CLERK</p>				
<p>ORIGINAL FILED</p> <p>AUG 27 2009</p> <p>LOS ANGELES, COUNTY CLERK</p>				
DETACH BEFORE DEPOSITING				TOTAL THIS CHECK 2,550.00

FORM NO. 2CL-1LB



STATE OF CALIFORNIA - THE RESOURCES AGENCY
DEPARTMENT OF FISH AND GAME
ENVIRONMENTAL FILING FEE CASH RECEIPT
DFG 753.5a (8-03)

271221

Lead Agency: Los Angeles to Pasadena Metro Blue Date: 03/01/07
County / State Agency of Filing: LACC Document No. 200306107
Project Title: Gold line Phase
Project Applicant Name: Habib Balian Phone Number: (626) 305-7377
Project Applicant Address: 406 E. Huntington Dr., Ste. 202 Monrovia, CA 91016
Project Applicant (check appropriate box): Local Public Agency School District Other Special District
State Agency Private Entity

COUNTY RECORDER
/COUNTY CLERK
BUSINESS FILING & REG
01/07 12:26PM
002#0021 #197
MARINE

CHECK APPLICABLE FEES:

- Environmental Impact Report \$850.00 \$ 2,500.00
- Negative Declaration \$1,250.00 \$ _____
- Application Fee Water Diversion (State Water Resources Control Board Only) \$850.00 \$ _____
- Projects Subject to Certified Regulatory Programs \$850.00 \$ _____
- County Administrative Fee \$25.00 \$ 50.00
- Project that is exempt from fees

TOTAL RECEIVED \$ 2,550.00

RESOLUTION NO. 2010-R-02

RESOLUTION OF THE METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY APPROVING PROJECT REFINEMENTS RELATED TO PHASE II OF THE PROJECT AND MAKING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

THE METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY HEREBY FINDS, DECLARES, AND RESOLVES AS FOLLOWS:

WHEREAS, the Pasadena Metro Blue Line Construction Authority, which is conducting business under the name of Metro Gold Line Foothill Extension Construction Authority (the "Authority"), is a public entity created by the California State Legislature pursuant to Section 132400 *et seq.* of the Public Utilities Code ("PUC") for the exclusive purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles – Pasadena Metro Blue Line light rail project, which is defined in PUC Section 132400 as extending from Union Station in the City of Los Angeles to the City of Claremont; and,

WHEREAS, Los Angeles County Metropolitan Transportation Authority has changed the name of the Los Angeles - Pasadena Metro Blue Line to the "Metro Gold Line;" and,

WHEREAS, the Authority certified a Final Environmental Impact Report ("FEIR") for Phase II, Segment 1 from Pasadena to Azusa (also referred to as Phase 2A, and the "Project" herein) and approved the Project in 2007; and,

WHEREAS, certain additional refinements to the Project were considered by the Authority on August 26, 2009, and adopted in conjunction with an addendum to the Certified FEIR; and

WHEREAS, certain refinements to the Project, as set forth in Exhibit B, incorporated herein by reference ("Project Refinements") have been proposed and reviewed by the Authority Board; and,

WHEREAS, the Authority has caused an Addendum to the FEIR ("Addendum") to be prepared for the Project Refinements in accordance with the California Environmental Quality Act Guideline § 15164, because the proposed Project Refinements do not require the preparation of a new or supplemental EIR in accordance with CEQA Guideline § 15162, which Addendum is attached hereto as Exhibit A; and,

WHEREAS, an addendum need not be circulated for public review but is attached to the final EIR in accordance with CEQA Guideline § 15164; and,

WHEREAS, the Authority Board has reviewed and considered the Addendum in conjunction with the FEIR; and,

WHEREAS, the Authority Board has reviewed the findings made in this Resolution and finds that they are based upon substantial evidence that has been presented to the Authority Board in the record of the proceedings. The documents, staff reports, technical studies, appendices, plans, specifications, and other materials that constitute the record of proceedings on which this Resolution is based are on file and available for public examination during normal business hours in the Authority's offices and with the Clerk of the Board, who serves as the custodian of these records.

NOW, THEREFORE, THE METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY HEREBY FINDS, DECLARES, AND RESOLVES AS FOLLOWS:


Section 1. The foregoing recitals are incorporated into this Resolution by this reference, and constitute a material part of this Resolution.

Section 2. The Authority Board has independently reviewed and considered the contents of the Addendum prior to deciding whether to approve the Project Refinements.

Section 3. The Authority Board hereby adopts the Addendum, attached hereto as Exhibit A and incorporated herein by this reference, and approves the Project Refinements, attached hereto as Exhibit B and incorporated herein by this reference.


Section 4. The Clerk of the Authority Board shall certify to the adoption of this Resolution, and shall cause this Resolution to be entered in the official records of the Authority.

Adopted this 18th day of June, 2010:



KEITH HANKS
Chair of the Metro Gold Line Foothill
Extension Construction Authority Board

ATTEST:



CHRISTOPHER LOWE
Clerk of the Board

APPROVED AS TO FORM:



MICHAEL ESTRADA
General Counsel

APPROVED AS TO CONTENT:



HABIB F. BALIAN
Chief Executive Officer

EXHIBIT A
ADDENDUM

Metro Gold Line Foothill Extension Construction Authority

Addendum No. 2 to Gold Line Phase II Extension Project
2007 Final Environmental Impact Report
as Certified for Segment 1

(SCH 200361157)

June 15, 2010

CHAPTER 1: INTRODUCTION

SUMMARY

Addendum No. 2 assesses the environmental impact of refinements to Segment 1 of the Gold Line Phase II Extension (Project) as required by the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] 21000 et seq.) and in compliance with the State's CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). The environmental effects of the Project were evaluated in Draft and Final Environmental Impact Reports (SCH No. 200361157). The Final Environmental Impact Report (Final EIR) for Segment 1 (Pasadena to Azusa) was certified on February 28, 2007, and the Project was approved.

Subsequent to that certification and approval, refinements to the design of Segment 1 occurred in "Addendum to Gold Line Phase II Extension Project as Certified for Segment 1 (SCH 200361157) dated August 21, 2009", entitled herein as Addendum No. 1. Addendum No. 1 assessed refinements to the following:

- Arcadia - Grade Separation over Santa Anita Ave. and pedestrian crossing
- Monrovia - re-design of the Myrtle Avenue/Duarte/California at grade crossings and relocation of traction power substation (TPSS) No. 3 due to Station Square transit-oriented development
- Irwindale - station location shifted approximately 75 feet eastward from proposed location
- Azusa - shift of Freight rail track from the south to the north side is not needed.

The purpose of Addendum No. 2 is to evaluate additional refinements in comparison to the Final EIR that have occurred after approval of Addendum No. 1. Furthermore, the fundamental conclusions of Addendum No. 2 are three fold. First, the refinements will not result in any new significant impacts beyond what has already identified in the certified Final EIR. Second, the refinements will not result in substantially more severe impacts than were disclosed in the Final EIR. Third, mitigation measures reported in the Final EIR and adopted by the Metro Gold Line Foothill Extension Construction Authority (Construction Authority) in approving the Project will not be substantially changed.

The Metro Gold Line Foothill Extension Construction Authority (Construction Authority), as the Lead Agency under CEQA, will consider the potential environmental impacts of the design refinements when it considers whether or not to approve changes to the Project as approved in 2007. Addendum No. 2 is an informational document to be used in the local planning and decision-making process. Addendum No. 2 does not recommend approval or denial of the proposed refinements.

ORGANIZATION

CEQA Guidelines do not specify the format of an Addendum. The content and format of this Addendum is as follows.

Chapter 1: Introduction identifies the purpose, scope, terminology, and organization of the Addendum.

Chapter 2: Project Refinements identifies the proposed project refinements in detail.

Chapter 3: Environmental Evaluation presents the expected environmental impacts of the project refinements compared to what was disclosed in the certified Final EIR. For each refinement, the change in impacts is compared to the criteria specified in CEQA Guideline Section 15162.

Chapter 4: List of Preparers identifies the individuals involved in preparing this Addendum along with each preparer's roles.

LEGAL REQUIREMENTS

CEQA requires state and local government agencies to consider the environmental consequences of projects and retain discretionary authority even after an Environmental Impact Report (EIR) has been certified. Under certain circumstances, additional CEQA documentation is required as described in CEQA Guidelines Section 15162 below:

Section 15162. Subsequent EIRs and Negative Declarations

A) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR, was certified as complete or the Negative Declaration was adopted, shows any of the following:*

- a) *The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
- b) *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
- c) *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
- d) *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

B) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subsection (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

C) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subsection (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

D) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.

As described in Chapter 3, none of the conditions described in Guidelines Section 15162 have occurred. Under such circumstances CEQA Guidelines Section 15164 allows for the preparation of an Addendum as described below:

Section 15164. Addendum to an EIR or Negative Declaration

- A The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

- B. An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*
- C. An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
- D. The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*
- E. A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

CHAPTER 2: PROJECT REFINEMENTS

Subsequent to certification of the Final EIR and Project approval in 2007, the following design refinements and other changes have occurred.

1. **Traction Power Substations (TPSS):** In order to provide electrical power to the light rail vehicles, the proposed project requires a series of TPSS sites along the Light Rail Transit (LRT) alignment (Section 2-2.2.1 – Physical Components/c. Traction Power Substations of the Final EIR). Typically, these TPSS are pre-fabricated buildings, approximately 14 feet wide by 43 feet long and 14 feet high. Around this building there would be a ground mat, access for equipment, and parking. The overall property requirement would be 50 feet by 100 feet (5,000 square feet), not including roadway access (Figure 2-50 of the Final EIR). The TPSS sites would be located within the existing right-of-way where possible. A few substations would be located on properties immediately adjacent to the existing right-of-way. The substations would be designed to be compatible with the surrounding land uses through architectural treatments, landscaping, and other means as appropriate for the individual locations. The utility provider will be required to bring power to the site locations. Due to design refinements, TPSS locations 1, 5, 6, 7, and 8 require alternative site locations.

City of Arcadia

1a. TPSS No. 1 is currently located north of the I-210 Freeway within Caltrans property (Sta. 921+50) (Figure 2-51 of the Final EIR). The current property owner has requested a new site be identified due to potential drainage issues on the property. The proposed TPSS site would be located within an area located on Los Angeles County Arboretum property on the south side of the I-210 Freeway (Sta. 917+50), approximately 400 feet to the west, allowing the site to remain in the same general area (Exhibit A2-1). The Los Angeles County Arboretum has set aside a portion of their property (northeast corner) to accommodate non-arboretum uses, such as cell towers (where currently three are located) and the TPSS site. Access to the TPSS site would be via West Colorado Blvd., which parallels the I-210 to the south.

City of Duarte

1b. TPSS No. 5 is currently located north of and adjacent to the LRT right-of-way within the City of Duarte (Sta. 1207+92) (Figure 2-55 of the Final EIR). This site was analyzed in the 2007 Final EIR, to address minor site modifications and access refinement. The TPSS would be shifted on the existing site to avoid existing improvements (water well/water tanks), moving the access road that would connect with the Flower Avenue Cul-de-sac (Exhibit A2-2). An access agreement (construction/routine operation) from the property owner will be required to gain entrance to TPSS No. 5.

City of Irwindale

1c. TPSS No. 6 would be shifted due to access issues (Sta. 1252+75) (Figure 2-56 of the Final EIR). The TPSS would be shifted to the east and would be south of the LRT right-of-way. Currently the Construction Authority is reviewing two options for this TPSS site, Option 6A: TPSS-06-A at Sta. 1285+50+/- and Option 6B: TPSS-06-B at Sta. 1291+74+/- (Exhibit A2-3). Access to TPSS No. 6 (either location) would be via Avenida Padilla.

City of Azusa

1d. TPSS No. 7 would be shifted due to access issues (Sta. 1342+38) (See Figure 2-56 of the Final EIR). The TPSS would be shifted to the east and remain south of the LRT right-of-way immediately adjacent and outside the LRT right-of-way (Sta. 1344+26+/-) (Exhibit A2-4). Access to TPSS No. 7 would be via Santa Fe Avenue.

1e. TPSS No. 8 would be shifted due to access issues (Sta. 1394 – 32) (Figure 2-58 of the Final EIR). The TPSS would be shifted to the east and be on the north side of the LRT right-of-way. Currently the Construction Authority is reviewing two options for this TPSS site, Option 8A: TPSS-08-A at Sta. 1385+74+/- (Exhibit A2-5A) and Option 8B: TPSS-08-B at Sta. 1425+08+/- (Exhibit A2-5B). Access to TPSS No. 8A would be via North Soldano Avenue. Access to TPSS No. 8B would be via the Azusa LRT parking lot that will be located between Palm and Citrus Avenues.

2. **Crossover Relocation (City of Monrovia, west of Santa Anita wash):** The current design drawings for the Gold Line Foothill Extension have a crossover located between station numbers 1043+84 and 1048+39 in the City of Monrovia. There are two-story residences located both north and south of this crossover location. At the request of Metro, an alternative location for the crossover has been identified and is located between station numbers 1026+00 and 1031+00, 1200 feet west of the current location (Exhibit A2-6). This allows a higher degree of assurance that the single track operating headway will be met. At this alternate location, there are no residential land uses to the north of the rail corridor and the residences south of the rail corridor are one-story.

3. **Alta Vista Bridge (City of Monrovia):** The Construction Authority plans to replace the existing bridge over Alta Vista Wash (Station 1062+34 to 1063+28) with a bridge class box culvert (Exhibit A2-7). The total number of cells for the box culvert will be determined during final design and based upon the City of Monrovia's design year storm event. As currently proposed in the Final EIR, the existing Alta Vista Bridge was to be replaced by a bridge structure.

4. **Azusa-Citrus Station Parking Facility (City of Azusa, between Palm and Citrus Avenues):** The Construction Authority is considering the option of constructing a surface parking facility on two acres of land. The Azusa-Citrus Parking facility is currently located on land that has been cleared and graded for the planned Rosedale Development. The Final EIR identifies that

the Construction Authority would purchase a one-acre parcel for parking near the proposed Azusa-Citrus station to accommodate a two level parking structure containing approximately 200 parking spaces (Section 2-2.2.1 - Physical Components/a. Stations). The Construction Authority has proposed to modify (option) the parking facility from a two level structure on one acre to a surface lot on two +/- acres (Exhibit A2-8). The surface lot would contain 200 parking stalls in 64,500 square feet (512 feet by 126 feet) of impervious surface. The surface lot would be surrounded on it's perimeter by landscaping. Both the original two level parking structure and the optional +/- two-acre surface lot would accommodate the forecasted parking demand as identified (Section 2-2.2.1 – Physical Components/d. Parking at Stations of the Final EIR).

5. Freight Re-alignment from Station 1244+20+/- to Station 1433+80+/- (City of Irwindale and Azusa; 12 foot Shift South and Adding/Moving Bridge(s)): Addendum No. 1 addressed the removal of the “fly-over” of the LRT over the freight rail at Virginia Avenue, where the freight rail would have been on the north side of the LRT. This configuration extended from Azusa to Towne Avenue in Pomona, where the LRT tracks would again “fly-over” the freight track resulting in the LRT on the north side of the right-of-way, and the freight track on the south. The mainline freight rail track is currently located in the middle of the right-of-way between the Miller Brewing Company in the City of Irwindale and Citrus Avenue in Azusa.

As currently proposed the East Bound LRT and the BNSF Freight Rail line have an approximately 18 to 18.5 foot track separation. BNSF requested the following: “There are many locations where the plans show that the distance between centerline (CL) of BNSF’s track and the CL of the nearest light rail track is 18 to 18.5 feet and the topography and R/W indicate wider track centers are attainable. In order to minimize interference between the two systems, track centers as wide as possible should be obtained” (BNSF email dated 1/29/2010).

Based on this request from BNSF and review of the *FRA Intrusion Barrier Design Study*, an additional 12 feet is required to accommodate a 30 foot track center. As proposed the freight rail line in the area of the Miller Brewing Company (City of Irwindale) will be shifted to the south and LRT tracks shifted to the north to accommodate the 30-foot track centers. East of the Irwindale Station, only the freight tracks will be shifted 12 feet south from its existing location in the rail right-of-way to accommodate the 30-foot track centers. As a result of this shift, one bridge location (Foothill Blvd. Bridge – Sta. 1351+00 to 1355+00) will require one additional bridge to the south of the existing bridge to accommodate the shifting of the freight rail. Separating the west bound and east bound LRT tracks from the freight rail tracks will be a four foot metal fence on top of a precast median barrier. At locations where the right-of-way cannot accommodate a 30-foot separation (pinch point) an intrusion detection device will be attached to the inter-track fence. Final details for the fence and detection device are being developed. Two locations have been identified where the right-of-way will not accommodate a thirty foot separation. The first location is under the Irwindale Road Overpass and the second location starts at Station 1308+20+/- and ending at 1325+75+/- . The proposed area affected by the shifting of the freight rail tracks starts just east of the San Gabriel River crossing at Station 1244 +/- 20 and ends just east of Citrus

Avenue at approximately Station 1430+/- (Exhibit A2-9A-N).

Chapter 3: Environmental Evaluation

Section 15162 of the CEQA Guidelines defines the circumstances under which a Lead Agency determines that no subsequent EIR needs to be prepared.

Section 15162(a)(1) poses the question of whether there is “substantial changes in the project...due to new significant environmental effects or a substantial increase in severity of previously identified significant effects.” As demonstrated in the discussion of each project refinement below, the modifications and effects are minor, both at their specific location and for the project as a whole, and therefore would not be considered substantial. Also, there are no new significant effects, nor substantial increases in severity, associated with the project refinements in comparison to the environmental effects evaluated in the Final EIR. As the basis for comparison, the Final EIR concluded:

- There were no significant impacts for the Acquisitions, long-term Air Quality, Community Facilities, Energy, Executive Orders, Freight Operations, Geologic/Seismic, Historic Resources, Land Use, and Safety & Security environmental categories.
- There were potentially significant impacts for Archeological, Biological, Hazardous Materials, Noise & Vibration, Socioeconomics, Traffic, Utility Disruptions, Visual, and Water Quality environmental categories, but these were reduced to less than significant levels by mitigation measures described in the Final EIR and through adopting the Mitigation Monitoring and Reporting Plan.
- There were remainder significant impacts after mitigation only for construction-period air quality and noise at some locations. These remainder impacts were the subject of a Statement of Overriding Considerations adopted by the Construction Authority in February 2007.

Section 15162(a)(2) poses the question of whether there have been substantial changes “with respect to the circumstances under which the project is undertaken.” The certification of the Final EIR and approval of the 11.4 mile Segment 1 of the overall 2007 Gold Line Phase II Project were to create an implementation phase that could be more easily funded than funding the entire 24-mile line. The project refinements within Segment 1 analyzed in this Addendum do not represent a change in this basic premise. Additionally, the assumed characteristics for construction and operation of light rail service, which were used in determining impacts and mitigation in the Final EIR, remain the same.

The following discussion assesses each of the Project Refinements with respect to the four criteria in CEQA Guidelines Section 15162(a)(3):

- *Would the project change have one or more significant effects not discussed in the Final EIR?*
- *Would the project change have significant effects that will be substantially more severe than shown in the previous EIR?*
- *Would the project change need mitigation measures previously found not to be feasible?*
- *Would the project change need new mitigation measures which are considerably different from those in the Final EIR?*

1. Traction Power Substations (TPSS) Nos. 1, 5, 6, 7, and 8 require design refinements due to conflicts identified in Chapter 2: Project Refinements.

1a. TPSS No. 1 is currently on Caltrans property and would be shifted to property outside the railroad right-of-way on land set aside by the Los Angeles County Arboretum for uses such as the TPSS or cell towers (Figure 2-51 of the Final EIR). Please refer to Figure A2-1, which shows the proposed location for TPSS No. 1.

Construction activity at TPSS No. 1 would require some site grading. However, it is anticipated that ground disturbance would be minimal. This activity would also require implementation of construction Best Management Practices (BMPs) previously identified in the Final EIR and the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*. TPSS construction would be temporary and would result in less than significant impacts to surface level water/water quality impacts.

Would the project change have one or more significant effects not discussed in the Final EIR?

No. The Final EIR identifies no significant impacts associated with any TPSS. Therefore, the minor change in location, which is now located to the south of the existing right-of-way, is in an area compatible with this type of land-use. This site location will not have more significant effects than discussed in the Final EIR.

Would the project change have significant effects that will be substantially more severe than shown in the previous Final EIR?

No. The Final EIR identifies no significant impacts associated with any TPSS, and the minor shift in location would not change this conclusion.

Would the project change need mitigation measures previously found not to be feasible?

No. No infeasible mitigation was identified in the Final EIR for any TPSS, and the impacts associated with TPSSs are already at less than significant levels. Therefore, further mitigation is not required.

Would the project change need new mitigation measures which are considerably different from those in the Final EIR?

No. No new mitigation would be required as a result of the shift in location. All commitments and conditions identified in the 2007 Final EIR and the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*, will be complied with through final design and construction.

Conclusion: The TPSS No. 1 project refinement would not result in significant effects, not result in effects more severe, not require mitigation measures previously found feasible, and not require mitigation measures that are different than what is discussed in the Final EIR. These factors indicate there is no need for a subsequent EIR to address this particular project refinement.

Construction activity at TPSS No. 1 would require some site grading. However, it is anticipated that ground disturbance would be minimal. This activity would also be required to implement construction BMPs identified in the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*. TPSS construction would be temporary and would result in less than significant impacts to surface level water/water quality impacts.

1b. TPSS No. 5 is currently located north of and adjacent to the LRT right-of-way within the City of Duarte (Sta. 1207+92) (Figure 2-55 of the Final EIR). The TPSS would be shifted slightly to avoid existing improvements (a water well/water tank), moving the access road to the north that would connect with the Flower Avenue cul-de-sac. An access agreement (Construction/Routine Operation) from the property owner will be required to gain entrance to TPSS No. 5. Please refer to Figure A2-2, which shows the proposed location for TPSS No. 5.

Construction activity at TPSS No. 5 would require some site grading. However, it is anticipated that ground disturbance would be minimal. This activity would also be required to implement the construction BMPs identified in the 2007 Final EIR and the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*. TPSS construction would be temporary and would result in less than significant impacts to surface level water/water quality impacts.

Would the project change have one or more significant effects not discussed in the Final EIR?

No. The Final EIR identifies no significant impacts associated with TPSS No. 5 or any TPSS. The minor shift in site location and change of the access road, which would be located to the north of the existing right-of-way, is in an area compatible with this type of land-use. This site location will not have more significant effects than discussed in the Final EIR.

Would the project change have significant effects that will be substantially more severe than shown in the previous Final EIR?

No. The Final EIR identifies no significant impacts associated with TPSS No. 5 or any TPSS, and the minor shift in location would not change this conclusion.

Would the project change need mitigation measures previously found not to be feasible?

No. No infeasible mitigation was identified in the Final EIR for TPSS No. 5 or any TPSS, and the impacts associated with TPSSs are already at less than significant levels. Therefore, further mitigation is not required.

Would the project change need new mitigation measures which are considerably different from those in the Final EIR?

No. No new mitigation would be required as a result of the shift in location. All commitments and conditions identified in the 2007 Final EIR and the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*, will be complied with through final design and construction.

Conclusion: The TPSS No. 5 project refinement would not result in significant effects, not result in effects more severe, not require mitigation measures previously found feasible, and not require mitigation measures that are different than what is discussed in the Final EIR. These factors indicate there is no need for a subsequent EIR to address this particular project refinement.

Construction activity at TPSS No. 5 would require some site grading. However, it is anticipated that ground disturbance would be minimal. This activity would also be required to implement construction BMPs identified in the Final EIR and *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*. TPSS construction would be temporary and would result in less than significant impacts to surface level water/water quality impacts.

1c. TPSS No. 6 is currently located on the south side and within the LRT right-of-way within the City of Irwindale (Sta. 1252+75) (Figure 2-56 of the Final EIR). The TPSS would be shifted to the east and would be south of the LRT right-of-way. Currently the Construction Authority is reviewing two options for this TPSS site, Option 6A: TPSS-06-A at Sta. 1285+50+/- and Option 6B: TPSS-06-B at Sta. 1291+74+/- . Both site options are located in previously disturbed areas adjacent to commercial properties. Option 6A is located on the west side of the Los Angeles Metropolitan Transportation Authority's right-of-way within the dirt embankment. Option 6B is located east of and within the dirt embankment of North Irwindale Avenue. The City of Irwindale has been consulted about the two optional locations. Access to TPSS No. 6 would be via North Irwindale Avenue (W. Optical Drive/Montoya Street). Please refer to Figure A2-3, which shows the location of both options for proposed TPSS No. 6A and 6B.

Construction activity at TPSS No. 6 would require some site grading for either option. However, it is anticipated that ground disturbance would be minimal. This activity would also be required to implement the construction BMPs identified in the 2007 Final EIR and the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa*

Alternative, February 2007. TPSS construction would be temporary and would result in less than significant impacts to surface level water/water quality impacts.

Would the project change have one or more significant effects not discussed in the Final EIR?

No. The Final EIR identified no significant impacts associated with any TPSS. The minor change in location, which is now located south of the existing right-of-way, is in an area compatible with this type of land-use. This site location and its two options will not have more significant effects than discussed in the Final EIR.

Would the project change have significant effects that will be substantially more severe than shown in the previous Final EIR?

No. The Final EIR identified no significant impacts associated with any TPSS, and the minor shift in location would not change this conclusion, regardless of which option is ultimately selected.

Would the project change need mitigation measures previously found not to be feasible?

No. No infeasible mitigation was identified in the Final EIR for any TPSS, and the impacts associated with TPSSs are already at less than significant levels. Therefore, further mitigation is not required.

Would the project change need new mitigation measures which are considerably different from those in the Final EIR?

No. No new mitigation would be required as a result of the shift in location, regardless of which option is ultimately selected. All commitments and conditions identified in the 2007 Final EIR and the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*, will be complied with through final design and construction.

Conclusion: The TPSS No. 6, including its Options 6A and 6B, project refinement would not result in significant effects, not result in effects more severe, not require mitigation measures previously found feasible, and not require mitigation measures that are different than what is discussed in the Final EIR. These factors indicate there is no need for a subsequent EIR to address this particular project refinement.

Construction activity at TPSS No. 6 (Options 6A or 6B) would require some site grading. However, it is anticipated that ground disturbance would be minimal. This activity would also be required to implement construction BMPs identified in the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*. Therefore, TPSS construction would be temporary and would result in less than significant impacts to surface level water/water quality impacts.

1d. TPSS No. 7 is currently located south of and within the LRT right-of-way within the City of Azusa (Sta. 1342+38) (Figure 2-57 in the Final EIR). The TPSS would be shifted slightly (200

feet northeast) due to access issues as a result of the freight rail realignment (see Refinement No. 5). Due to the lack of right-of-way available within the LRT corridor, a site immediately adjacent to the LRT has been selected. The property is currently undeveloped and is located immediately adjacent to single family residential. The site selection has been chosen to minimize impacts to the adjacent residential properties. Access to TPSS No. 7 would be accommodated from the LRT right-of-way from Santa Fe Street. Please refer to Figure A2-4, which shows the location for proposed TPSS No. 7.

Construction activity at TPSS No. 7 would require some site grading. However, it is anticipated that ground disturbance would be minimal. This activity would also be required to implement construction BMPs identified in the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*. TPSS construction would be temporary and would result in less than significant impacts to surface level water/water quality impacts.

Would the project change have one or more significant effects not discussed in the Final EIR?

No. The Final EIR identified no significant impacts associated with any TPSS. The minor change in location, which is now located to the east and south of the existing right-of-way, is in an area currently undeveloped and adjacent to single family residential. The proposed site location is further from the residential land use than the original site location. This site location will not have more significant effects than discussed in the Final EIR.

Would the project change have significant effects that will be substantially more severe than shown in the previous Final EIR?

No. The Final EIR identified no significant impacts associated with any TPSS, and the minor shift in location would not change this conclusion.

Would the project change need mitigation measures previously found not to be feasible?

No. No infeasible mitigation was identified in the Final EIR for any TPSS, and the impacts associated with TPSSs are already at less than significant levels. Therefore, further mitigation is not required.

Would the project change need new mitigation measures which are considerably different from those in the Final EIR?

No. No new mitigation would be required as a result of the shift in location. All commitments and conditions identified in the 2007 Final EIR and the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*, will be complied with through final design and construction.

Conclusion: The TPSS No. 7 project refinement would not result in significant effects, not result in effects more severe, not require mitigation measures previously found feasible, and not require

mitigation measures that are different than what is discussed in the Final EIR. These factors indicate there is no need for a subsequent EIR to address this particular project refinement.

Construction activity at TPSS No. 7 would require some site grading. However, it is anticipated that ground disturbance would be minimal. This activity would also be required to implement construction BMPs identified in the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*. TPSS construction would be temporary and would result in less than significant impacts to surface level water/water quality impacts.

1e. TPSS No. 8 is currently located on the south side and within the LRT right-of-way within the City of Azusa (Sta. 1394+32) (Figure 2-58 of the Final EIR). Due to access constraints created by the shifting of the freight rail line 12-feet south the TPSS would be shifted to the east and be located north of and adjacent to the LRT right-of-way. Currently the Gold Line Foothill Extension Construction Authority is reviewing two options for this TPSS site, Option 8A TPSS-08-A at Sta. 1385+74+/- and Option 8B TPSS-08-B at Sta. 1425+08+/- . Both site options are located in previously disturbed areas adjacent to commercial properties. Option 8A is located west of North Soldano Street within the LRT right-of-way, and Option 8B is located between Palm and Citrus Avenues on property identified for construction of the Azusa LRT parking facility. The City of Azusa has been consulted about the two optional locations. Access to TPSS No. 8 would be via North Soldano Street for Option A and from the Azusa LRT Parking facility for Option B. Please refer to Figure A2-5A and 5B, which shows the location of both options for proposed TPSS No. 8.

Construction activity at TPSS No. 8 would require some site grading for either option. However, it is anticipated that ground disturbance would be minimal. This activity would also be required to implement the construction BMPs. TPSS construction would be temporary and result in less than significant impacts to surface level water/water quality impacts.

Would the project change have one or more significant effects not discussed in the Final EIR?

No. The Final EIR identified no significant impacts associated with any TPSS. The minor change in location for either Option 8A or 8B, which is now located to the north of the LRT either within the right-of-way (option 8A) or north of the existing right-of-way (option 8B), are in areas compatible with this type of land-use. Therefore, the site location and its two options will not have more significant effects than discussed in the Final EIR.

Would the project change have significant effects that will be substantially more severe than shown in the previous Final EIR?

No. The Final EIR identified no significant impacts associated with any TPSS, and the minor shift in location of either option 8A or 8B would not change this conclusion.

Would the project change need mitigation measures previously found not to be feasible?

No. No infeasible mitigation was identified in the Final EIR for any TPSS, and the impacts associated with TPSSs are already at less than significant levels. Therefore, further mitigation is not required, regardless of which option is ultimately selected.

Would the project change need new mitigation measures which are considerably different from those in the Final EIR?

No. No new mitigation would be required as a result of the shift in location, regardless of which option is ultimately selected. All commitments and conditions identified in the 2007 Final EIR and the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*, will be complied with through final design and construction.

Conclusion: The TPSS No. 8, including Options 8A or 8B, project refinement would not result in significant effects, not result in effects more severe, not require mitigation measures previously found feasible, and not require mitigation measures that are different than what is discussed in the Final EIR. These factors indicate there is no need for a subsequent EIR to address this particular project refinement.

Construction activity at TPSS No. 8 Options 8A and 8B would require some site grading. However, it is anticipated that ground disturbance would be minimal. This activity would also be required to implement construction BMPs identified in the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*. TPSS construction would be temporary and would result in less than significant impacts to surface level water/water quality impacts.

2. Crossover Relocation (City of Monrovia, west of Santa Anita Wash). As identified in the Final EIR and the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*, the Construction Authority has committed to noise and vibration reduction measures (Section 3-11.3 Mitigation, Volume 2 of the Final EIR). In addition, in response to concerns raised by cities in the corridor, on March 17, 2005 the Construction Authority Board adopted a policy that limits construction activities to weekday daytime hours (generally from 7 a.m. to 6 p.m.), and employing typical measures for minimizing noise during construction. The Gold Line Phase II Final EIR states: "Impact predictions and mitigation are based on September 2005 engineering level designs that are subject to further design refinement. During Final Design, data that affects the impact predictions may change, such as the precise locations and grade of rails, switch locations, and the placement of grade crossing warning devices. Accordingly, it is important to note that the mitigation measures listed will be subject to refinement. For instance, the height of a proposed sound wall may change as a result of design refinements."

Consistent with the commitments identified above, the Gold Line Foothill Extension has a crossover located between station numbers 1043+84 and 1048+39 in Monrovia that requires additional evaluation. Adjacent to this crossover location there are two-story residences located both to the north and south. An alternative location for the crossover is proposed between station numbers 1026+00 and 1031+00, approximately 1,200 feet east of the current location (Exhibit A2-6). The alternative crossover location has no residences north of the tracks, and the residences south of the tracks are all one-story. The goal is to achieve sufficient noise mitigation in compliance with the Federal Transit Administration (FTA) noise limits. Furthermore, a *Memorandum: Noise and Vibration Analysis for Alternative Crossover Location dated June 8, 2010* analyzed the effect on impact predictions of the relocation of the crossover in the city of Monrovia. The mitigation recommendations from the Final EIR were refined in this Memorandum to reflect this change. No new mitigation was found to be necessary to achieve sufficient noise or vibration mitigation to be in compliance with the FTA noise or vibration limits after the relocation of the crossover. The Memorandum is available upon request from the Construction Authority.

The proposed alternative location has no residences to the north and single story residences to the south. The residences on the track's south side are set further back from the alignment and have no second stories. Relocating the crossover in Monrovia does not require any additional noise mitigation measures. The current project design includes an 8 foot sound wall at the crossover location that would successfully mitigate noise to below the impact threshold. Similarly, the relocation of the crossover does not alter the vibration mitigation recommendations from the Final FEIR. The crossover relocation would eliminate the need for building insulation at Station No. 1043+00 along the eastbound side of the tracks. As a result, the impact from the alternative crossover location is substantially reduced. All relevant mitigation requirements for the crossover identified in the Final EIR and the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007* will be initiated for the alternative crossover

Would the project change have one or more significant effects not discussed in the Final EIR?

No. No significant effects associated with the relocation of the crossover are anticipated. In fact the new location was selected as a means of reducing potential noise and vibration impacts.

Would the project change have significant effects that will be substantially more severe than shown in the previous EIR?

No. No significant effects associated with the crossover re-location are anticipated. Re-location of the crossover would in fact reduce the potential for noise impacts to residences, including second story structures.

Would the project change need mitigation measures previously found not to be feasible?

No. The relocation of the crossover is consistent with commitments made in the Final EIR and the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*.

Would the project change need new mitigation measures which are considerably different from those in the Final EIR?

No. The potential relocation of the crossover was identified in the Final EIR and as a potential mitigation effort.

Conclusion: The project refinement would not result in significant effects, not result in effects more severe, not require mitigation measures previously found feasible, and not require mitigation measures that are different than what is discussed in the Final EIR. These factors indicate there is no need for a subsequent EIR to address this particular project refinement.

3. Alta Vista Bridge (City of Monrovia). The Construction Authority is evaluating the option to replace the existing bridge over Alta Vista Wash (Station 1062+34 to 1063+28) with a bridge class box culvert. The wash is identified as an "Unnamed drainage east of Mayflower Avenue" (See Table 3-18.2 of the Final EIR). No specific mitigation is called out for Alta Vista Bridge (unnamed channel) in the Final EIR. The total number of cells for the box culvert will be determined during final design and based upon the City of Monrovia's design year storm event.

As currently described in the Final EIR, the existing Alta Vista Bridge was to be replaced by a bridge structure. This channel/drainage would be bridged in the existing right-of-way. The replacement of the existing bridge with box culverts could generate minor sedimentation or contamination within the wash below as a result of the project. However, with the implementation of BMPs identified in the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007* it is unlikely that significant amounts of construction-related sediments and/or contaminants would be introduced in this wash/drainage. The utilization of a box culvert(s) would reduce the amount of maintenance cost of a bridge. The culvert will include a concrete invert which, by itself, helps reduce sedimentation. Any sedimentation in the stream will likely be the result of hydraulic effects associated with the unlined upstream channel and not from the use of box culverts. Therefore, less than significant surface level water/water quality impacts would occur.

Would the project change have one or more significant effects not discussed in the Final EIR?

No. There are no significant effects associated with replacing the proposed bridge with a culvert. The capacity for flow of water under the bridge will not be reduced or otherwise substantially changed due to a redesign that includes box culverts.

Would the project change have significant effects that will be substantially more severe than shown in the previous EIR?

No. The effects associated with replacing the bridge with a culvert would be similar to those identified in the Final EIR for water crossings.

Would the project change need mitigation measures previously found not to be feasible?

No. No infeasible mitigation measures for the utilization of a box culvert were identified in the Final EIR. With the proposed refinement stream hydraulics will be improved by providing a lined channel (bottom of box culvert is smooth concrete). No additional mitigation measures beyond the requirements of the regulating agencies will be required.

Would the project change need new mitigation measures which are considerably different from those in the Final EIR?

No. No new types of mitigation would be required for the proposed box culverts. All commitments and conditions identified in the 2007 Final EIR and the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*, will be complied with through final design and construction. Mitigation commitment W-WQ 6 states that prior to construction, coordination with Army Corp of Engineers (ACOE), California Department of Fish and Game (CDFG), and appropriate Regional Water Quality Control Board (RWQCB) shall be sought to determine the requirements for the respective permits for streams affected by project construction.

Conclusion: The project refinement would not result in significant effects, not result in effects more severe, not require mitigation measures previously found feasible, and not require mitigation measures that are different than what is discussed in the Final EIR. These factors indicate there is no need for a subsequent EIR to address this particular project refinement. Compliance with regulations and best management practices is expected to reduce potential impacts to less than adverse/less than significant levels.

4. Azusa-Citrus Parking Facility (City of Azusa, between Palm Avenue and Azusa Avenue). As identified in Chapter 2, the Construction Authority is evaluating the option of constructing a surface parking facility on two acres of land. The Azusa-Citrus Parking Facility is currently located on land (5.83 acre tract) that has been cleared and graded for the planned Rosedale Development. The Final EIR identifies that the Construction Authority would purchase a one-acre parcel for parking near the proposed Azusa-Citrus station to accommodate a two-level parking structure containing approximately 200 parking spaces (See Section 2-2.2.1 - Physical Components/a. Stations of the Final EIR). The option to coFnstruct a surface parking facility would utilize the proposed location but would require an additional one-acre to accommodate the same number of parking spaces as the original two-level parking structure (Exhibit A2-7).

The Citrus Avenue location would require the acquisition of additional property from the Rosedale Master Planned Development for parking (Section 2-2.2.1, a. Stations/Citrus (page 2-61) and Figure 2-41 of the Final EIR). Immediately adjacent to the Azusa-Citrus Station is the 518-acre Rosedale Master Planned Development. The proposed parking structure is located within a portion of the Rosedale Development within a portion of a 5.83 acre tract (AIN 8625-005-041). The 5.83 acre tract has been cleared and graded to accommodate future development as identified in the Rosedale Development Plan. The Rosedale Developer committed to provide the Construction Authority the opportunity to purchase a one-acre parcel for parking near the proposed Azusa-Citrus Station. The one-acre site would contain a two level parking structure immediately adjacent to and north of the Azusa-Citrus Station. Due to the current economic downturn the Rosedale Development has stalled and is currently in foreclosure (bank owned). It is anticipated that as the local and regional economy recovers portions of the Rosedale Development will move forward as originally planned. The now bank-owned Rosedale Development will be sold off in sections. The optional parking facility would accommodate the same number of parking spaces, so impacts to local streets will remain the same as identified in the Final EIR.

Surface hydrology considerations include sediment and contaminant input into local water bodies from runoff. Construction activity at the Azusa-Citrus Parking Facility would require some site grading above what was required for the one acre, two level parking structure. This area would also be required to implement the construction BMPs consistent with mitigation commitments identified in the 2007 FEIR. The option to construct a surface parking lot (two-acre site/64,500 square feet of exposed parking surface) would have comparable impacts to the proposed two-level parking structure (one-acre site/ approx. 33,000 square feet of exposed parking surface). The surface lot would have a greater impervious surface (drainage/water quality) than the one-acre site. Construction impacts from either type of parking facility would provide for the additional storm water runoff in compliance with the Construction Authority and the City of Azusa requirements. The additional storm water runoff is not considered significant. It is anticipated that noise and air quality impacts would be similar for either parking option. All commitments and conditions identified in the 2007 Final EIR and the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*, will be complied with through final design and construction.

As identified above the proposed option to construct a surface parking lot on two-acres would be located on a site that has been cleared and graded by others.

Would the project change have one or more significant effects not discussed in the Final EIR?

No. The optional surface lot would have the same parking supply (200 spaces) as the original two level parking structure. The additional surface area to be drained would be accommodated in compliance with the Construction Authority and City of Azusa requirements. It is anticipated that during construction noise and air quality would be similar for either type of parking facility

(proposed site has been cleared and graded by Rosedale Development). Temporary noise and Air Quality impacts for either facility would come from the actual construction of the two-level parking structure (vertical construction) or the two acre surface lot (horizontal construction). On March 17, 2005 the Construction Authority Board adopted a policy that limits construction activities to weekday daytime hours (generally from 7 a.m. to 6 p.m.), and employing typical measures for minimizing noise during construction.

Would the project change have significant effects that will be substantially more severe than shown in the previous EIR?

No. The effects associated with replacing the two level parking structure with a surface parking lot would be similar to those identified in the Final EIR. The additional surface area to be drained would be accommodated in compliance with the Construction Authority and City of Azusa requirements. It is anticipated that during construction noise and air quality would be similar for either parking facility.

Would the project change need mitigation measures previously found not to be feasible?

No. No infeasible mitigation measures for the construction of a surface parking lot were identified in the Final EIR.

Would the project change need new mitigation measures which are considerably different from those in the Final EIR?

No. No new types of mitigation would be required for the proposed surface lot. All commitments and conditions identified in the 2007 Final EIR and the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*, will be complied with through final design and construction.

Conclusion: The project refinement would not result in significant effects, not result in effects more severe, not require mitigation measures previously found feasible, and not require mitigation measures that are different than what is discussed in the Final EIR. These factors indicate there is no need for a subsequent EIR to address this particular project refinement (*the Azusa-Citrus Parking Facility*). The proposed surface parking facility would be consistent with the Rosedale Specific Plan and the City of Azusa General Plan (April 2004) land use goal to provide for the development of the Gold Line transit station and transit-oriented uses within the City of Azusa. Prior to moving forward with the Azusa-Citrus Parking Facility option to construct a two-acre surface lot the Construction Authority shall coordinate with the City of Azusa to approve the proposed change in type of facility.

5. Freight Rail Re-Alignment and addition of bridges at Foothill, Palm Avenue, and Citrus Avenue. As identified in Chapter 2 of this addendum, BNSF has requested the following: "There are many locations where the plans show that the distance between centerline (CL) of BNSF's track and the CL of the nearest light rail track is 18 to 18.5 feet and the topography and

R/W indicate wider track centers are attainable. In order to minimize interference between the two systems, track centers as wide as possible should be obtained. Based on this request from BNSF and review of the *FRA Intrusion Barrier Design Study*, the Construction Authority has proposed that an additional 12 feet be required to accommodate the BNSF request. As proposed the freight rail line will be shifted 12 feet south from its existing location in the south side of the rail right-of-way. As a result of shifting the freight rail 12 feet south in the existing rail right-of-way three bridge locations (Foothill Bridge, Palm Avenue, and Citrus Avenue) will require one additional bridge span to accommodate the shifting of the freight rail. Separating the west bound and east bound LRT tracks from the freight rail tracks will be a four foot metal fence on top of a precast median barrier. At locations where the right-of-way cannot accommodate a 30-foot separation (pinch point), an intrusion detection device will be attached to the inter-track fence. Final details for the fence and detection device are being developed. One location has been identified where the right-of-way will not accommodate a thirty foot separation. This location originates at Station 1308+20+/- and ends at 1325+75+/- . The proposed area affected by the shifting of the freight rail tracks starts just east of the San Gabriel River crossing at Station 1244 +/- 20 and ends just east of Citrus Avenue in the City of Azusa, approximately Station 1433+80+/- .

A Memorandum titled *Analysis for BNSF Freight Re-alignment, dated June 7, 2010* analyzed the effect on impact predictions of the re-alignment of the freight rail tracks from just east of the San Gabriel Bridge to just east Citrus Avenue in the City of Azusa. The memorandum describes the refinement as “An adjustment in the positioning of the light rail and freight tracks on the noise and vibration impact predictions from the Gold Line Phase II Final EIR from 2007”. The Memorandum’s findings are as follows: “The results of the analysis showed that the noise from the freight rail will not result in any additional impacts. The freight train runs infrequently enough that it contributes very little noise to the total project noise exposure, even if it is moved closer to the residences. Moving the freight line 12 feet south of the existing track location within the right-of-way will not result in new impacts that were not identified in the Final EIR”.

As a result of the 12 foot shift south of the freight rail track each pair of tracks (West Bound (“WB”) LRT, East Bound (“EB”) LRT, and the freight rail track) will require a separate bridge. The Foothill crossing will utilize the existing bridge for the WB LRT, and two new bridges will be required for the EB and the freight rail tracks (Exhibit A2-9H). The Palm Avenue and Citrus Avenue grade separated crossings will utilize the existing bridge for the freight rail tracks, and two new bridges will be required for the EB and WB LRT tracks (Exhibits A2-9M and 9N).

Would the project change have one or more significant effects not discussed in the Final EIR?

No. The shifting of the freight rail track 12 feet to the south and the construction of new bridges would not change the predicted noise impacts because the noise from the freight rail will not result in any additional impacts. The freight train runs infrequently enough that it contributes very little noise to the total project noise exposure, even as the freight line is shifted 12 feet closer to the edge of right-of-way. LRT operations were included in both EB and WB noise mitigation

designed to reduce noise levels below the significant level. Moving the freight line 12 feet south of the existing freight track location within the right-of-way will not result in new impacts that were not identified in the Final EIR. The Final EIR assessed the impacts of moving the freight rail line to the north of the LRT tracks to accommodate freight rail clients. Addendum No. 1 removed the requirement to shift the freight rail track to the north due to the ability to identify alternative methods to accommodate customers. Constructing the freight rail line south will be similar to those impacts identified in the Final EIR. Therefore, construction impacts would be similar to those identified in the Final EIR and will not result in impacts that are significantly greater than those identified in the Final EIR.

Would the project change have significant effects that will be substantially more severe than shown in the previous EIR?

No. The effects associated with the proposed 12 foot shift south of the freight rail track would be similar to those identified in the Final EIR for noise. Due to the limited number of freight operations on the freight track, all of the sound walls discussed in the Final EIR and the Memorandum: Analysis for BNSF Freight Re-alignment (June 2010) are designed to mitigate noise from the light rail trains. The largest potential impact from the construction of the bridges would be to the street traffic passing under the bridge. At Foothill Blvd. the new bridges flank the existing bridge on each side. The maintenance of traffic associated with the construction zone of single dual track bridge, as previously identified in the Final EIR would be extended a short distance (approximately 20 feet) to encompass the construction zone of the. The Final EIR identified the construction of a single dual track bridge. It is proposed to construct the two tracks on separate bridges. All other impacts (noise, air quality, etc.) will have a negligible increase. At Palm Avenue and Citrus Avenue there would be no significant traffic impacts during construction because of maintenance of traffic and other such mitigation measures described in the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*.

Would the project change need mitigation measures previously found not to be feasible?

No. No infeasible mitigation measures for the freight rail shift and the new bridge construction would be required.

Would the project change need new mitigation measures which are considerably different from those in the Final EIR?

No. No new types of mitigation would be required for the proposed 30 foot separation of the EB LRT, the freight line, and the new bridges. All commitments and conditions identified in the 2007 Final EIR and the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*, will be complied with through final design and construction.

Conclusion: The project refinement would not result in significant effects, not result in effects more severe, not require mitigation measures previously found feasible, and not require mitigation measures that are different than what is discussed in the Final EIR. These factors indicate there is no need for a subsequent EIR to address this particular project refinement (*Freight Rail Re-Alignment and addition of bridges at Foothill, Palm Avenue, and Citrus Avenue*). As identified in the Final EIR and the *Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project Build LRT to Azusa Alternative, February 2007*, the Construction Authority committed to noise and vibration reduction measures. Final design, locations, and extent of implementation of each of the noise mitigation measures shall be determined during Final Design of the project such that the FTA noise abatement criteria are most effectively achieved.

POTENTIAL FOR CUMULATIVE IMPACTS

A requirement of CEQA Guidelines Section 15130 is to discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. As defined in CEQA Guidelines Section 15065(a)(3), "cumulative considerable" means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

The following cumulative impacts analyses address this by answering two questions:

- *Do the incremental impacts of project refinements, when considered together, compound or increase other environmental impacts?*
- *Will cumulative impacts result from individually minor but collectively significant projects taking place over a period of time?*

Since the publication of the Final EIR in 2007 and the approval of Addendum No. 1 on August 26, 2009 the on-going national economic recession has affected the rate at which planned and programmed projects are moving forward. Since publication of Addendum No. 1 the current recession has hit construction industry harder than most industries. Total employment in the county shrank by at least 233,600 jobs during the last two years. Almost 15 percent of these losses, or 32,700 jobs, were in the construction sector. The number of building permits and residential starts hit historic lows in 2009 and the forecast for 2010 in the county appears to be relatively flat.

To properly frame these questions, two of the project refinements are considered in groups of similar project changes:

1. **Changes to TPSS Locations.** This encompasses the proposed location of new TPSS No. 1 in the City of Arcadia, TPSS No. 5 in the City of Duarte, TPSS No. 6 in the City of Irwindale, and TPSS Nos. 7 and 8 in the City of Azusa.

The Final EIR did not identify significant impacts associated with the location or configuration of the previously identified TPSS locations in Arcadia, Duarte, Irwindale or Azusa. The TPSS locations were selected in consultation with each city to help ensure that no impacts are realized by each community. No cumulative impacts associated with the TPSS sites were identified in the Final EIR. None of the refinements for the Arcadia, Duarte, Irwindale and Azusa TPSS sites would create significant impacts and thus would not contribute to a significant cumulative impact. The revised TPSS locations would be very consistent with those described and assessed in the Final EIR.

Conclusion: The relocations of the TPSS sites would not result in significant effects, not result in effects more severe, not require mitigation measures previously found feasible, and not require mitigation measures that are different than what is discussed in the Final EIR. These factors indicate there is no need for a subsequent EIR to address this particular project refinement.

2. Changes in freight rail alignment and construction of new bridges. As proposed the freight rail line will be shifted 12 feet south from its existing location in the south side of the rail right-of-way. As a result of this shift, three bridge locations (Foothill Blvd., Palm Avenue, and Citrus Avenue) will require construction of one additional bridge to accommodate the shifting of the freight rail to the south. A four foot metal fence on top of a precast median barrier will separate west bound and east bound LRT tracks from the freight rail tracks. At locations where the right-of-way cannot accommodate a 30-foot separation (pinch point) an intrusion detection device will be attached to the proposed inter-track fence.

The design refinements retain the freight line on the south side of the railroad right of way and would move the freight line an additional 12 feet south. The additional separation of the LRT and freight tracks would require additional bridges (one each) at Foothill Blvd., Palm Avenue, and Citrus Avenue. The construction of the additional bridges would create longer temporary construction impacts at those locations. These refinements would not cause individually significant impacts and thus would not contribute to cumulative impacts. The amount of freight service on the freight rail line is minimal (one operation per day at 45 mph) is an extremely small percentage of the total freight movement in the region and would not create significant local impacts, nor contribute to cumulative impacts. In fact, the refined freight alignment would not change the daily operations.

Conclusion: The minor change in the freight alignment would not result in significant effects, not result in effects more severe, not require mitigation measures previously found feasible, and not require mitigation measures that are different than what is discussed in the Final EIR. These factors indicate there is no need for a subsequent EIR to address this particular project refinement.

3. Changes in Crossover Relocation. As identified in the Final EIR, the Construction Authority has committed to vibration mitigation measures (Section 3-11.3 Mitigation, Volume 2 of the Final EIR). An alternative location for the crossover has been proposed between station numbers 1026+00 and 1031+00, approximately 1,200 feet east of the current location. The

alternative crossover location has no residences north of the tracks, and the residences south of the tracks are all one-story. The goal is to implement sufficient noise mitigation in compliance with the Federal Transit Administration (FTA) noise limits. The implementation of the new crossover location reduces impacts identified in the Final EIR at the original location.

Conclusion: The Crossover Relocation would not result in significant effects, not result in effects more severe than shown in the Final EIR, not require mitigation measures previously found feasible, and not require mitigation measures that are different than what is discussed in the Final EIR. These factors indicate there is no need for a subsequent EIR to address this particular project refinement.

4. Changes at Alta Vista Bridge. The Construction Authority plans to replace the existing bridge over Alta Vista Wash (Station 1062+34 to 1063+28) with a bridge class box culvert would have similar impacts to other drainage crossings. The total number of cells for the box culvert will be determined during final design and will be based upon the City of Monrovia's design year storm event. As currently proposed in the 2007 Final EIR the existing Alta Vista Bridge was to be replaced by a new bridge structure. The option to replace the existing bridge with another bridge as identified in the Final EIR is also maintained.

Conclusion: The option to replace the Alta Vista Bridge with a box culvert system would not result in significant effects, not result in effects more severe, not require mitigation measures previously found feasible, and not require mitigation measures that are different than what is discussed in the Final EIR. These factors indicate there is no need for a subsequent EIR to address this particular project refinement.

5. Changes at Azusa-Citrus Parking Facility (City of Azusa, between Palm Avenue and Azusa Avenue). The Construction Authority is exploring the option to construct a surface parking facility lot on two acres of land currently vacant within the Rosedale Development (previous use was the Monrovia Nursery). The Azusa-Citrus parking facility site is currently located on land that has been cleared and graded for the planned Rosedale Development. The Final EIR identifies that the Construction Authority would purchase a one-acre parcel for parking near the proposed Azusa-Citrus station to accommodate a two-level parking structure containing approximately 200 parking spaces (Section 2-2.2.1 - Physical Components/a. Stations of the Final EIR, 2007). The option to construct a one-acre two level parking structure remains. Due to the current economic downturn the Rosedale Development has stalled and is currently in foreclosure (bank owned). It is anticipated that as the local and regional economy recovers portions of the Rosedale Development will move forward as originally planned. The now bank-owned Rosedale Development will be sold off in sections. It is anticipated that as the region recovers from the national recession and the housing market recovers the Rosedale Development will proceed. Construction of the LRT, the Azusa-Citrus Station and supporting parking facility would facilitate the Transit Oriented Development initiative in the Rosedale Development.

Conclusion: The option to construct a surface parking facility on two acres of land would not result in significant effects, not result in effects more severe, not require mitigation measures previously found feasible, and not require mitigation measures that are different than what is discussed in the Final EIR. These factors indicate there is no need for a subsequent EIR to address this particular project refinement.

CONSIDERATION OF GREEN HOUSE GASES (GHG)

Subsequent to the approval of the Final EIR in 2007, CEQA was amended in response to the passage of the California Global Warming Solutions Act of 2006 (AB 32) through the provisions of Senate Bill 97. SB 97 required the Governor's Office of Planning and Research (OPR) to develop draft CEQA guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions" (Chapter 185, 2007). OPR is required to "prepare, develop, and transmit" the guidelines to the Natural Resources Agency on or before July 1, 2009.

On April 13, 2009, OPR submitted proposed amendments to the state CEQA Guidelines for greenhouse gas emissions. These proposed CEQA Guideline amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in draft CEQA documents. Within the draft guideline amendments, OPR proposed a new question in the CEQA Initial Study Checklist to address greenhouse gas emissions:

Would the project:

1. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?*
2. *Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*

Although the Construction Authority met all CEQA obligations in effect at the time of Segment 1 approval of February 2007, under its Lead Agency responsibilities, the Authority has chosen to discuss the Project's relationship to AB 32's goals for reducing green house gases in this Addendum. Nonetheless, Addendum No. 1 was utilized to bring the project in compliance with all CEQA Guidelines for greenhouse gas emissions, and concluded that this transit project would not result in significant impacts in this regard.

DISCUSSION

Actions identified in Addendum No. 2 are consistent with the greenhouse gas emissions evaluation update prepared in Addendum No. 1. The goal of this project is to reduce Vehicle Miles Traveled (VMT) by providing expanded transit opportunities to the region surrounding the rail corridor. The implementation of public transit projects, such as the Gold Line Phase II Extension project would remove automobiles from roadways and freeways, decreasing VMT and

fuel usage. Lower fuel usage from roadway vehicles corresponds to a reduction of criteria pollutant and GHG emissions. Lowering VMT is one of the major strategies California Air Resources Board (CARB) is promoting to reduce GHG emissions. Currently transportation contributes 39% to the total GHG emission profile of the state. Though VMT is projected to increase as compared to existing levels, the project is predicted to help reduce this increase.

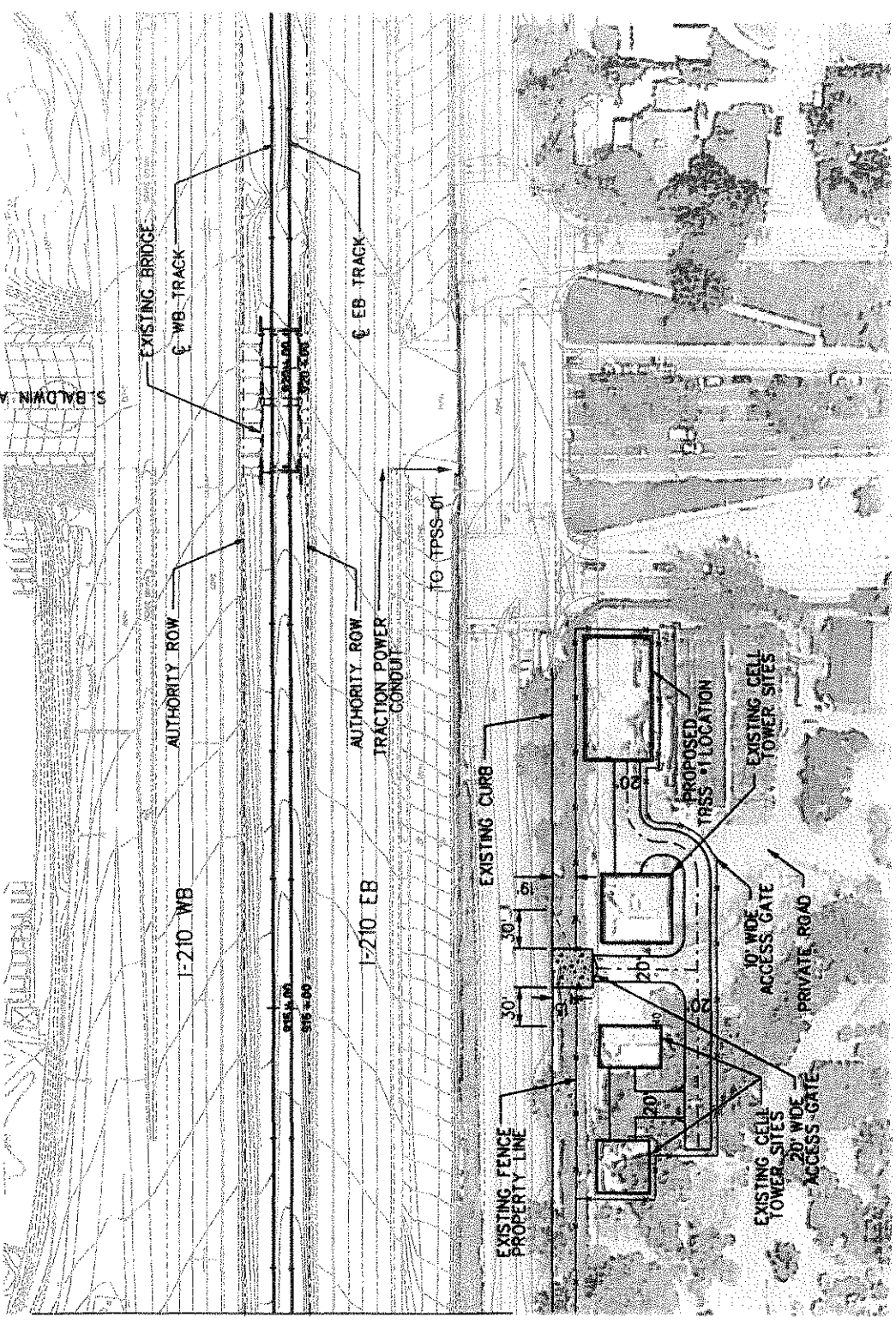
The Gold Line Phase II Extension Project is predicted to lower roadway VMT in the study area as compared to the No Build Alternative. Consistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and the Regional Air Quality Management Plan, the alternatives are an integral part in producing a net cumulative beneficial effect to the regional air quality resulting from the increased transit ridership and the anticipated reduction in automobile use. In addition to this quantified metric, the introduction of transit would create opportunities for transit oriented development around the six station areas and allow the cities to advance “smart” projects that wouldn’t exist without this project. Transit oriented development helps to further reduce traditional auto VMT, and though not quantified in this analysis, it is anticipated that the Segment 1 project will result in increased GHG emission reductions beyond those quantified in the Final EIR.

CHAPTER 4: LIST OF PREPARERS

Robb Fishman, AICP/REM	Addendum Task Manager	Jacobs Engineering
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Jeremiah Johnston	Technical Editor	Jacobs Engineering
Denis Cournoyer, P.E.	Engineering Manager	Construction Authority
Connie Levinson	Project Engineer	Construction Authority
Hugh Saurenman, P.E., PhD	Noise and Vibration Consultant	ATS Consulting
Shannon McKenna	Noise and Vibration Consultant	ATS Consulting

List of Exhibits

- Exhibit A2 - 1 TPSS-01 Location Station 917+50 (City of Arcadia)
- Exhibit A2 - 2 TPSS-05 Location Station 1207+92 (City of Duarte)
- Exhibit A2 - 3 TPSS-06-A and 06-B Location Station 1285+50+/- and 1291+74+/-
(City of Irwindale)
- Exhibit A2 - 4 TPSS-07 Location Station 1344+26+/- (City of Azusa)
- Exhibit A2 - 5 TPSS-08-A and 08-B Location Station 1385+74+/- and 1425+08+/-
(City of Azusa)
- Exhibit A2 - 6 Crossover Relocation Station 1026+00 to 1031+00 (City of Monrovia)
- Exhibit A2 - 7 Alta Vista Box Culvert Station 1062+34 to 1063+28
(City of Monrovia)
- Exhibit A2 - 8 Azusa-Citrus Station Surface Parking (City of Azusa)
- Exhibit A2 - 9A-N Freight Re-alignment from Station 1244+20+/- to Station 1433+80+/-
(Cities of Irwindale and Azusa)



PROJECT NO.	A2-1
SHEET NO.	A

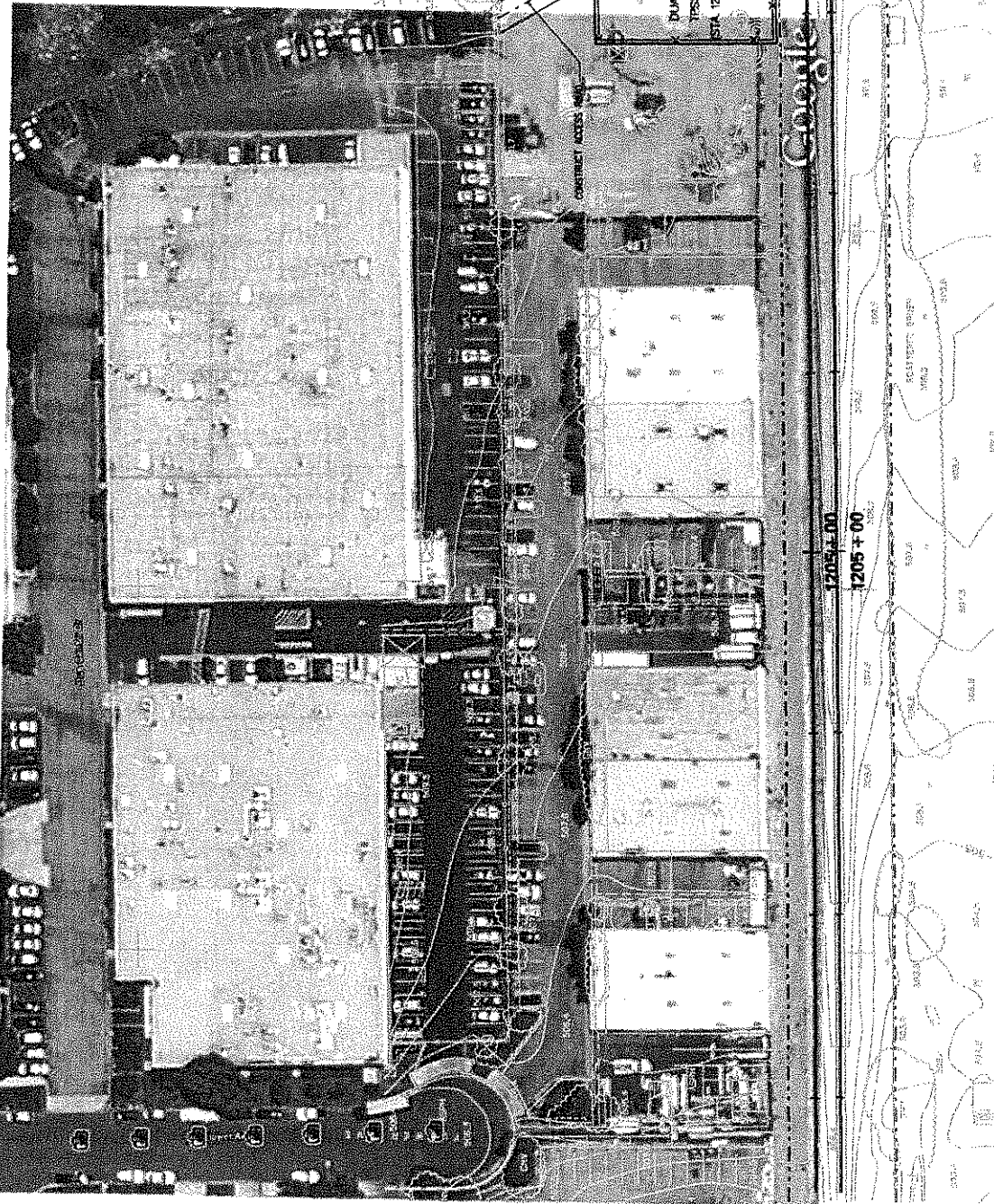
Exhibit A2-1
 TPSS No. 01
 (City of Arcadia)

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY
 GOLD LINE FOOTHILL EXTENSION PHASE 2A
 PASADENA TO AZUSA (CITRUS)

Hill International
 48 E. SPRINGFIELD AVE. #200
 ANAHEIM, CALIFORNIA 92801

DATE	BY	CHK

NOT FOR CONSTRUCTION



PROJECT NO.	A2-2
SHEET NO.	A

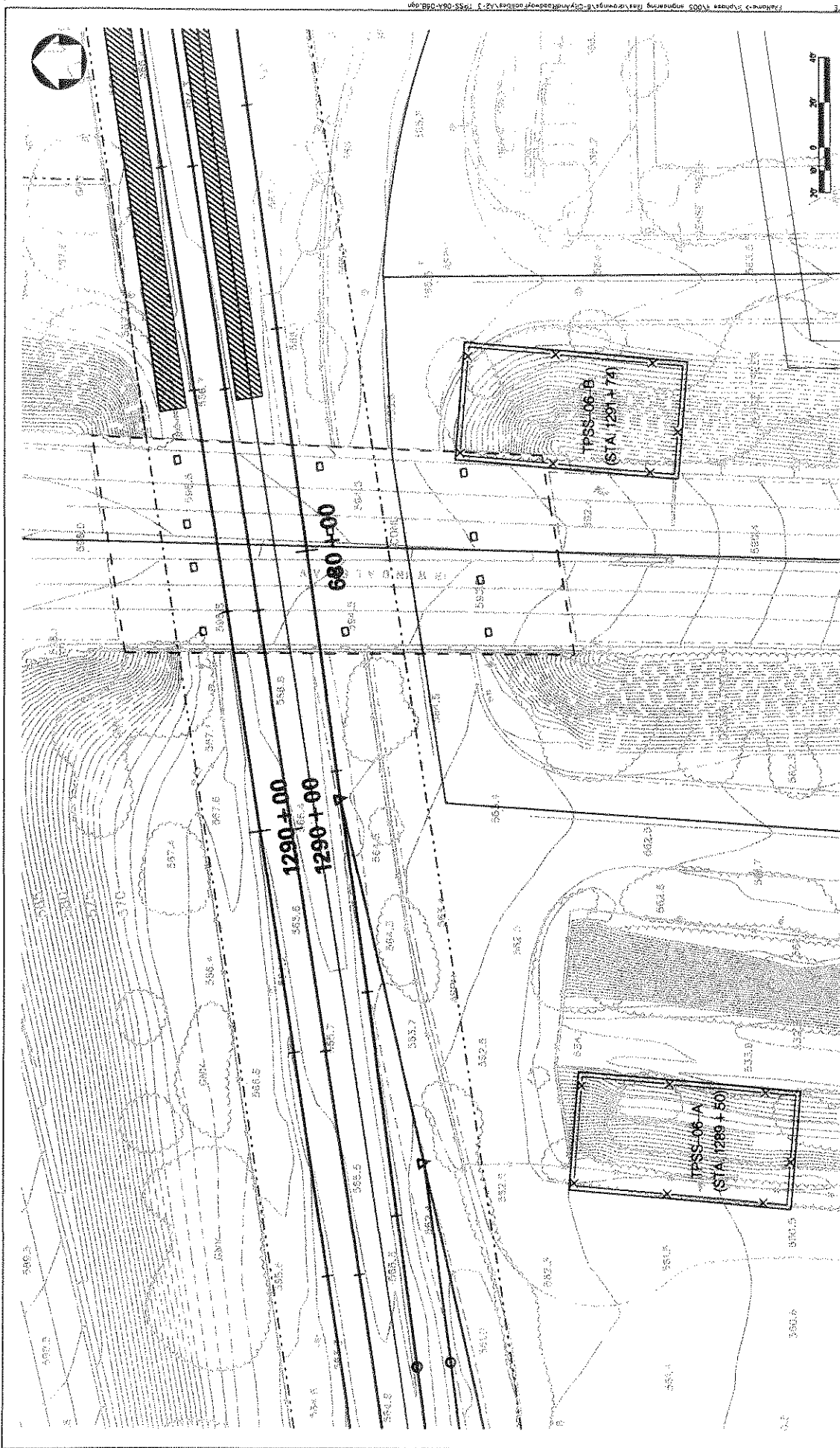
Exhibit A2-2
 TPSS No. 05
 (City of Duarte)

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY
 GOLD LINE FOOTHILL EXTENSION PHASE 2A
 PASADENA TO AZUSA (CITRUS)



Hill International
 48 E. INDEPENDENT AVE. SUITE 200
 PASADENA, CALIFORNIA 92305

NO.	DATE	DESCRIPTION



SHEET NO. **A2-3**
 OF **A**

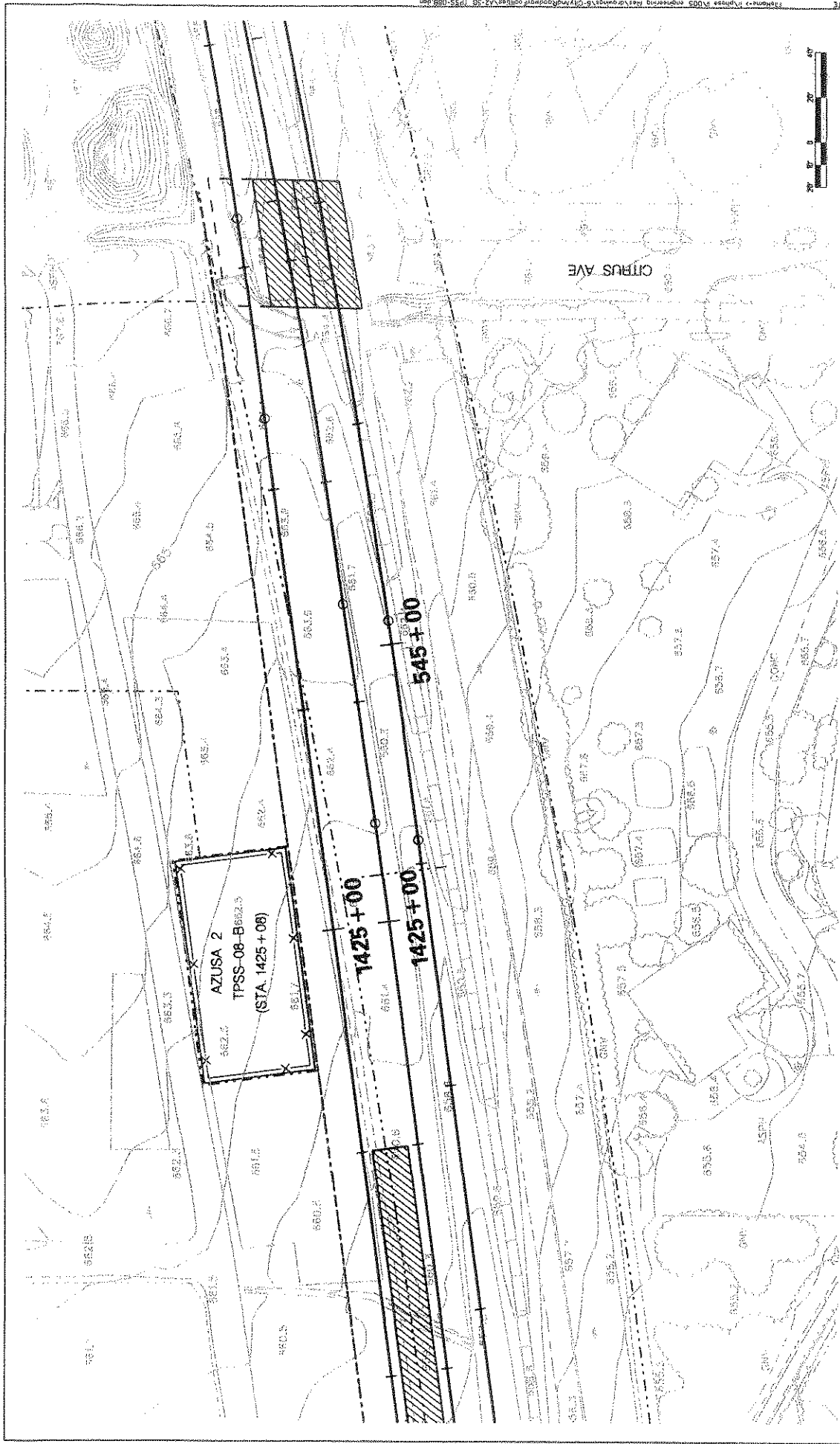
Exhibit A2-3
 TPSS No. 06-A and -B
 (City of Inverdale)

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY
 GOLD LINE FOOTHILL EXTENSION PHASE 2A
 PASADENA TO AZUSA (CITRUS)



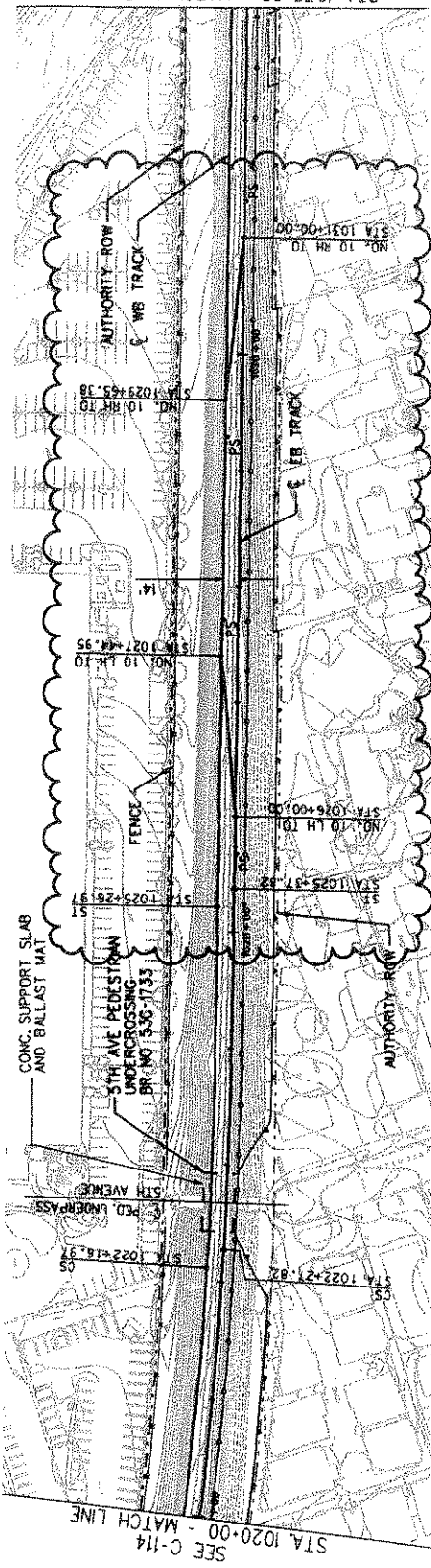

Hill International
 40 E. HARRISON AVE., SUITE 300
 PASADENA, CA 91104-3002

NO.	DATE	BY	CHK.

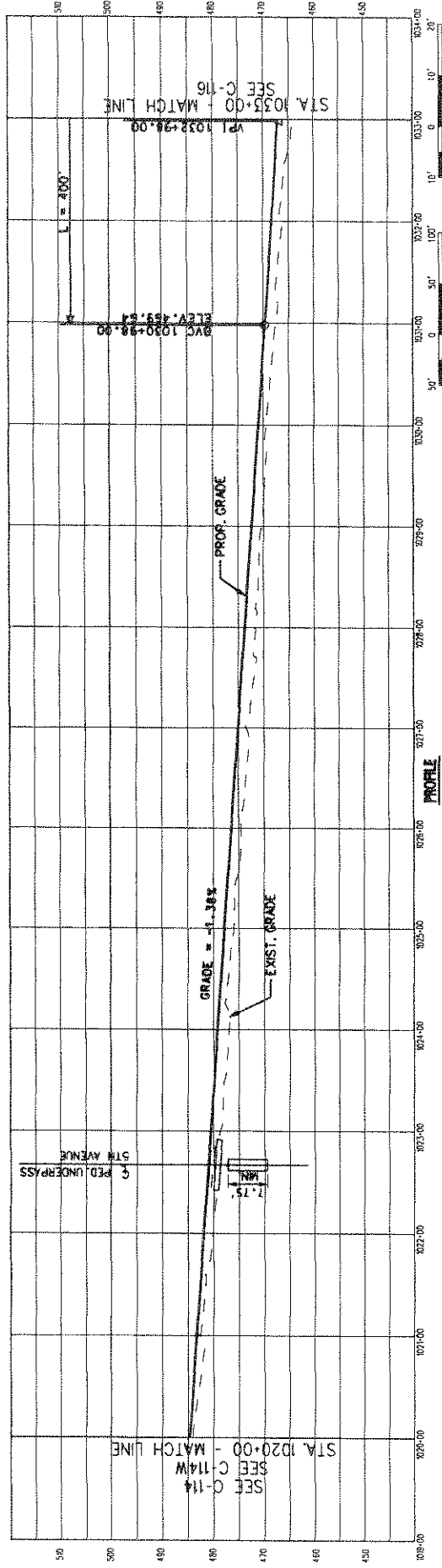


		METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY GOLD LINE FOOTHILL EXTENSION PHASE 2A PASADENA TO AZUSA (CITRUS)	EXHIBIT NO. A2-5B SHEET NO. A
			

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PLAN




PROFILE


SEE C-114
STA 1020+00 - MATCH LINE

SEE C-116
STA 1035+00 - MATCH LINE

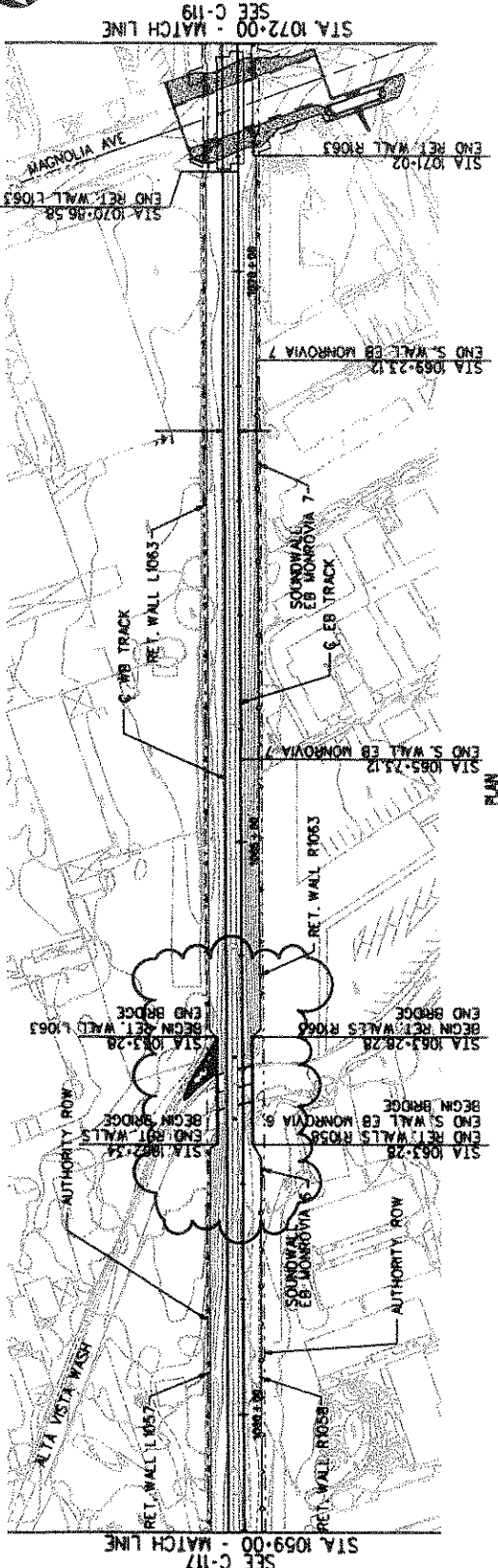
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GOLD LINE FOOTHILL EXTENSION PHASE 2A
PASADENA TO AZUSA (CITRUS)



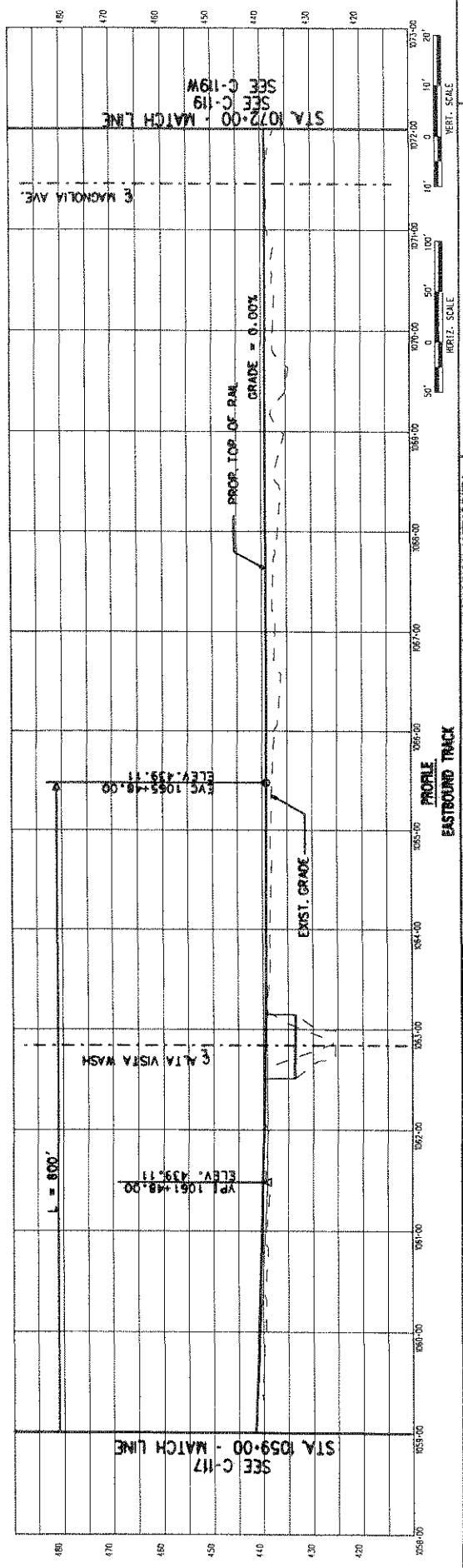
Hill International
441 LARKSPRING AVE. #200
 PASADENA, CA 91107-3802



Project No: **A2-6**
 Sheet No: **A**

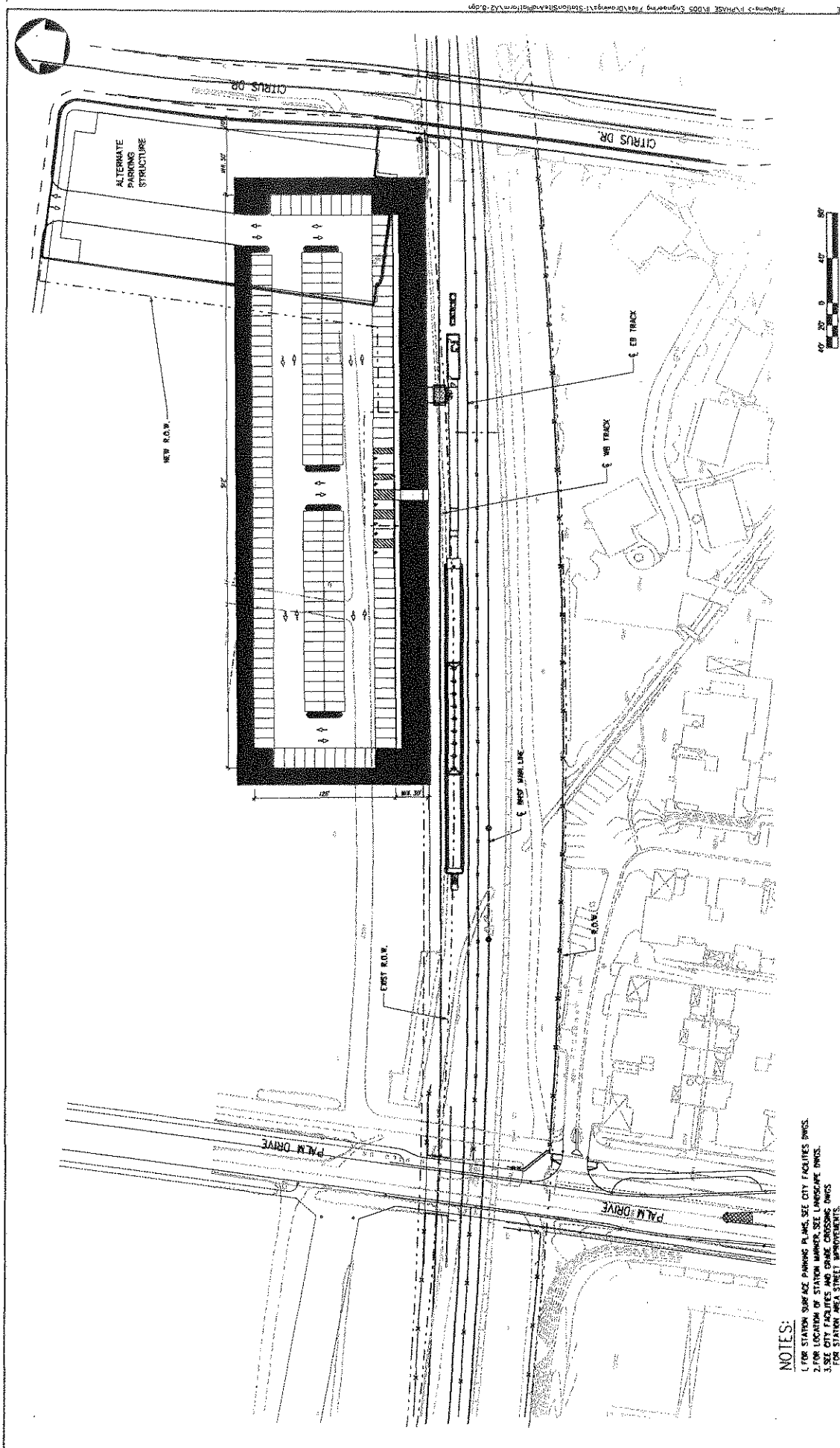


PLAN



PROFILE

<p>Hill International <small>ALL INFORMATION IS FOR THE EXCLUSIVE USE OF THE CLIENT</small></p>		<p>METRO GOLD LINE</p>	
<p>METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY GOLD LINE FOOTHILL EXTENSION PHASE 2A PASADENA TO AZUSA (CITRUS) JANUARY 29, 2010</p>			
<p>Exhibit A2-7 Alta Vista Box Culvert (City of Monrovia)</p>		<p>Project No: A2-7 Revision: A</p>	



PROJECT NO. **AZ-8**

SHEET NO. **A**

Exhibit 2-8
 Azusa-Citrus Station Surface Parking
 (City of Azusa)

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY
 GOLD LINE FOOTHILL EXTENSION PHASE 2A
 PASADENA TO AZUSA (CITRUS)
 January 29, 2010



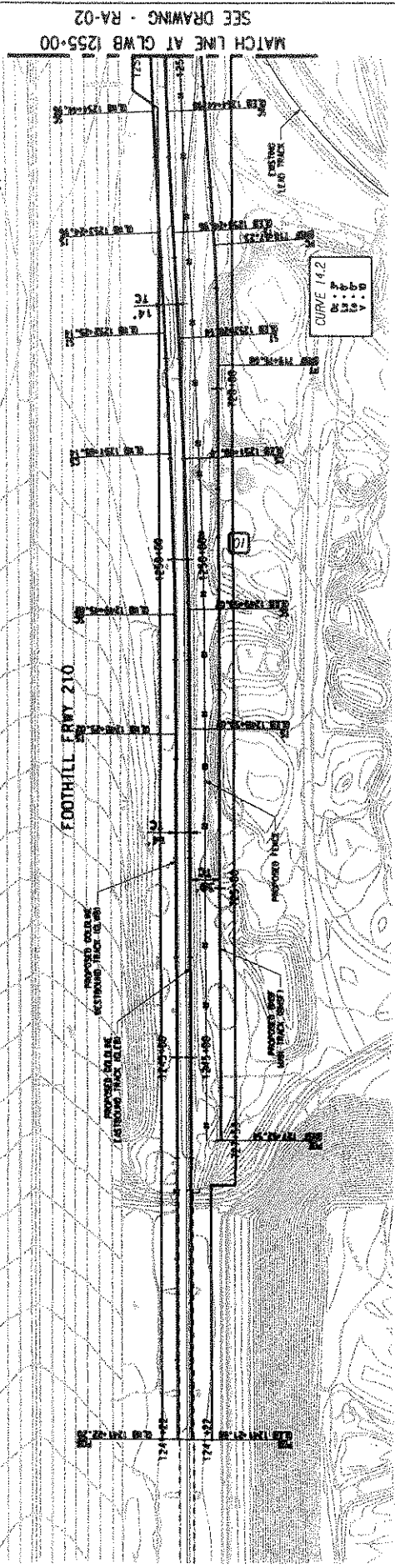
NO.	DATE	BY	CHK.

NOTES:
 1. FOR STATION SURFACE PARKING PLANS, SEE CITY FACILITIES DWGS.
 2. FOR LOCATION OF STATION MARKER, SEE LANDSCAPE DWGS.
 3. SEE CITY FACILITIES AND DRIVE CROSSING DWGS.
 FOR STATION AREA STREET IMPROVEMENTS.

PLANNING & PHASE II PRODESIGN ENGINEERING, INC. 2500 S. GARDEN AVENUE, SUITE 200, PASADENA, CALIFORNIA 92365
 DRAWN BY: [Name], CHECKED BY: [Name], DATE: [Date]
 PROJECT NO. AZ-8, SHEET NO. A
 METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY
 GOLD LINE FOOTHILL EXTENSION PHASE 2A
 PASADENA TO AZUSA (CITRUS)
 JANUARY 29, 2010
 HILL INTERNATIONAL
 1115 N. GARDEN AVENUE, SUITE 200, PASADENA, CA 92365

PASADENA, CA
RR WEST

POMONA, CA
RR EAST



LINE/PROFILE STATIONS BASED ON EXISTING STATIONS.

580	570	560	550	540	530	520	1240+00	1241+00	1242+00	1243+00	1244+00	1245+00	1246+00	1247+00	1248+00	1249+00	1250+00	1251+00	1252+00	1253+00	1254+00	1255+00
<p>EXISTING TOP OF RAIL</p> <p>EXISTING GRADE</p> <p>TOP OF PROPOSED RAIL</p> <p>PROPOSED GRADE</p> <p>PROPOSED TRACK (EXISTING TRACK 1245+00)</p> <p>PROPOSED TRACK (NEW TRACK 1247+00)</p> <p>PROPOSED TRACK (NEW TRACK 1248+00)</p> <p>PROPOSED TRACK (NEW TRACK 1249+00)</p> <p>PROPOSED TRACK (NEW TRACK 1250+00)</p> <p>PROPOSED TRACK (NEW TRACK 1251+00)</p> <p>PROPOSED TRACK (NEW TRACK 1252+00)</p> <p>PROPOSED TRACK (NEW TRACK 1253+00)</p> <p>PROPOSED TRACK (NEW TRACK 1254+00)</p> <p>PROPOSED TRACK (NEW TRACK 1255+00)</p>																						

CONCEPTUAL

PROJECT NO: 1244+20+/-

DATE: 5/05/2010

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION PHASE 2A

PASADENA TO AZUSA (CITRUS)

MAY 05, 2010

PROJECT NO: A2-9A

DATE: 5/05/2010

Exhibit A2-9A
Freight Alignment
from Station 1244+20+/- to Station 1433+80+/-
(City of Inverdale, Azusa)

PATTERSON & ASSOCIATES, INC.
INCORPORATED
12445 W. 15th Street
Pasadena, CA 91104
TEL: 626-799-8888

Hill limited liability company
12445 W. 15th Street
Pasadena, CA 91104
TEL: 626-799-8888

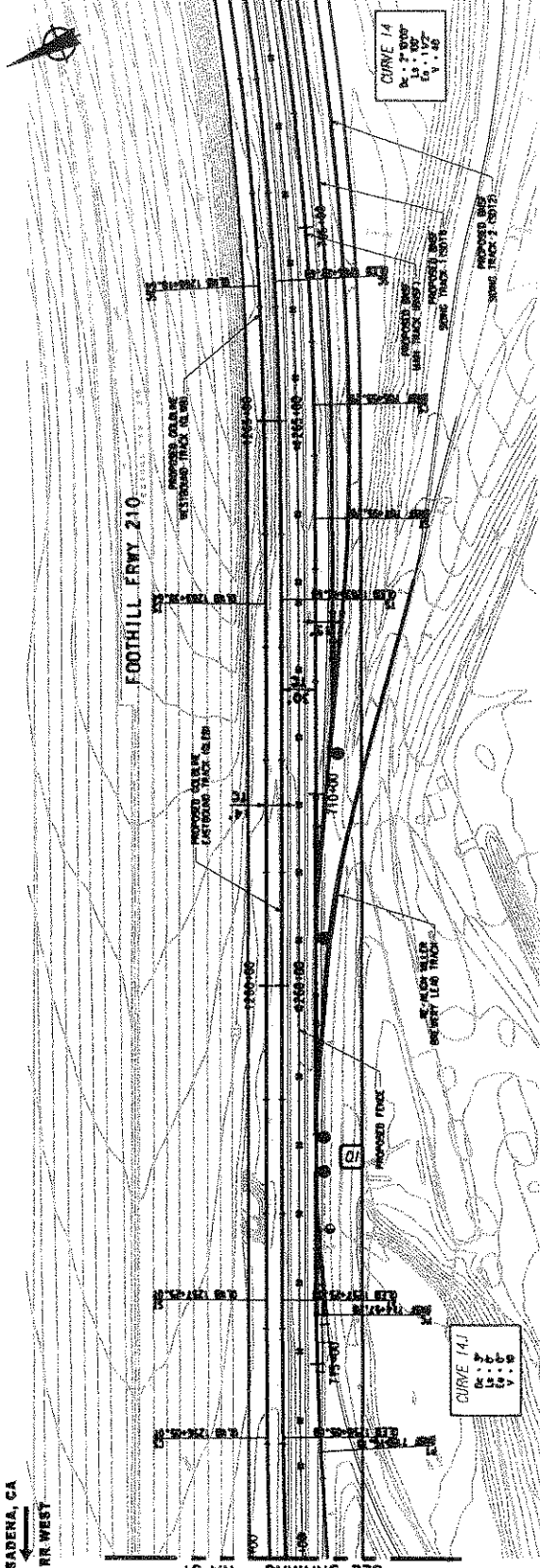
USER: clevehan
 PROJECT: 1244+20+/-
 SHEET: 1244+20+/--01
 DATE: 5/4/2010

POMONA, CA
RR EAST

PASADENA, CA
RR WEST

SEE DRAWING - RA-03
MATCH LINE AT CLWB 1289-00

SEE DRAWING - RA-01
MATCH LINE AT CLWB 1255-00



50' 0' 30' 100'
GRAPHIC SCALE
1" = 30'

590	570	560	550	540	530	520	1255-00	1256-00	1257-00	1258-00	1259-00	1260-00	1261-00	1262-00	1263-00	1264-00	1265-00	1266-00	1267-00	1268-00	1269-00	1289-00
<p>EXISTING TOP OF RAIL</p> <p>EXISTING GRADING</p> <p>TOP OF PROPOSED RAIL</p>																						

CONCEPTUAL

Hill International
INCORPORATED
1000 AVENUE OF THE STARS
SUITE 1000
FARMINGTON, CT 06030

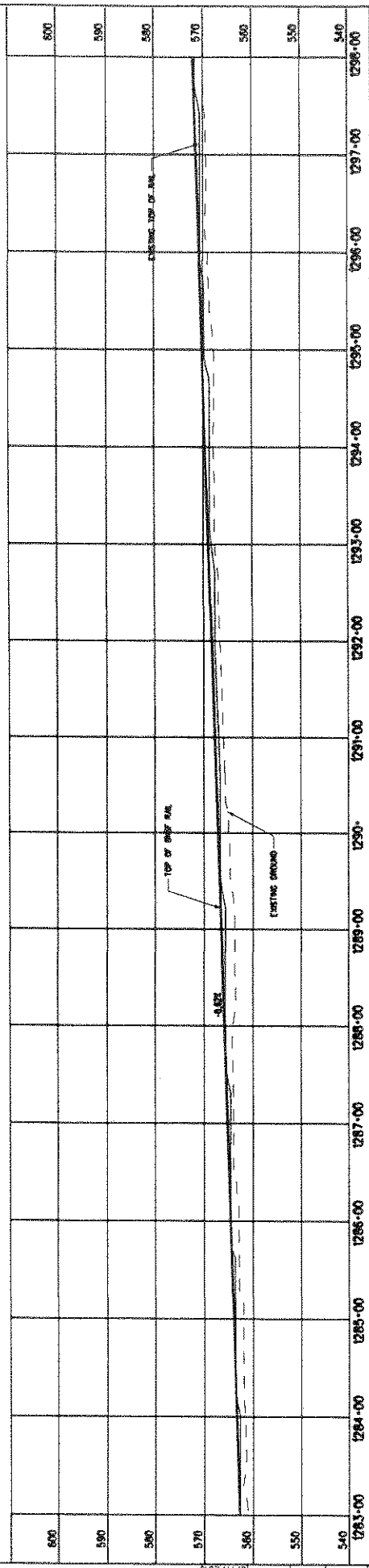
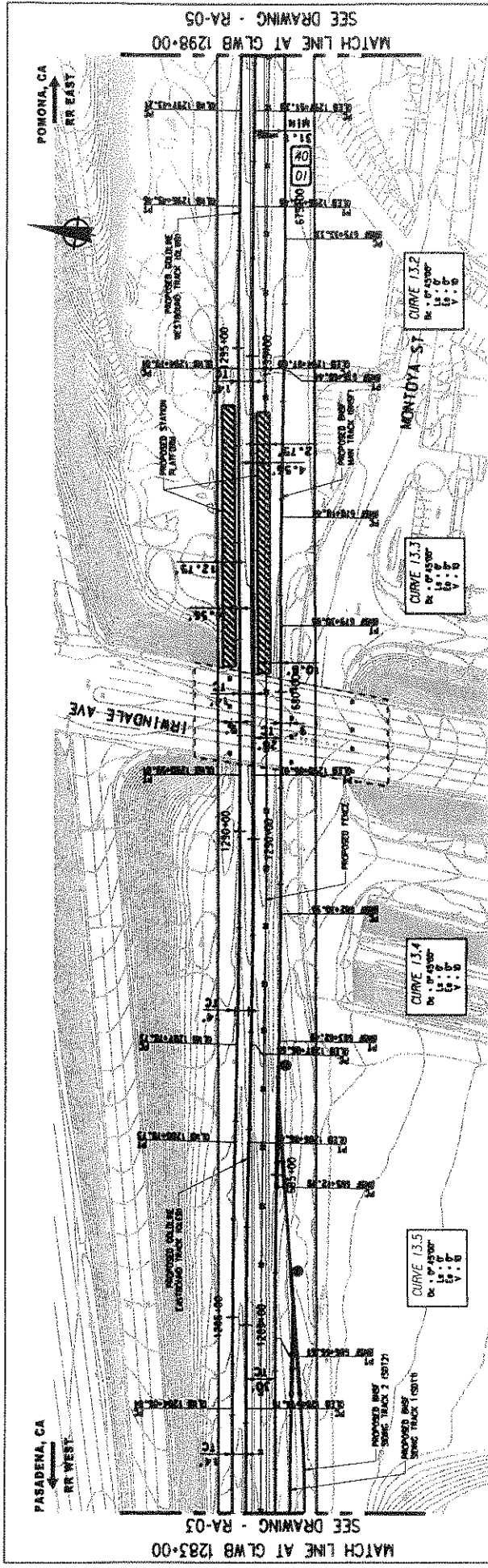
ATTENTION: J. PASCOARIS, INC.
INCORPORATED
1000 AVENUE OF THE STARS
SUITE 1000
FARMINGTON, CT 06030

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY
GOLD LINE FOOTHILL EXTENSION PHASE 2A
PASADENA TO AZUSA (CITRUS)
MAY 05, 2010

Exhibit A2-9B
Freight Alignment
from Station 1244+20+/- to Station 1433+80+/-
(City of Irwindale, Azusa)

PROJECT NO: 00000000
DRAWING NO: A2-9B
REVISION NO: B

USER: davisson
DATE: 4/28/10
TIME: 4:28:37 PM
FILE: Pas Table File
8/14/2010



STATION	ELEVATION	REMARKS
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1284+00	540	
1285+00	540	
1286+00	540	
1287+00	540	
1288+00	540	
1289+00	540	
1290+00	540	
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1292+00	540	
1293+00	540	
1294+00	540	
1295+00	540	
1296+00	540	
1297+00	540	
1298+00	540	

CONCEPTUAL
Hill International
PATERSON
RESOURCES, INC.
MAY 05, 2010

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY
GOLD LINE FOOTHILL EXTENSION PHASE 2A
PASADENA TO AZUSA (CITRUS)

Exhibit A2-8D
Freight Alignment
from Station 1244+20+/- to Station 1433+80+/-
(City of Irwindale, Azusa)

A2-8D

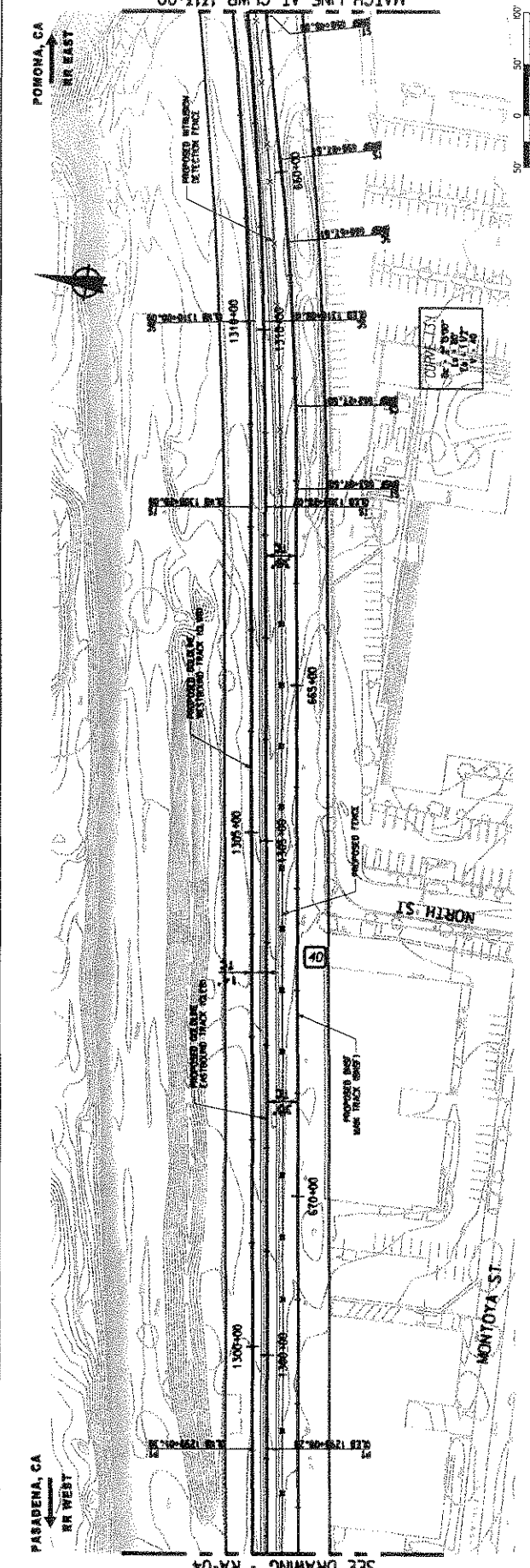
DATE: 05/05/10

PROJECT: USFR-020000
DATE: 05/05/10
TIME: 12:00:00 PM

MATCH LINE AT CLWB 1298-00
SEE DRAWING - RA-04

PASADENA, CA
RR WEST

POMONA, CA
RR EAST



MATCH LINE AT CLWB 1313+00
SEE DRAWING - RA-06



SEE DRAWING - RA-06

Station	1298-00	1299-00	1300-00	1301-00	1302-00	1303-00	1304-00	1305-00	1306-00	1307-00	1308-00	1309-00	1310-00	1311-00	1312-00	1313-00
600																
580																
560																
540																
520																
500																
480																

CONCEPTUAL
Hill International
PETERSON & ASSOCIATES, INC.
METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION PHASE 2A
PASADENA TO AZUSA (CITRUS)
MAY 05, 2010

Exhibit A2-9E
Freight Alignment
from Station 1244+20+/- to Station 1433+80+/-
(City of Irwindale, Azusa)

PROJECT	1297
DATE	05/14/2010
DESCRIPTION	RA 1298-00
SCALE	1" = 50'
DATE	
BY	
CHECKED	
APPROVED	

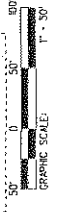
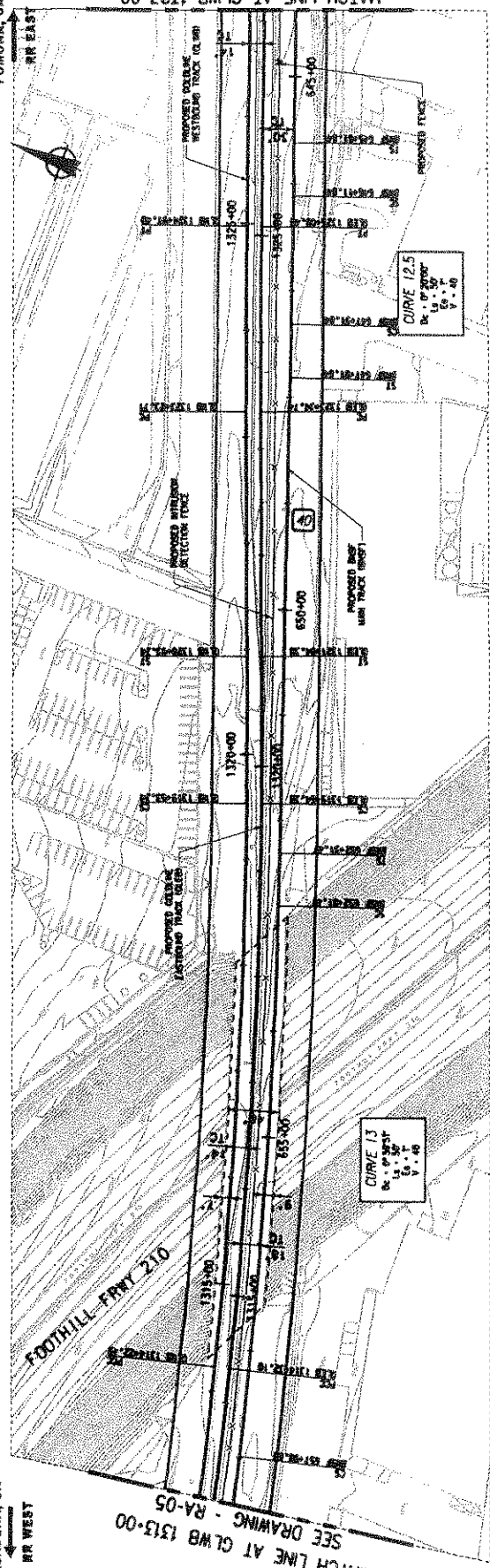
CONCEPTUAL
Hill International
PETERSON & ASSOCIATES, INC.

PASADENA, CA
NR WEST

POMONA, CA
NR EAST

MATCH LINE AT CLWB 1313.00
SEE DRAWING - RA-05

MATCH LINE AT CLWB 1327.00
SEE DRAWING - RA-07



620	610	600	590	580	570	560	1312+00	1313+00	1314+00	1315+00	1316+00	1317+00	1318+00	1319+00	1320+00	1321+00	1322+00	1323+00	1324+00	1325+00	1326+00	1327+00
							EXISTING GRADE															

USER: dawson
 DATE: 6/14/2010
 TIME: 4:18:24 PM
 FILE: 1306 RA
 ELEMENT: 000

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY
 GOLD LINE FOOTHILL EXTENSION PHASE 2A
 PASADENA TO AZUSA (CITRUS)

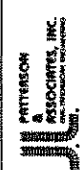
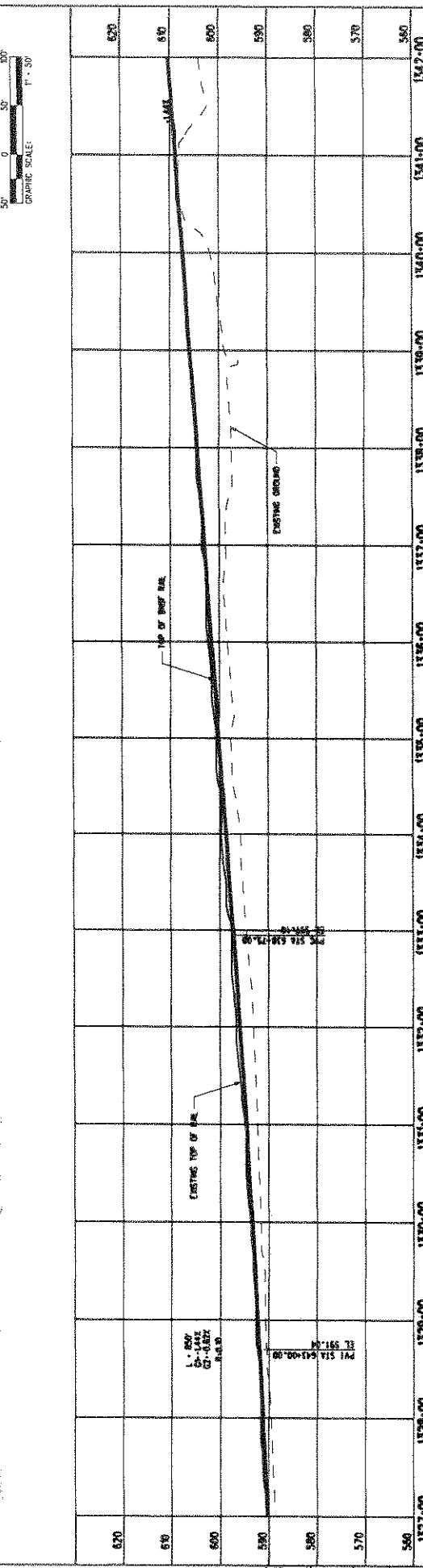
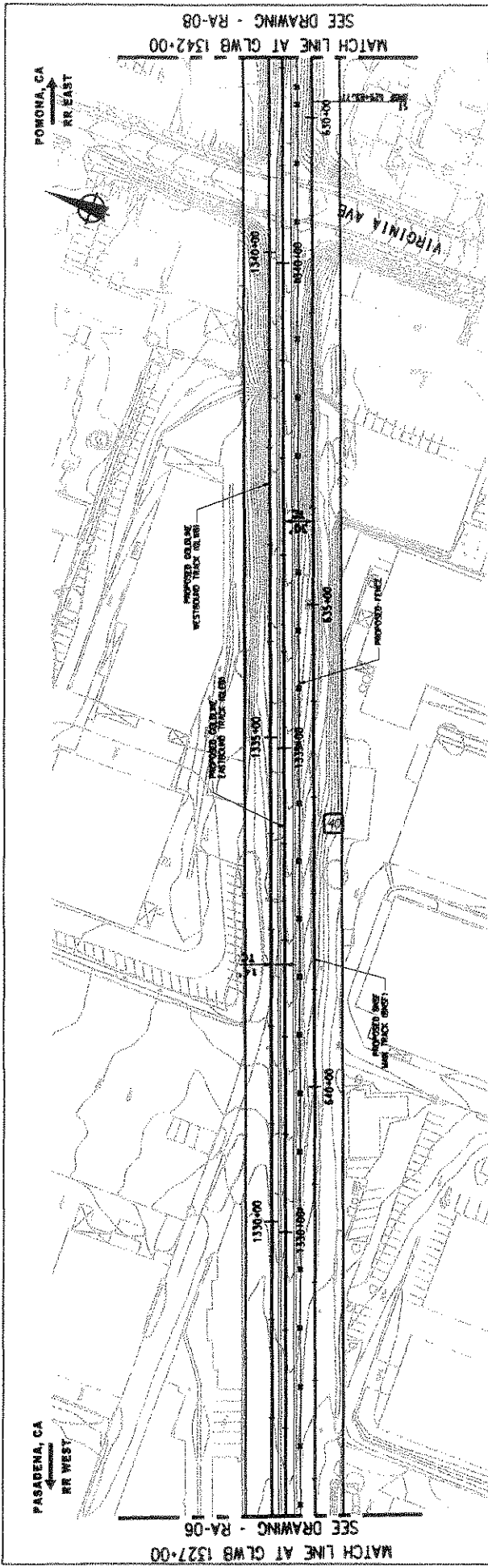


Exhibit A2-9F
 Freight Alignment
 from Station 1244+20(+/-) to Station 1433+80(+/-)
 (City of Inverdale, Azusa)

MAY 05, 2010

PROJECT: 001
 CLIENT: METRO
 LINE: GOLD LINE
 CONTRACT: RA-05

DATE: 6/14/2010
 TIME: 4:18:24 PM
 FILE: 1306 RA
 ELEMENT: 000



STATION	1327+00	1328+00	1329+00	1330+00	1331+00	1332+00	1333+00	1334+00	1335+00	1336+00	1337+00	1338+00	1339+00	1340+00	1341+00	1342+00
PROPOSED TRACK																
EXISTING GROUND																

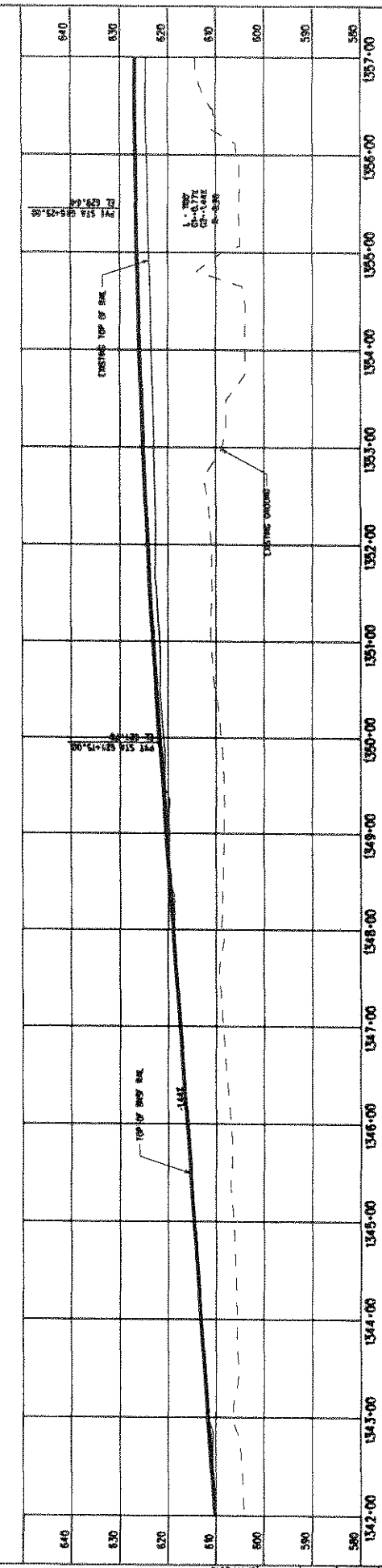
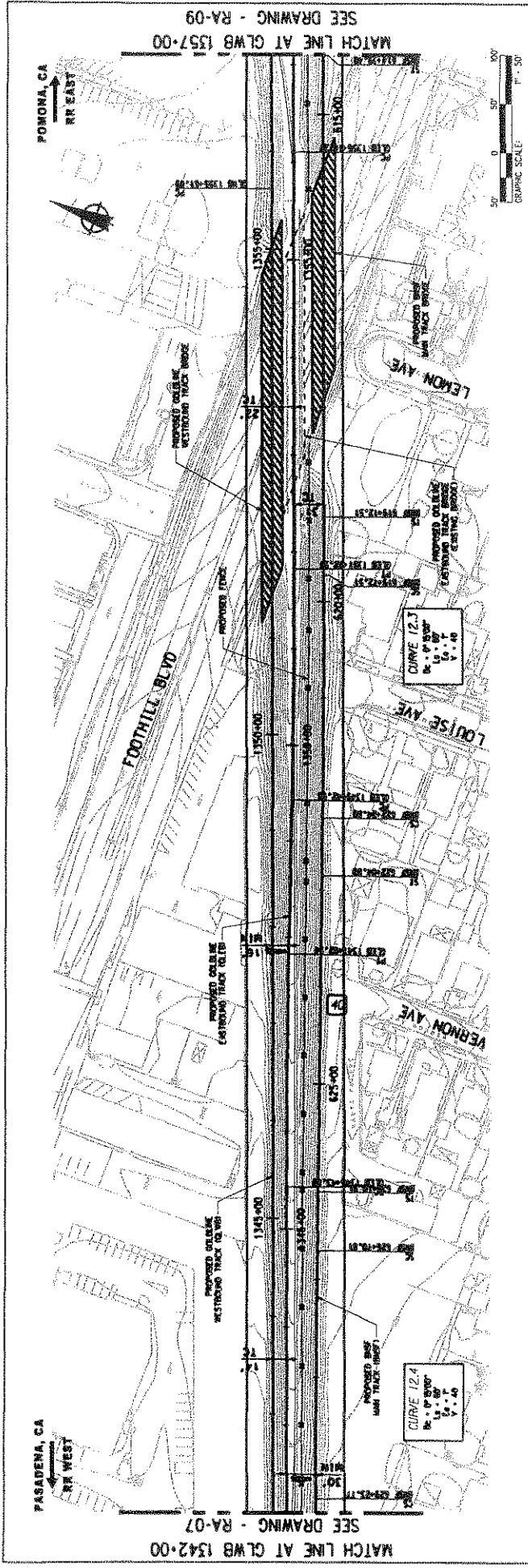
CONCEPTUAL
 HILL International
 METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY
 GOLD LINE FOOTHILL EXTENSION PHASE 2A
 PASADENA TO AZUSA (CITRUS)
 MAY 05, 2010
 Exhibit A2-9G
 Freight Alignment
 from Station 1244+20+/- to Station 1433+80+/-
 (City of Irwindale, Azusa)
 A2-9G
 B

SEE DRAWING - RA-06
 MATCH LINE AT CLWB 1327+00
 PASADENA, CA
 RR WEST

SEE DRAWING - RA-08
 MATCH LINE AT CLWB 1342+00
 POMONA, CA
 RR EAST

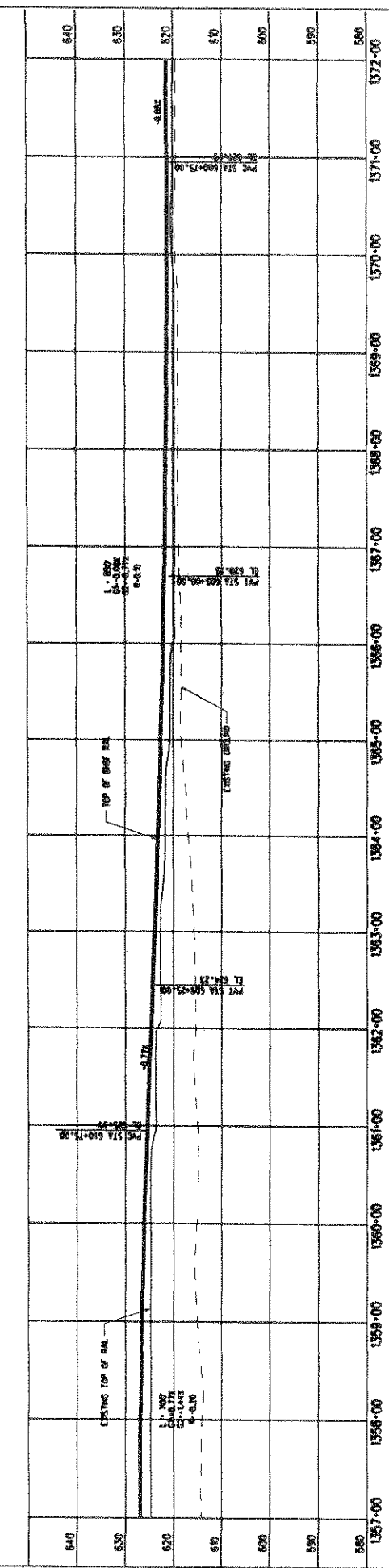
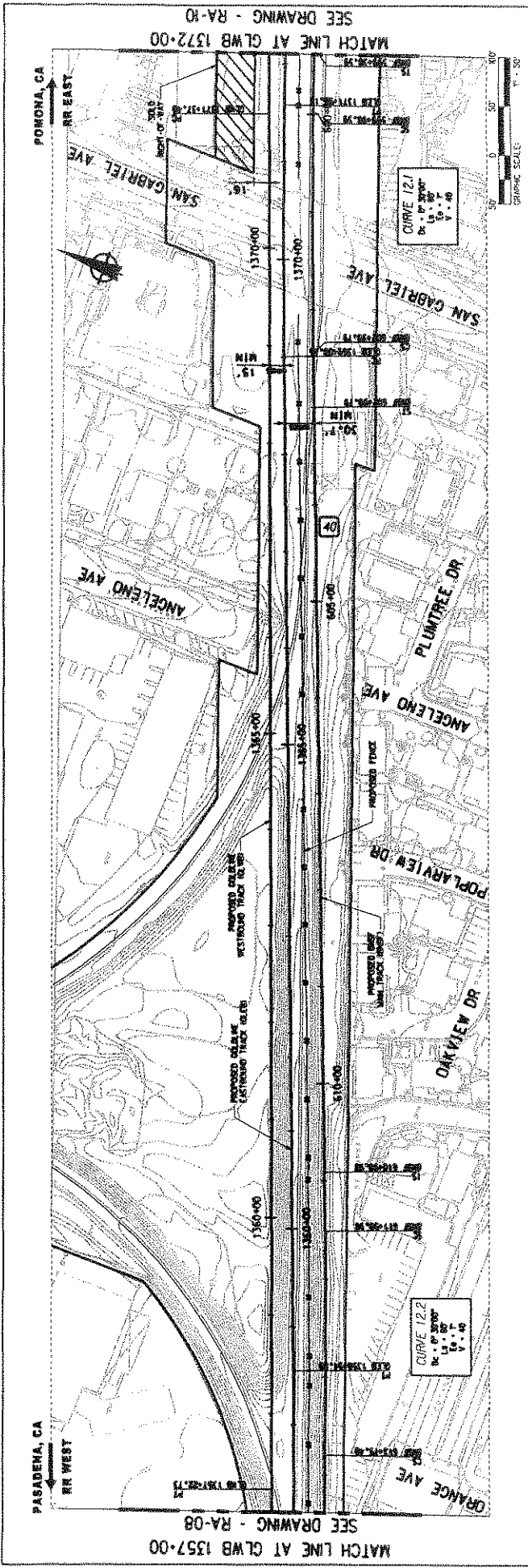
GRAPHIC SCALE: 1" = 30'
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USER: DAYMON
 PLOT: 1004
 DATE: 6/14/2010
 TIME: 4:58:41 PM



PROJECT NO.	DATE	BY	CHK	APP											
1342-00	1343+00	1344+00	1345+00	1346+00	1347+00	1348+00	1349+00	1350+00	1351+00	1352+00	1353+00	1354+00	1355+00	1356+00	1357+00
CONCEPTUAL HILL International 300 EAST GARDEN AVENUE PASADENA, CALIFORNIA 92367															
PATTERSON & ASSOCIATES, INC. 100 WEST GARDEN AVENUE PASADENA, CALIFORNIA 92367															
METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY GOLD LINE FOOTHILL EXTENSION PHASE 2A PASADENA TO AZUSA (CITRUS) MAY 05, 2010															
Exhibit A2-9H Freight Alignment from Station 1244+20+/- to Station 1433+80+/- (City of Irwindale, Azusa)															
DRAWING NO. A2-9H SHEET NO. 5															

USR-Division
 6/14/2010
 6/19/07 RM
 P:\11000 File



STATION	ELEVATION (FEET)	DESCRIPTION
1357+00	640	Existing Top of Rail
1358+00	650	Existing Top of Rail
1359+00	660	Existing Top of Rail
1360+00	670	Existing Top of Rail
1361+00	665	Proposed Top of Rail
1362+00	655	Proposed Top of Rail
1363+00	645	Proposed Top of Rail
1364+00	640	Proposed Top of Rail
1365+00	640	Proposed Top of Rail
1366+00	640	Proposed Top of Rail
1367+00	640	Proposed Top of Rail
1368+00	640	Proposed Top of Rail
1369+00	640	Proposed Top of Rail
1370+00	640	Proposed Top of Rail
1371+00	640	Proposed Top of Rail
1372+00	640	Proposed Top of Rail

CONCEPTUAL
 HILL International
 10000 Hill International Blvd
 Dallas, TX 75243
 (972) 412-1000
 www.hillinternational.com

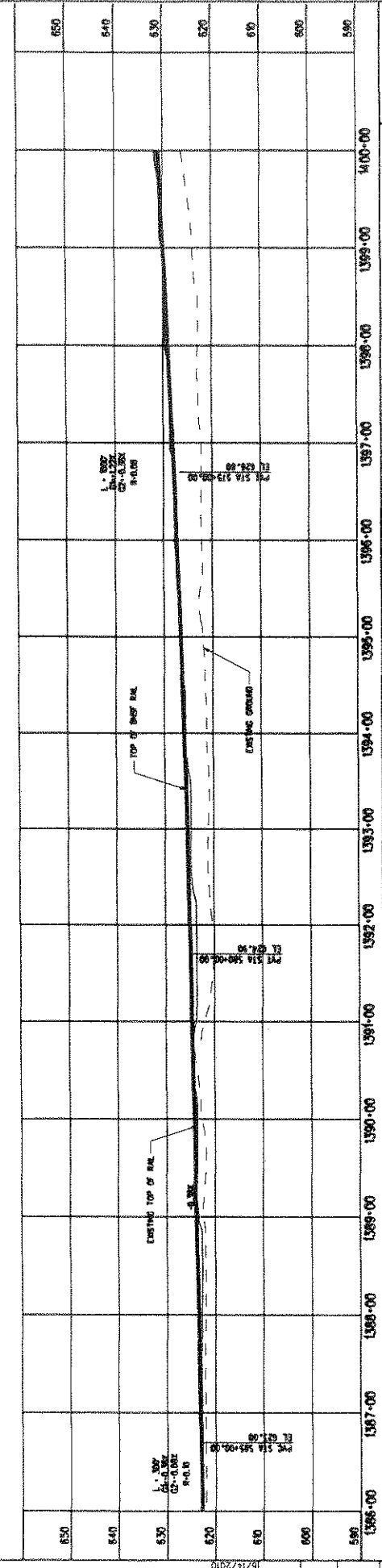
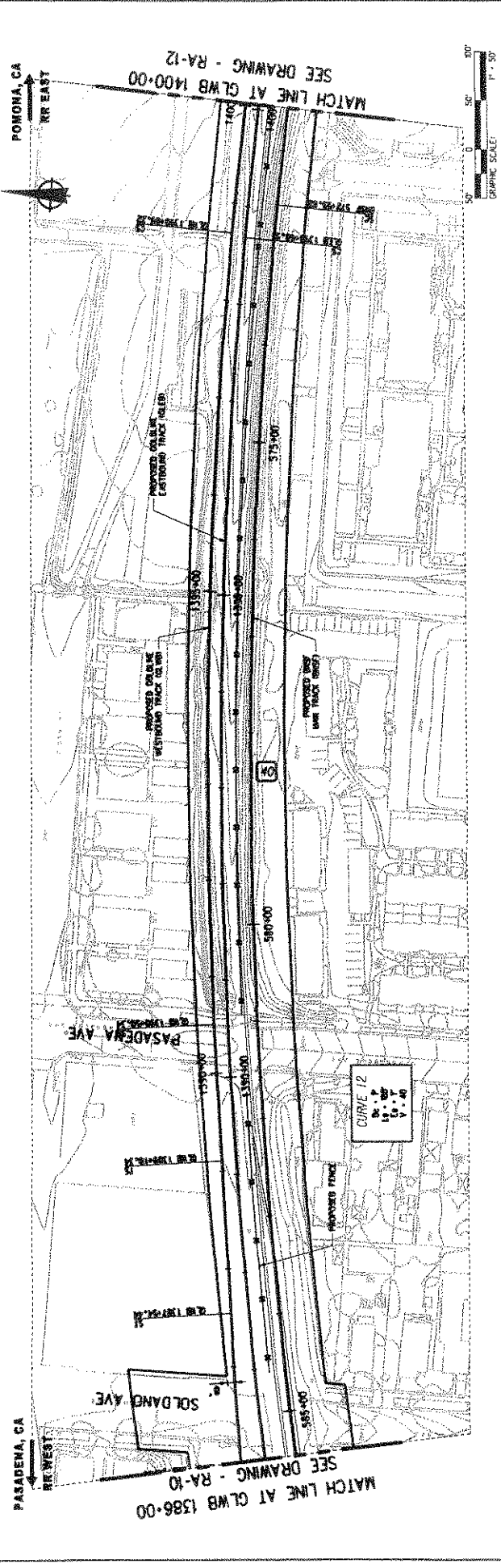
PRITTESSON & ASSOCIATES, INC.
 10000 Pritteson & Associates Blvd
 Dallas, TX 75243
 (972) 412-1000
 www.pritteson.com

METRO GOLD LINE FOOTFILL EXTENSION CONSTRUCTION PHASE 2A
 PASADENA TO AZUSA (CITRUS)
 MAY 05, 2010

Exhibit A2-91
 Freight Alignment
 from Station 1244+20+/- to Station 1433+80+/-
 (City of Inwood, Azusa)

MATCH LINE AT C/WB 1357-00
 SEE DRAWING - RA-08
 PASADENA, CA
 RR WEST

MATCH LINE AT C/WB 1372-00
 SEE DRAWING - RA-10
 POKONA, CA
 RR EAST



STATION	1386+00	1387+00	1388+00	1389+00	1390+00	1391+00	1392+00	1393+00	1394+00	1395+00	1396+00	1397+00	1398+00	1399+00	1400+00
ELEVATION	590	600	610	620	630	640	650								

CONCEPTUAL
 HILL International
 44 BAYVIEW BLVD
 SUITE 200
 PASADENA, CA 91105
 TEL: 626-795-5000
 WWW.HILLINTERNATIONAL.COM

PATTERSON ASSOCIATES, INC.
 CIVIL ENGINEERS AND ARCHITECTS
 275 WEST 9th STREET 20
 PASADENA, CA 91105
 TEL: 626-795-5000
 WWW.PATTERSONASSOCIATES.COM

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY

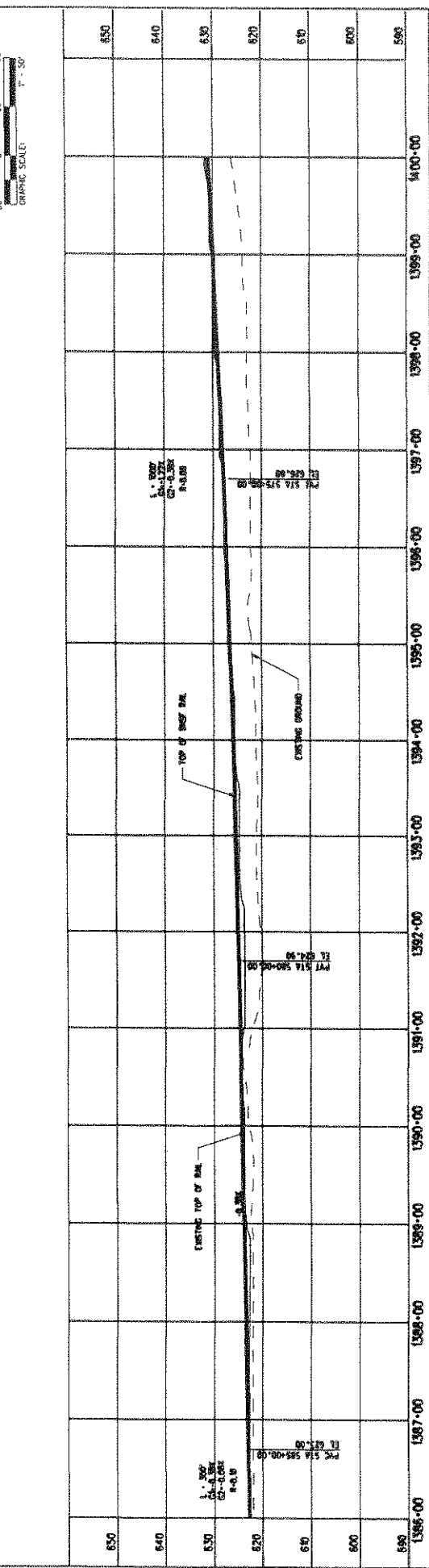
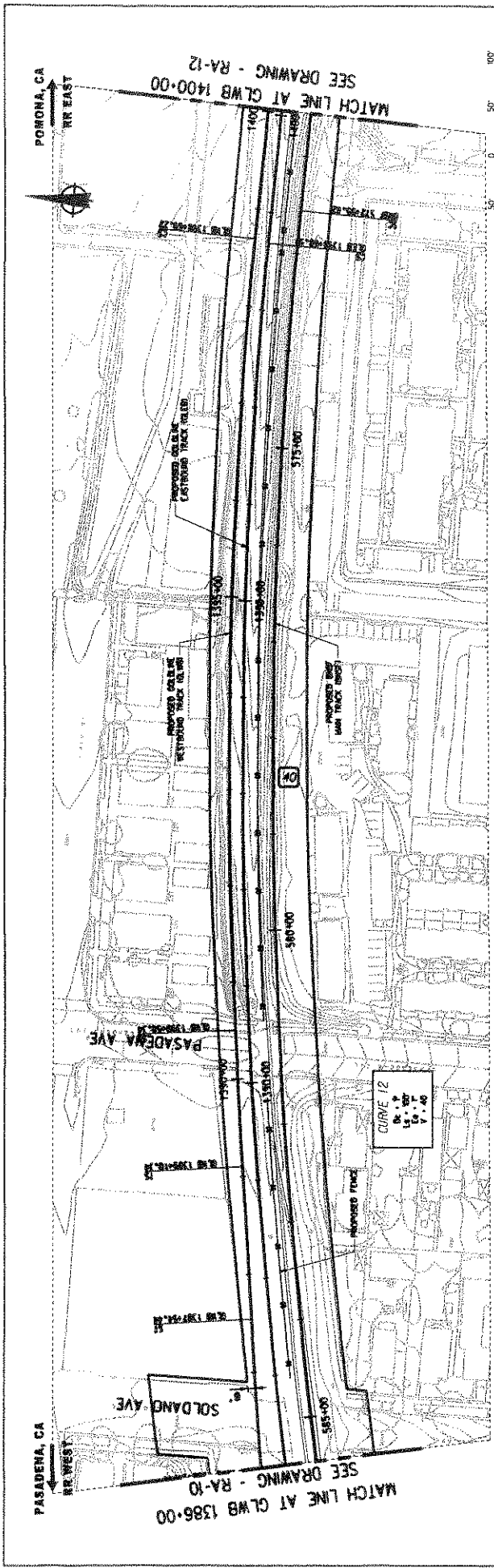
GOLD LINE FOOTHILL EXTENSION PHASE 2A
 PASADENA TO AZUSA (CITRUS)

Exhibit A2-9J
 Freight Alignment
 from Station 1244+20+/- to Station 1433+80+/-
 (City of Inglewood, Azusa)
 MAY 05, 2010

PROJECT CODE	LINE CONTRACT	CONTRACT NO.	DATE	REVISION	BY	CHK

USER: dlv/son
 DATE: 5/14/2010
 TIME: 1:09 PM
 PLOT: 1386-00-1400-00

NO.	DESCRIPTION	DATE



STATION	ELEVATION	REMARKS
1386+00	596	
1387+00	600	
1388+00	604	
1389+00	608	
1390+00	612	
1391+00	616	
1392+00	620	
1393+00	624	
1394+00	628	
1395+00	632	
1396+00	636	
1397+00	640	
1398+00	644	
1399+00	648	
1400+00	652	

CONCEPTUAL
 HILL International
 415 GARDEN CITY BLVD
 PASADENA, CA 92366
 (951) 799-1100
 WWW.HILLINTERNATIONAL.COM

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY
 GOLD LINE FOOTHILL EXTENSION PHASE 2A
 PASADENA TO AZUSA (CITRUS)
 MAY 05, 2010

Exhibit A2-9K
 Freight Alignment
 from Station 1244+20+/- to Station 1433+80+/-
 (City of Inverdale, Azusa)

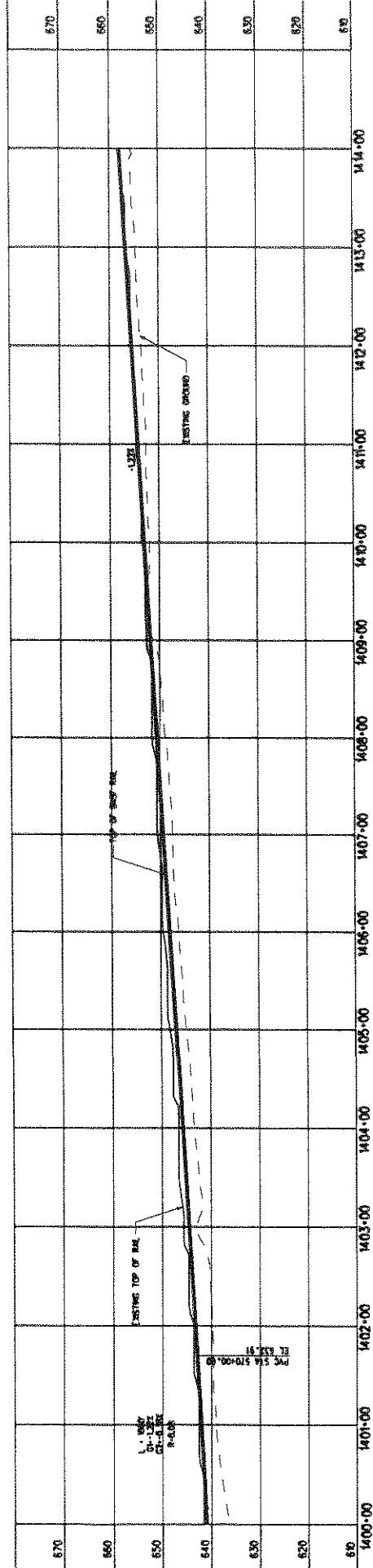
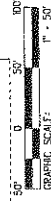
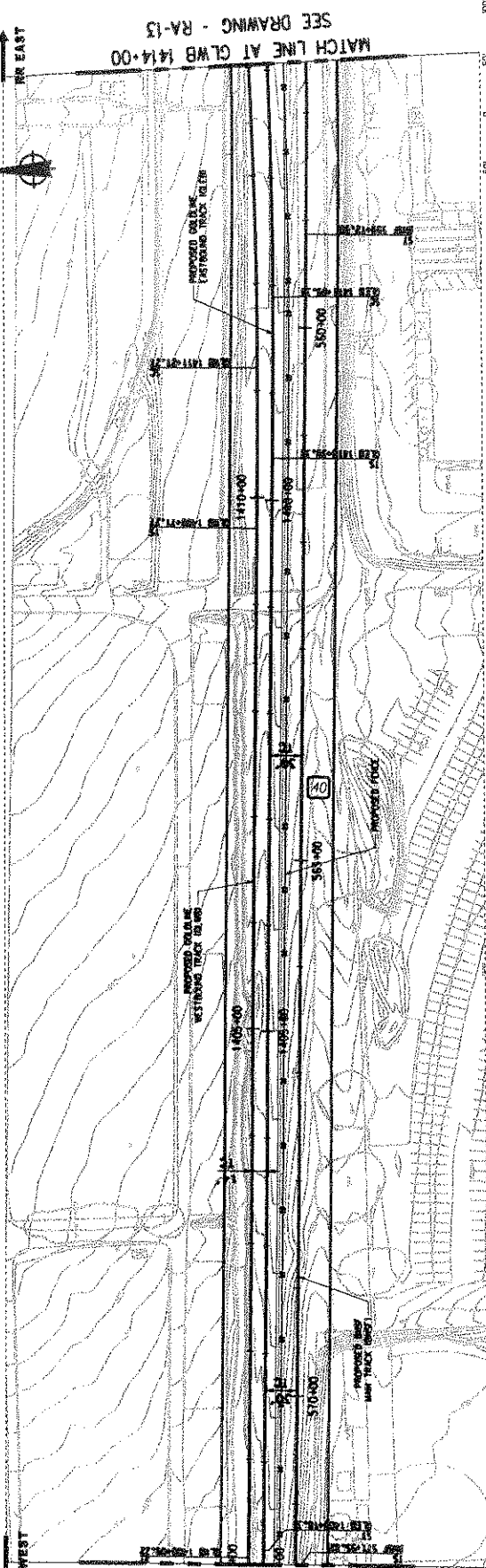
PROJECT NO: 1386-00
 DATE: 6/14/2010
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 DESIGNED BY: [Name]

PASADENA, CA
RR WEST

PORONA, CA
RR EAST

MATCH LINE AT CLWB 1400+00
SEE DRAWING - RA-11

MATCH LINE AT CLWB 1414+00
SEE DRAWING - RA-13



PROJECT NO.	DATE	BY	CHECKED
CONCEPTUAL			
METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY GOLD LINE FOOTHILL EXTENSION PHASE 2A PASADENA TO AZUSA (CITRUS) MAY 05, 2010			
ATTENTION: ASSOCIATES, INC. <small>CIVIL ENGINEERING ARCHITECTURE</small> 200 W. MAIN ST. SUITE 200 PASADENA, CA 92369		EXHIBIT A2-8L Freight Alignment from Station 1244+20+/- to Station 1433+80+/- (City of Inverdale, Azusa)	
PROJECT NO.	DATE	BY	CHECKED
1400-00	1401-00	1402-00	1403-00
1404-00	1405-00	1406-00	1407-00
1408-00	1409-00	1410-00	1411-00
1412-00	1413-00	1414-00	
620	630	640	650
660	670		

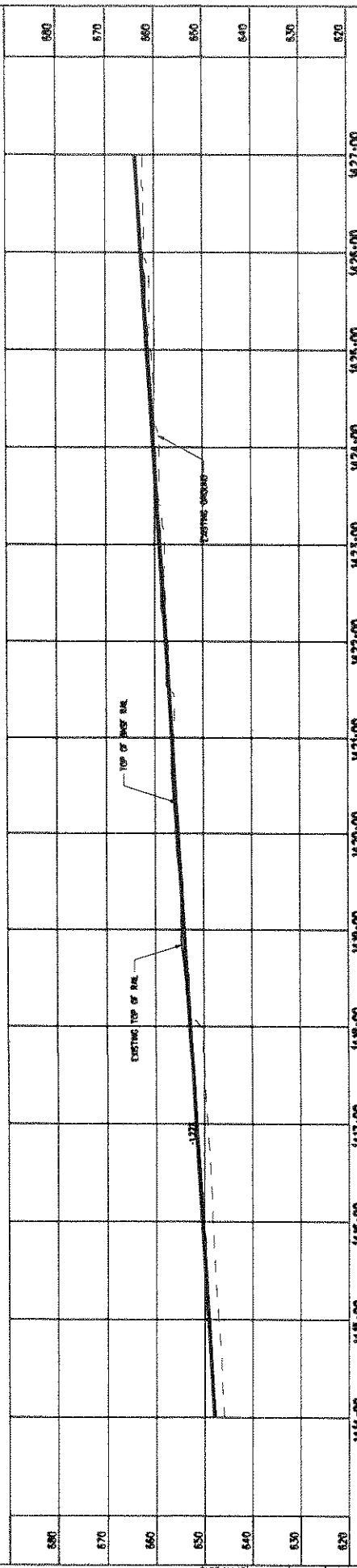
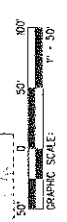
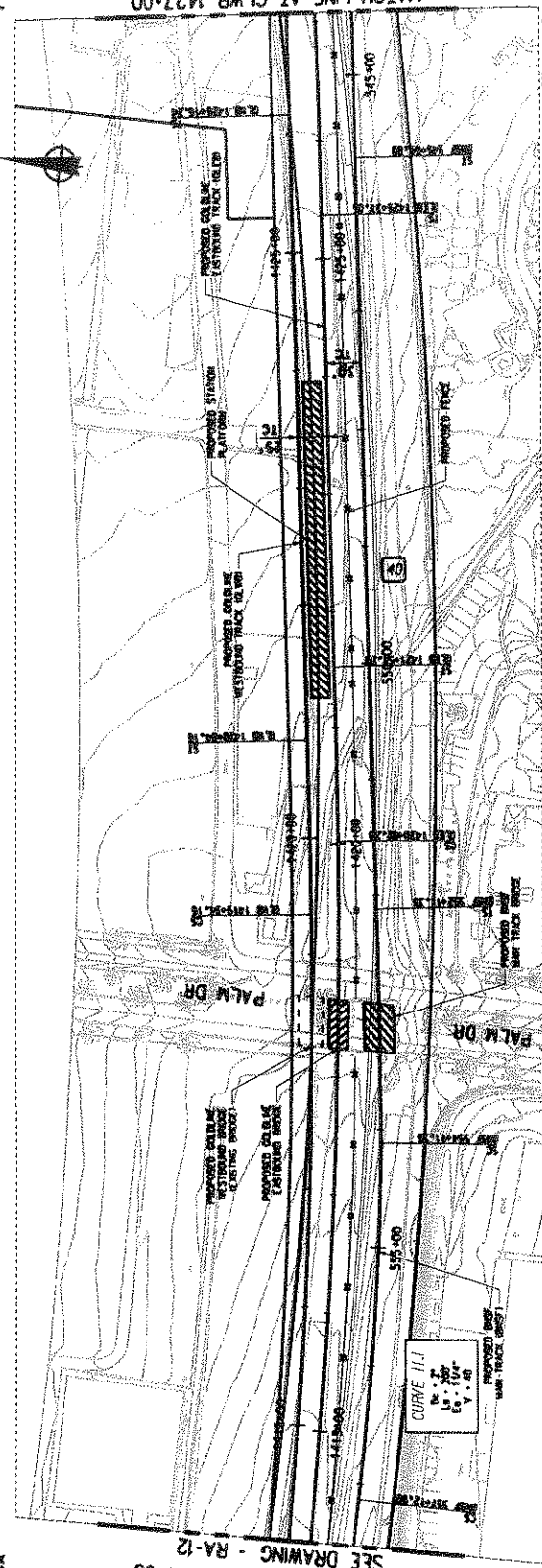
USFC-DIVISION
 6/14/2010
 6/15/10
 6/15/10
 6/15/10

PASADENA, CA
RR WEST

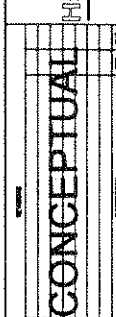
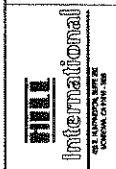
POMONA, CA
RR EAST

MATCH LINE AT CLWB 1414+00
SEE DRAWING - RA-12

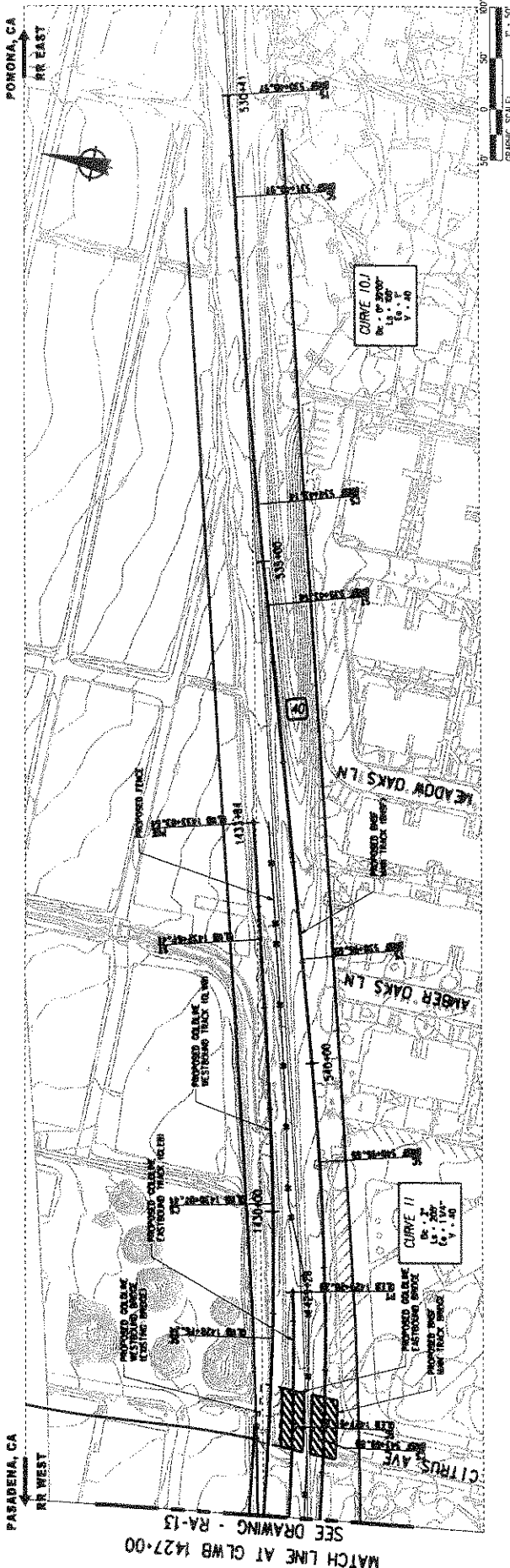
MATCH LINE AT CLWB 1427+00
SEE DRAWING - RA-14



PROJECT NO.	128	CONTRACT NO.	1427-00	1425-00	1424-00	1423-00	1422-00	1421-00	1420-00	1419-00	1418-00	1417-00	1416-00	1415-00	1414-00
DATE	05/05/10	DATE	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10
DESIGNED BY	SR	CHECKED BY	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR
DRAWN BY	SR	DATE	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10	05/05/10
PROJECT NAME	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY														
PROJECT LOCATION	GOLD LINE FOOTHILL EXTENSION PHASE 2A														
PROJECT DESCRIPTION	PASADENA TO AZUSA (CITRUS)														
DATE	MAY 05, 2010														
PROJECT NO.	A2-9M														
CONTRACT NO.	1427-00														
DATE	05/05/10														
DESIGNED BY	SR														
CHECKED BY	SR														
DRAWN BY	SR														
DATE	05/05/10														
PROJECT NAME	Exhibit A2-9M Freight Alignment from Station 1244+20+/- to Station 1433+80+/- (City of Inverdale, Azusa)														



USER: clowson
 DATE: 5/14/2010
 TIME: 4:51:38 PM
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 PLOT: 1427-00.dwg
 PLOT: 1427-00.dwg
 PLOT: 1427-00.dwg



MATCH LINE AT CLWB 1427+00
SEE DRAWING - RA-13

STATION	1427+00	1428+00	1429+00	1430+00	1431+00	1432+00	1433+00	1434+00	1435+00	1436+00	1437+00	1438+00	1439+00	1440+00	1441+00	1442+00
ELEVATION	680	680	670	660	650	640	630	640	650	660	670	680	690	680	670	660
DESCRIPTION			TOP OF DIRT RAIL								EXISTING GROUND		EXISTING TOP OF RAIL			

CONCEPTUAL

Hill International

PATTERSON ASSOCIATES, INC.

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY

GOLD LINE FOOTHILL EXTENSION PHASE 2A

PASADENA TO AZUSA (CITRUS)

Exhibit A2-9N
 Freight Alignment
 from Station 1244+20H+ to Station 1433+80H+
 (City of Inlandade, Azusa)

A2-9N

MAY 05, 2010

GRAPHIC SCALE: 1" = 50'

GRAPHIC SCALE: 1" = 50'

GRAPHIC SCALE: 1" = 50'

GRAPHIC SCALE: 1" = 50'

GRAPHIC SCALE: 1" = 50'

GRAPHIC SCALE: 1" = 50'

GRAPHIC SCALE: 1" = 50'

GRAPHIC SCALE: 1" = 50'

GRAPHIC SCALE: 1" = 50'

GRAPHIC SCALE: 1" = 50'

EXHIBIT B

PROJECT REFINEMENTS

Arcadia

1. TPSS number 1 (shown on Figure 2-51 in Chapter 2 of the FEIR) is currently located north of the I-210 Freeway within Caltrans property (Sta. 921+50). The current property owner has requested a new site be identified due to potential drainage issues on the property. The proposed new TPSS site would be located within an area located on Los Angeles County Arboretum property on the south side of the I-210 Freeway (Sta. 917+50), approximately 400 feet to the west and would remain in the same general area. The Los Angeles County Arboretum has set aside a portion of their property (northeast corner) to accommodate non-arboretum uses such as cell towers (currently three located on site) and the TPSS site. Access to the TPSS site would be via West Colorado Blvd. which parallels the I-210 to the south.

Monrovia

1. The current design drawings for the Gold Line Foothill Extension have a crossover located between station numbers 1043+84 and 1048+39 in the City of Monrovia. There are two-story residences located both north and south of this crossover location. At the request of Metro Operations, an alternative location for the crossover has been identified and is located between station numbers 1026+00 and 1031+00, 1200 feet west of the current location. This allows a higher degree of assurance that the single track operating headway will be met. At this alternate location, there are no residences north of the tracks and the residences south of the tracks are one-story.
2. The Metro Gold Line Construction Authority has requested to replace the existing bridge over Alta Vista Wash (Station 1062+34 to 1063+28) with a bridge class box culvert. The total number of cells for the box culvert will be determined during final design and will be based upon the City of Monrovia's design year storm event. As currently proposed in the 2007 FEIR the existing Alta Vista Bridge was to be replaced by a bridge structure.

Duarte

1. TPSS number 5 (shown on Figure 2-55 in Chapter 2 of the FEIR) is currently located north of and adjacent to the LRT right-of-way within the City of Duarte (Sta. 1207+92). The TPSS would be shifted on the existing site to avoid existing improvements (water well/water tanks) and move the access road which would connect with the Flower Avenue Cul-de-sac. An access agreement from the property owner will be required to gain entrance to TPSS number 5.

Irwindale

1. TPSS number 6 (shown on Figure 2-56 in Chapter 2 of the FEIR) would be shifted due to access issues (Sta. 1252+75). The TPSS would be shifted to the east and would be south of the LRT right-of-way. Currently the Gold Line Foothill Extension Construction Authority is reviewing two options for this TPSS site (TPSS-06-A at Sta. 1285+50+/- and TPSS-06-B at Sta. 1291+74+/-). Access to TPSS number 6 would be via Avenida Padilla).
2. As currently proposed the East Bound LRT and the BNSF Freight Rail line have an approximate 18 to 18.5 foot track separation. BNSF requested an increase in the separation between the freight and light rail tracks to minimize interference between the two systems. Based on this request from BNSF and review of the *FRA Intrusion Barrier Design Study*, an additional 12 feet is required to accommodate a 30' track center. As proposed the freight rail line will be shifted 12 feet south from its existing location in the south side of the rail right-of-way. As a result of shifting the freight rail 12 feet south in the existing rail right-of-way one bridge location (Foothill Blvd. Bridge – Sta 1352+) will require one additional bridge to the south of the existing bridge to accommodate the shifting of the freight rail. At locations where the right-of-way cannot accommodate a 30-foot separation (pinch point) an intrusion detection device will be attached to the inter-track fence. The proposed area affected by the shifting of the freight rail tracks starts just east of the San Gabriel River crossing at Station 1244 +/- 20 and ends just west of Citrus Avenue at approximately Station 1430+/- . At both Palm Ave. and Citrus Ave. the proposed bridges need to be shifted slightly to accommodate the revision to the freight alignment.

Azusa

1. TPSS number 7 (shown on Figure 2-57 in Chapter 2 of the FEIR) would be shifted due to access issues (Sta. 1342+38). The TPSS would be shifted to the east and would remain south of the LRT right-of-way immediately adjacent and outside the LRT right-of-way (Sta. 1344+26+/-). Access to TPSS number 7 would be via Santa Fe Avenue
2. TPSS number 8 (shown on Figure 2-58 in Chapter 2 of the FEIR) would be shifted due to access issues (Sta. 1394 – 32). The TPSS would be shifted to the north side of the LRT right-of-way. Currently the Gold Line Foothill Extension Construction Authority is reviewing two options for this TPSS site (TPSS-08-A at Sta. 1385+74+/- and TPSS-08-B at Sta. 1425+08+/-). Access to TPSS number 8-A would be via North Soldano Ave. Access to TPSS number 8-B would be via the Azusa LRT Parking lot located between Palm and Citrus Avenues.

3. The Gold Line Foothill Extension Construction Authority has requested the option of constructing a surface parking facility on approximately two acres of land. The Azusa Parking facility is currently located on land that has been cleared and graded for the planned Rosedale Development. Section 2-2.2.1 - Physical Components/a. Stations, page 2-61) identified that the Construction Authority would purchase a one-acre parcel for parking near the proposed Azusa Citrus station to accommodate a two-level parking structure containing approximately 200 parking spaces. As identified above the Construction Authority has proposed to modify (option) the parking facility from a two level structure on one acre to a surface lot on approximately two acres. Both the original two level parking structure and the optional two acre surface lot would accommodate the proposed demand as identified in the FEIR, Section 2-2.2.1 – Physical Components/d. Parking at Stations).
4. See Item No. 2 under Irwindale.