
Table of Contents

SUMMARY.....	S-1
S.1 The Project.....	S-1
S.2 Project Objectives	S-3
S.3 Alternatives in Final EIR.....	S-4
S.4 Long-Term Impacts and Benefits.....	S-6
S.4.1 Project Impacts.....	S-6
S.4.2 Project Benefits	S-7
S.5 Short-term Construction Impacts	S-9
S.6 Mitigation.....	S-10
S.6.1 Long-term Mitigation Measures.....	S-10
S.6.2 Short-term Construction Mitigation Measures to be Applied in All Cities.....	S-13
S.7 Mitigation Monitoring Program	S-19
S.8 Environmentally Superior Alternative.....	S-20
S.9 Public Involvement.....	S-20
S.10 Areas of Controversy and Issues to be Resolved.....	S-21
INTRODUCTION.....	1
Background.....	1
Purpose of the EIR	1
Legal Requirements.....	1
Draft EIR	2
Final EIR	2
Scope of the Project	2
Scope of Environmental Analysis in the Final EIR	2
Intended Uses of the EIR.....	3
Lead Agency.....	3
Contact Person	3
CHAPTER 1 – PROJECT DESCRIPTION.....	1-1
1.1 Introduction	1-1
1.2 Project Objectives	1-2
1.2.1 Enhance City-to-City Mobility by Providing High Frequency, Reliable, and Direct Transit Connections to Downtown Areas	1-3
1.2.2 Improve Transportation Capacity	1-5
1.2.3 Provide Transportation Improvements that Connect to the Regional Transit System	1-5
1.2.4 Encourage Auto Trip Diversions and New Transit Trip Activity	1-7
1.3 Project Alternatives	1-8
1.3.1 No Build Alternative	1-8
1.3.2 Transportation Systems Management (TSM) Alternative	1-8
1.3.3 Build Alternative Project	1-10
1.4 Construction Methods	1-33
CHAPTER 2 – TRANSPORTATION.....	2-1
2.1 Introduction	2-1
2.2 Regulatory Setting.....	2-1
2.2.1 State	2-1
2.3 Methodology.....	2-2
2.3.1 Data Sources.....	2-2
2.3.2 Approach to Estimating Transportation Effects.....	2-2
2.4 Impact Criteria	2-11

Table of Contents

2.5 Existing Conditions.....	2-12
2.5.1 Public Transit.....	2-12
2.5.2 Freeways and Arterials.....	2-16
2.5.3 Parking	2-18
2.5.4 Pedestrian and Bicycle Facilities.....	2-18
2.5.5 At-Grade Railroad Crossings	2-32
2.6 Environmental Impacts.....	2-32
2.6.1 No Build Alternative	2-32
2.6.2 Transportation Systems Management (TSM) Alternative	2-48
2.6.3 Build Alternative.....	2-72
2.6.4 Parking	2-104
2.6.5 On-Street Parking.....	2-105
2.6.6 Pedestrian and Bicycle Facilities.....	2-106
2.6.7 At-Grade Railroad Crossings	2-106
2.7 Cumulative Impacts.....	2-110
2.8 Mitigation Measures	2-110
2.8.1 Short-Term Construction Mitigation Measures.....	2-111
2.8.2 Long-Term Mitigation Measures.....	2-112
2.9 Level of Impact after Mitigation	2-113
CHAPTER 3 – ENVIRONMENTAL ANALYSIS, IMPACTS, AND MITIGATION	3-1
3.1 Air Quality.....	3.1-1
3.1.1 Regulatory Setting	3.1-1
3.1.2 Existing Conditions.....	3.1-4
3.1.3 Environmental Impacts.....	3.1-6
3.1.4 Cumulative Impacts	3.1-17
3.1.5 Mitigation Measures	3.1-18
3.1.6 Level of Impact After Mitigation	3.1-19
3.2 Biological Resources/Ecosystems	3.2-1
3.2.1 Regulatory Setting	3.2-1
3.2.2 Existing Conditions	3.2-3
3.2.3 Environmental Impacts.....	3.2-6
3.2.4 Mitigation Measures	3.2-10
3.2.5 Level of Impact after Mitigation	3.2-11
3.3 Climate Change	3.3-1
3.3.1 Regulatory Setting	3.3-1
3.3.2 Existing Conditions	3.3-3
3.3.3 Environmental Impacts.....	3.3-4
3.3.4 Cumulative Impacts	3.3-7
3.3.5 Mitigation Measures	3.3-7
3.3.6 Level of Impact after Mitigation	3.3-8
3.4 Communities, Population, and Housing.....	3.4-1
3.4.1 Regulatory Setting	3.4-1
3.4.2 Existing Conditions	3.4-1
3.4.3 Environmental Impacts.....	3.4-4
3.4.4 Mitigation Measures	3.4-9
3.4.5 Level of Impact after Mitigation	3.4-9
3.5 Community Facilities and Parklands.....	3.5-1
3.5.1 Regulatory Setting	3.5-1
3.5.2 Existing Conditions	3.5-5
3.5.3 Environmental Impacts.....	3.5-22
3.5.4 Mitigation Measures	3.5-31
3.5.5 Level of Impact after Mitigation	3.5-31

3.6 Cultural Resources.....	3.6-1
3.6.1 Regulatory Setting	3.6-1
3.6.2 Existing Conditions	3.6-53
3.6.3 Environmental Impacts.....	3.6-54
3.6.4 Mitigation Measures	3.6-59
3.6.5 Level of Impact after Mitigation	3.6-60
3.7 Energy	3.7-1
3.7.1 Regulatory Setting	3.7-1
3.7.2 Existing Conditions	3.7-1
3.7.3 Environmental Impacts.....	3.7-3
3.7.4 Environmental Impacts.....	3.7-4
3.7.5 Cumulative Impacts	3.7-5
3.7.6 Mitigation Measures	3.7-5
3.7.7 Level of Impact After Mitigation	3.7-6
3.8 Geologic Hazards.....	3.8-1
3.8.1 Regulatory Setting	3.8-1
3.8.2 Environmental Impacts.....	3.8-18
3.8.3 Mitigation Measures	3.8-29
3.8.4 Level of Impact after Mitigation	3.8-29
3.9 Hazardous Waste and Materials	3.9-1
3.9.1 Regulatory Setting	3.9-1
3.9.2 Existing Conditions	3.9-2
3.9.3 Environmental Impacts.....	3.9-6
3.9.4 Mitigation Measures	3.9-9
3.9.5 Level of Impact after Mitigation	3.9-10
3.10 Land Use and Planning.....	3.10-1
3.10.1 Regulatory Setting	3.10-1
3.10.2 Existing Conditions	3.10-7
3.10.3 Environmental Impacts.....	3.10-34
3.10.4 Mitigation Measures	3.10-43
3.10.5 Level of Impact after Mitigation	3.10-43
3.11 Noise and Vibration.....	3.11-1
3.11.1 Background on Noise	3.11-1
3.11.2 Background on Vibration	3.11-3
3.11.3 Noise and Vibration Sources Associated with Light-Rail Transit Systems	3.11-4
3.11.4 Regulatory Setting	3.11-5
3.11.5 Existing Conditions	3.11-5
3.11.6 Environmental Impacts.....	3.11-10
3.11.7 Long-term Impacts	3.11-18
3.11.8 Cumulative Impacts	3.11-54
3.11.9 Mitigation Measures for Noise.....	3.11-54
3.11.10 Level of Impact after Mitigation	3.11-69
3.12 Safety and Security	3.12-1
3.12.1 Regulatory Setting	3.12-1
3.12.2 Existing Conditions	3.12-5
3.12.3 Environmental Impacts.....	3.12-10
3.12.4 Mitigation Measures	3.12-16
3.12.5 Level of Impact after Mitigation	3.12-17
3.13 Visual Quality	3.13-1
3.13.1 Regulatory Setting	3.13-1
3.13.2 Existing Conditions	3.13-8
3.13.3 Environmental Impacts.....	3.13-30

Table of Contents

3.13.4 Mitigation Measures	3.13-41
3.13.5 Level of Significance after Mitigation.....	3.13-42
3.14 Water Resources	3.14-1
3.14.1 Regulatory Setting	3.14-1
3.14.2 Existing Conditions.....	3.14-4
3.14.3 Environmental Impacts.....	3.14-10
3.14.4 Mitigation Measures	3.14-20
3.14.5 Level of Impact after Mitigation	3.14-20
3.15 Growth-Inducing Impacts	3.15-1
3.16 Irreversible and Irretrievable Commitments.....	3.16-1
3.17 Anticipated Permits and Approvals	3.17-1
CHAPTER 4 – PUBLIC AND AGENCY OUTREACH	4-1
4.1 Introduction	4-1
4.2 Scoping Meetings.....	4-1
4.2.1 City of Glendora Scoping Meeting.....	4-2
4.2.2 City of San Dimas Scoping Meeting.....	4-2
4.2.3 City of Pomona Scoping Meeting	4-2
4.2.4 Claremont Scoping Meeting	4-3
4.3 Scoping Meetings Notification.....	4-3
4.3.1 Direct Mail Notifications	4-3
4.3.2 Legal Notices	4-3
4.3.3 Display Advertising	4-3
4.3.4 Organizational Outreach	4-4
4.3.5 Newsletters and Media.....	4-4
4.3.6 Email Blast.....	4-5
4.3.7 Social Media	4-5
4.4 Station Planning workshops.....	4-5
4.4.1 Corridor City Coordination	4-6
4.4.2 City of Glendora Station Planning Workshop.....	4-8
4.4.3 City of San Dimas Station Planning Workshop	4-9
4.4.4 City of La Verne Station Planning Workshop	4-10
4.4.5 City of Pomona Station Planning Workshop	4-11
4.4.6 City of Claremont Station Planning Workshop	4-12
4.4.7 City of Montclair Station Planning Workshop	4-13
4.4.8 Workshop Notification	4-14
CHAPTER 5 – AGENCIES AND PERSONS CONSULTED.....	5-1
5.1 Cities	5-1
5.2 Agencies	5-2
CHAPTER 6 – PREPARERS OF THE FINAL ENVIRONMENTAL IMPACT REPORT.....	6-1
6.1 Lead Agency	6-1
6.2 Consultants to the Lead Agency	6-1
CHAPTER 7 – RESPONSES TO COMMENTS	7-1

Tables

Table S-1. Project Elements	S-5
Table S-2. Summary of Long-Term Environmental Impacts.....	S-8
Table S-3. Summary of Short-Term Construction Impacts.....	S-9
Table 1-1. Percentage Growth in Daily Vehicle Trips within the Area, 2010–2035	1-3
Table 1-2. Existing Foothill Transit Bus Service within the Area	1-7
Table 1-3. Elements of the Build Alternative Project	1-12
Table 1-4. Length of LRT Track Alignment in the Area Cities	1-13
Table 1-5. Parking Spaces at Project Stations	1-14
Table 1-6. Project Crossings.....	1-14
Table 1-7. Construction Methods.....	1-34
Table 2-1. Intersections Located Between Two Jurisdictions	2-2
Table 2-2. Roadway Segment Level of Service (LOS) Definitions	2-10
Table 2-3. Signalized Intersections Level of Service Definitions	2-10
Table 2-4. Unsignalized Intersections (Level of Service Definitions).....	2-11
Table 2-5. Los Angeles County Intersection Impact Thresholds	2-11
Table 2-6. Public Transit Routes within the Study Area	2-12
Table 2-7. Existing Frequency of Transit Service (in minutes) (2010).....	2-14
Table 2-8. Existing Roadway Segment Average Daily Traffic Analysis (2010)	2-26
Table 2-9. Intersections Currently Operating at LOS E or F (2010)	2-28
Table 2-10. Existing Intersection LOS Analysis (2010)	2-28
Table 2-11. List of Analyzed Railroad Crossing Locations	2-32
Table 2-12. No Build Alternative—Growth Factors (2035)	2-33
Table 2-13. No Build Alternative—Intersection Level of Service (2035).....	2-42
Table 2-14. No Build Alternative—Roadway Segment Average Daily Traffic Analysis (2035)	2-46
Table 2-15. TSM Alternative—System Performance.....	2-48
Table 2-16. TSM Alternative—Percentage Change in Traffic Volumes from the No Build (2035)	2-49
Table 2-17. TSM Alternative—Intersection Level of Service (LOS) (2035)	2-58
Table 2-18. AM Peak Hour—Intersection Impacts Comparison (TSM and No Build Alternatives)	2-62
Table 2-19. PM Peak Hour—Intersection Impacts Comparison (TSM and No Build Alternatives)	2-66
Table 2-20. TSM Alternative—Roadway Segment Average Daily Traffic Analysis (2035)	2-70
Table 2-21. Build Alternative—Proposed Changes to Bus Service (Buses Per Hour)	2-74
Table 2-22. Build Alternative—Proposed Bus Interface and Service Modification	2-75
Table 2-23. Build Alternative—Daily LRT Ridership	2-76
Table 2-24. Build Alternative—Percentage Change in Traffic Volumes from the No Build (2035).....	2-76
Table 2-25. Build Alternative—Parking Space Provisions	2-77
Table 2-26. Build Alternative—Intersection Level of Service (LOS) (2035).....	2-86
Table 2-27. AM Peak Hour Intersection Impacts Comparison (Build and No Build Alternatives)	2-92
Table 2-28. PM Peak Hour Intersection Impacts Comparison (Build and No Build Alternatives)	2-96
Table 2-29. Build Alternative—Roadway Segment Average Daily Traffic Analysis (2035)	2-100
Table 2-30. Impacts at Specific Locations	2-102
Table 2-31. Grade Crossing Locations Studied in Milestone 1 and 2 Analyses.....	2-108
Table 2-32. Results of Milestone 2 Grade-Crossing Analysis	2-109
Table 2-33. Build Alternative—Mitigated Intersection Level of Service (LOS)	2-113
Table 3.1-1. Ambient Air Quality Standards, Sources, and Effects	3.1-3
Table 3.1-2. Air Quality Summary for Study Area Monitoring Stations.....	3.1-5
Table 3.1-3. Project Area Attainment Status.....	3.1-6
Table 3.1-4. SCAQMD Air Quality Significance Thresholds	3.1-9
Table 3.1-5. Potential Maximum Construction Emissions	3.1-10

Table of Contents

Table 3.1-6. 2035 Study Area Emission Burden Assessment	3.1-12
Table 3.1-7. 2035 Regional Emission Burden Assessment.....	3.1-13
Table 3.1-8. 2035 Predicted One-hour CO Concentrations (ppm)	3.1-14
Table 3.1-9. 2035 Predicted Eight-hour CO Concentrations (ppm).....	3.1-14
Table 3.3-1. 2035 Daily Regional GHG Emissions (Metric Tons CO ₂ e).....	3.3-7
Table 3.4-1. Study Area and County Population Change (2008–2035)	3.4-2
Table 3.4-2. Study Area and County Employment Change (2008–2035)	3.4-2
Table 3.4-3. Study Area and County Housing Change (2008–2035)	3.4-3
Table 3.5-1. Police Stations Serving the Study Area	3.5-16
Table 3.5-2. Fire Stations Serving the Study Area.....	3.5-18
Table 3.5-3. Public Schools within 0.25-mile of the Project.....	3.5-19
Table 3.5-4. Private Schools within 0.25-Mile of the Project	3.5-19
Table 3.5-5. Private Schools, Colleges, and Universities Within 0.25-Mile of the Project.....	3.5-19
Table 3.5-6. Public Parks and Recreation Facilities Within 0.25-Mile of the Project.....	3.5-20
Table 3.5-7. Government Centers in the Study Area.....	3.5-21
Table 3.5-8. Hospitals in the Study Area	3.5-22
Table 3.6-1. Properties in the Study Area Found Not Eligible for Listing in the National Register of Historic Places and California Register of Historical Resources.....	3.6-50
Table 3.7-1. California Transportation Fuel Demand.....	3.7-2
Table 3.7-2. Transportation Energy Intensity.....	3.7-3
Table 3.7-3. Annual Motor Vehicle Energy Usage within the SCAG Region.....	3.7-3
Table 3.7-4. Metro Facilities Regional Energy Consumption.....	3.7-3
Table 3.7-5. Energy Comparisons	3.7-4
Table 3.7-6. Total Construction Energy Consumption—Build Alternative	3.7-4
Table 3.7-7. Daily Project Energy Use (mBtu)	3.7-5
Table 3.8-1. Geological Units in the Study Area	3.8-5
Table 3.8-2. Modified Mercalli Intensity Scale	3.8-9
Table 3.8-3. Glendora Station Seismic Summary.....	3.8-22
Table 3.8-4. San Dimas Station Seismic Summary	3.8-24
Table 3.8-5. La Verne Station Seismic Summary.....	3.8-25
Table 3.8-6. Pomona Station Seismic Summary	3.8-26
Table 3.8-7. Claremont Station Seismic Summary.....	3.8-27
Table 3.8-8. Montclair Station Seismic Summary.....	3.8-28
Table 3.8-9. Summary of Design Guidelines for Potentially Significant Geologic Hazards.....	3.8-30
Table 3.10-1. Zoning and Adopted Plans at Proposed Station Sites	3.10-37
Table 3.10-2. Project Consistency with Regional Land Use Plans and Policies	3.10-38
Table 3.11-1. City of Glendora—Existing Noise Levels	3.11-6
Table 3.11-2. City of San Dimas—Existing Noise Levels	3.11-8
Table 3.11-3. City of La Verne—Existing Noise Levels	3.11-8
Table 3.11-4. City of Pomona—Existing Noise Levels	3.11-9
Table 3.11-5. City of Claremont—Existing Noise Levels	3.11-9
Table 3.11-6. City of Montclair—Existing Noise Levels	3.11-10
Table 3.11-7. FTA Land Use Categories and Noise Metrics	3.11-13
Table 3.11-8. General Construction Scenario Noise Prediction	3.11-17
Table 3.11-9. Vibration Velocity Levels at Which Building Damage Occurs	3.11-18
Table 3.11-10. Glendora—Predicted Noise Levels for Residential (Category 2) Land Uses	3.11-20
Table 3.11-11. City of Glendora—Predicted Vibration Levels for Residential (Category 2) Land Uses.....	3.11-22
Table 3.11-12. City of San Dimas—Predicted Noise Levels for Residential (Category 2) Land Uses.....	3.11-30
Table 3.11-13. City of San Dimas—Predicted Vibration Levels for Residential (Category 2) Land Uses.....	3.11-31

Table 3.11-14. City of La Verne—Predicted Noise Levels for Residential (Category 2) Land Uses.....	3.11-35
Table 3.11-15. City of La Verne—Predicted Vibration Levels for Residential (Category 2) Land Uses.....	3.11-36
Table 3.11-16. City of Pomona—Predicted Noise Levels for Residential (Category 2) Land Uses.....	3.11-41
Table 3.11-17. City of Pomona—Predicted Vibration Levels for Residential (Category 2) Land Uses.....	3.11-42
Table 3.11-18. Claremont—Predicted Noise Levels for Residential (Category 2) Land Uses	3.11-45
Table 3.11-19. City of Claremont—Predicted Vibration Levels for Residential (Category 2) Land Uses.....	3.11-46
Table 3.11-20. City of Claremont—Predicted Metrolink Vibration Levels for Residential (Category 2) Land Uses	3.11-47
Table 3.11-21. Predicted Noise Levels for Institutional (Category 3) Land Uses	3.11-51
Table 3.11-22. Predicted Vibration Levels for Institutional (Category 3) Land Uses	3.11-52
Table 3.11-23. Metro Rail Design Criteria for Noise for Traction Power Supply Substations	3.11-53
Table 3.11-24. Predicted Traction Power Supply Substations Noise Levels.....	3.11-54
Table 3.11-25. Proposed Locations for Sound Barriers.....	3.11-58
Table 3.11-26. Proposed Locations for Sound Insulation of Second Stories	3.11-61
Table 3.11-27. Proposed Locations for Sound Insulation near Grade Crossings	3.11-62
Table 3.11-28. At-Grade Crossings to Petition for Quiet Zone	3.11-63
Table 3.11-29. Locations for Vibration Mitigation	3.11-65
Table 3.11-30. Recommended Locations for Vibration Mitigation, Metrolink Tracks	3.11-68
Table 3.11-31. Residual Vibration Impacts	3.11-68
Table 3.11-32. Vibration Impacts to be Verified.....	3.11-69
Table 3.12-1. LASD Transit Services Bureau, Incident Detail for Metro Train/Bus Facilities and Rights-of-Way.....	3.12-7
Table 3.13-1. Local Planning Goals and Policies	3.13-2
Table 3.14-1. Generalized Study Area Topography	3.14-4
Table 3.14-2. Channels and Drainages in the Study Area	3.14-5
Table 3.14-3. Beneficial Uses of Study Area Channels and Drainages	3.14-7
Table 3.14-4. Study Area Groundwater Basins	3.14-9
Table 4-1. Construction Authority Meetings with Corridor Cities	4-6
Table 4-2. Glendora Workshop.....	4-8
Table 4-3. San Dimas Workshop	4-9
Table 4-4. La Verne Workshop	4-10
Table 4-5. Pomona Workshop	4-11
Table 4-6. Claremont Workshop	4-12
Table 4-7. Montclair Workshop	4-13

Figures

Figure S-1. Metro Gold Line Foothill Extension—Azusa to Montclair.....	S-2
Figure 1-1. Metro Gold Line Foothill Extension.....	1-1
Figure 1-2. Azusa to Montclair Corridor Area	1-2
Figure 1-3. Daily Vehicle Trips (2010)	1-4
Figure 1-4. Projected Daily Vehicle Trips (2035)	1-4
Figure 1-5. Foothill Transit Bus Service in Corridor Area	1-6
Figure 1-6. Transportation Systems Management (TSM) Alternative Route.....	1-9
Figure 1-7. Proposed Build Alternative Project Alignment.....	1-11
Figure 1-8. Conceptual Flyover Structure at Towne Avenue.....	1-15
Figure 1-9. Typical Traction Power Supply Substation Facility.....	1-16
Figure 1-10. Glendora Station Plan	1-18
Figure 1-11. Glendora Station Parking Structure, Option 1	1-19
Figure 1-12. Glendora Station Parking Structure, Option 2	1-19
Figure 1-13. San Dimas Station Plan.....	1-21
Figure 1-14. San Dimas Station Parking Structure.....	1-22
Figure 1-15. La Verne Station Plan.....	1-23
Figure 1-16. La Verne Station Parking.....	1-24
Figure 1-17. Pomona Station Plan.....	1-26
Figure 1-18. Pomona Station Parking.....	1-27
Figure 1-19. Claremont Station Plan.....	1-28
Figure 1-20. Claremont Station Parking.....	1-29
Figure 1-21. Montclair Station Plan.....	1-31
Figure 1-22. Montclair Station Parking.....	1-32
Figure 2-1. Study Area	2-3
Figure 2-2. Traffic Analysis Count Locations: Glendora	2-4
Figure 2-3. Traffic Analysis Count Locations: San Dimas	2-5
Figure 2-4. Traffic Analysis Count Locations: La Verne	2-6
Figure 2-5. Traffic Analysis Count Locations: Pomona.....	2-7
Figure 2-6. Traffic Analysis Count Locations: Claremont	2-8
Figure 2-7. Traffic Analysis Count Locations: Montclair	2-9
Figure 2-8. Existing (2010) AM/PM Peak Hour Volumes: Glendora.....	2-19
Figure 2-9. Existing (2010) AM/PM Peak Hour Volumes: San Dimas.....	2-20
Figure 2-10. Existing (2010) AM/PM Peak Hour Volumes: La Verne.....	2-21
Figure 2-11. Existing (2010) AM/PM Peak Hour Volumes: Pomona	2-23
Figure 2-12. Existing (2010) AM/PM Peak Hour Volumes: Claremont.....	2-24
Figure 2-13. Existing (2010) AM/PM Peak Hour Volumes: Montclair.....	2-25
Figure 2-14. No Build (2035) AM/PM Peak Hour Volumes: Glendora.....	2-35
Figure 2-15. No Build (2035) AM/PM Peak Hour Volumes: San Dimas	2-36
Figure 2-16. No Build (2035) AM/PM Peak Hour Volumes: La Verne	2-37
Figure 2-17. No Build (2035) AM/PM Peak Hour Volumes: Pomona	2-39
Figure 2-18. No Build (2035) AM/PM Peak Hour Volumes: Claremont.....	2-40
Figure 2-19. No Build (2035) AM/PM Peak Hour Volumes: Montclair	2-41
Figure 2-20. TSM (2035) AM/PM Peak Hour Volumes: Glendora.....	2-51
Figure 2-21. TSM (2035) AM/PM Peak Hour Volumes: San Dimas	2-52
Figure 2-22. TSM (2035) AM/PM Peak Hour Volumes: La Verne	2-53
Figure 2-23. TSM (2035) AM/PM Peak Hour Volumes: Pomona	2-55
Figure 2-24. TSM (2035) AM/PM Peak Hour Volumes: Claremont	2-56
Figure 2-25. TSM (2035) AM/PM Peak Hour Volumes: Montclair	2-57

Figure 2-26. Build (2035) AM/PM Peak Hour Volumes: Glendora (Option 1)	2-79
Figure 2-27. Build (2035) AM/PM Peak Hour Traffic Volumes: Glendora (Option 2)	2-80
Figure 2-28. Build (2035) AM/PM Peak Hour Volumes: San Dimas	2-81
Figure 2-29. Build (2035) AM/PM Peak Hour Volumes: La Verne.....	2-82
Figure 2-30. Build (2035) AM/PM Peak Hour Volumes: Pomona.....	2-83
Figure 2-31. Build (2035) AM/PM Peak Hour Volumes: Claremont	2-84
Figure 2-32. Build (2035) AM/PM Peak Hour Volumes: Montclair.....	2-85
Figure 3.1-1. National MSAT Emission Trends 1999–2050 for Vehicles Operating on Roadways Using USEPA's MOBILE6.2 Model	3.1-8
Figure 3.3-1. The Greenhouse Effect	3.3-3
Figure 3.3-2. California Greenhouse Gas Inventory for 2000-2008	3.3-5
Figure 3.5-1. Community Facilities and Services (Key Map).....	3.5-6
Figure 3.5-2. Community Facilities and Services (Area 01)	3.5-7
Figure 3.5-3. Community Facilities and Services (Area 02)	3.5-8
Figure 3.5-4. Community Facilities and Services (Area 03)	3.5-9
Figure 3.5-5. Community Facilities and Services (Area 04)	3.5-10
Figure 3.5-6. Community Facilities and Services (Area 05)	3.5-11
Figure 3.5-7. Community Facilities and Services (Area 06)	3.5-12
Figure 3.5-8. Community Facilities and Services (Area 07)	3.5-13
Figure 3.5-9. Community Facilities and Services (Area 08)	3.5-14
Figure 3.5-10. Community Facilities and Services (Area 09)	3.5-15
Figure 3.6-1. Area of Potential Effects (Key Map)	3.6-10
Figure 3.6-2. Area of Potential Effects Map (Area 01)	3.6-11
Figure 3.6-3. Area of Potential Effects Map (Area 02)	3.6-12
Figure 3.6-4. Area of Potential Effects Map (Area 03)	3.6-13
Figure 3.6-5. Area of Potential Effects Map (Area 04)	3.6-14
Figure 3.6-6. Area of Potential Effects Map (Area 05)	3.6-15
Figure 3.6-7. Area of Potential Effects Map (Area 06)	3.6-16
Figure 3.6-8. Area of Potential Effects Map (Area 07)	3.6-17
Figure 3.6-9. Area of Potential Effects Map (Area 08)	3.6-18
Figure 3.6-10. Area of Potential Effects Map (Area 09)	3.6-19
Figure 3.6-11. Area of Potential Effects Map (Area 10)	3.6-20
Figure 3.6-12. Area of Potential Effects Map (Area 11)	3.6-21
Figure 3.6-13. Area of Potential Effects Map (Area 12)	3.6-22
Figure 3.6-14. Area of Potential Effects Map (Area 13)	3.6-23
Figure 3.6-15. Area of Potential Effects Map (Area 14)	3.6-24
Figure 3.6-16. Area of Potential Effects Map (Area 15)	3.6-25
Figure 3.6-17. Area of Potential Effects Map (Area 16)	3.6-26
Figure 3.6-18. Area of Potential Effects Map (Area 17)	3.6-27
Figure 3.6-19. Area of Potential Effects Map (Area 18)	3.6-28
Figure 3.6-20. Area of Potential Effects Map (Area 19)	3.6-29
Figure 3.6-21. Area of Potential Effects Map (Area 20)	3.6-30
Figure 3.6-22. Area of Potential Effects Map (Area 21)	3.6-31
Figure 3.6-23. Area of Potential Effects Map (Area 22)	3.6-32
Figure 3.6-24. Area of Potential Effects Map (Area 23)	3.6-33
Figure 3.6-25. Area of Potential Effects Map (Area 24)	3.6-34
Figure 3.6-26. Area of Potential Effects Map (Area 25)	3.6-35
Figure 3.6-27. Area of Potential Effects Map (Area 26)	3.6-36
Figure 3.6-28. Area of Potential Effects Map (Area 27)	3.6-37
Figure 3.6-29. Area of Potential Effects Map (Area 28)	3.6-38
Figure 3.6-30. Area of Potential Effects Map (Area 29)	3.6-39
Figure 3.7-1. Estimated California Energy Consumption by Sector, 2010	3.7-2

Table of Contents

Figure 3.8-1. Regional Geologic Map (Los Angeles and San Bernardino Counties)	3.8-3
Figure 3.8-2. Regional Fault Map	3.8-7
Figure 3.8-3. Peak Ground Acceleration.....	3.8-8
Figure 3.8-4. Seismic Hazards Map—Los Angeles and San Bernardino Counties.....	3.8-15
Figure 3.10-1. Land Use (Glendora)	3.10-8
Figure 3.10-2. Land Use (Glendora)	3.10-9
Figure 3.10-3. Land Use (Glendora)	3.10-10
Figure 3.10-4. Land Use (Glendora)	3.10-11
Figure 3.10-5. Land Use (Glendora)	3.10-12
Figure 3.10-6. Land Use (Glendora)	3.10-13
Figure 3.10-7. Land Use (Glendora)	3.10-14
Figure 3.10-8. Land Use (Glendora)	3.10-15
Figure 3.10-9. Land Use (Glendora)	3.10-16
Figure 3.10-10. Land Use (Glendora)	3.10-17
Figure 3.10-11. Land Use (Glendora/San Dimas)	3.10-18
Figure 3.10-12. Land Use (San Dimas)	3.10-19
Figure 3.10-13. Land Use (San Dimas)	3.10-20
Figure 3.10-14. Land Use (San Dimas)	3.10-21
Figure 3.10-15. Land Use (San Dimas/La Verne)	3.10-22
Figure 3.10-16. Land Use (La Verne)	3.10-23
Figure 3.10-17. Land Use (La Verne)	3.10-24
Figure 3.10-18. Land Use (La Verne)	3.10-25
Figure 3.10-19. Land Use (La Verne/Pomona).....	3.10-26
Figure 3.10-20. Land Use (Pomona)	3.10-27
Figure 3.10-21. Land Use (Pomona)	3.10-28
Figure 3.10-22. Land Use (Pomona/Claremont).....	3.10-29
Figure 3.10-23. Land Use (Claremont)	3.10-30
Figure 3.10-24. Land Use (Claremont/Montclair).....	3.10-31
Figure 3.10-25. Land Use (Montclair)	3.10-32
Figure 3.11-1. Sound Levels of Typical Indoor and Outdoor Sources.....	3.11-2
Figure 3.11-2. Typical Groundborne Vibration Levels and Criteria.....	3.11-3
Figure 3.11-3. Locations of Long-Term (LT) and Short-Term (ST) Noise Measurements	3.11-7
Figure 3.11-4. Locations of Vibration Propagation Tests.....	3.11-11
Figure 3.11-5. FTA Noise Impact Criteria	3.11-14
Figure 3.11-6. FTA Thresholds for a Detailed Vibration Assessment.....	3.11-15
Figure 3.11-7. Glendora—Clusters EB 1–2	3.11-24
Figure 3.11-8. Glendora—Clusters WB 1–1d, EB 3–5a	3.11-24
Figure 3.11-9. Glendora—Clusters WB 1d–3, EB 5a	3.11-25
Figure 3.11-10. Glendora—Clusters WB 4–5, EB 6	3.11-25
Figure 3.11-11. Glendora—Clusters WB 5–10, EB 7–8	3.11-26
Figure 3.11-12. Glendora—Clusters WB 10–15	3.11-26
Figure 3.11-13. Glendora—Clusters WB 16–18, EB 9–10	3.11-27
Figure 3.11-14. Glendora—Clusters WB 19–20, EB 11	3.11-27
Figure 3.11-15. Glendora—Cluster EB 12	3.11-28
Figure 3.11-16. San Dimas—Clusters WB 1–4, EB 1	3.11-32
Figure 3.11-17. San Dimas—Clusters EB 2–3	3.11-32
Figure 3.11-18. San Dimas—Clusters WB 5–6, EB 3a.....	3.11-33
Figure 3.11-19. San Dimas—Clusters WB 7–8	3.11-33
Figure 3.11-20. La Verne—Cluster EB 1	3.11-37
Figure 3.11-21. La Verne—Clusters WB 1–5.....	3.11-37
Figure 3.11-22. La Verne—Clusters WB 6–7.....	3.11-38

Figure 3.11-23. La Verne—Clusters WB 8, EB 2–3.....	3.11-38
Figure 3.11-24. La Verne—Clusters EB 3–4.....	3.11-39
Figure 3.11-25. Pomona—Clusters EB 1–2, WB1a.....	3.11-43
Figure 3.11-26. Pomona—Clusters WB 1–2, EB 3; Claremont—Clusters WB1, EB1.....	3.11-43
Figure 3.11-27. Claremont—Clusters WB 1–5, EB 1–3.....	3.11-48
Figure 3.11-28. Claremont—Cluster EB 4	3.11-48
Figure 3.11-29. Claremont—Clusters EB 5–7, WB 6.....	3.11-49
Figure 3.11-30. Glendora—Sound Barriers Location	3.11-59
Figure 3.11-31. San Dimas—Sound Barriers Location.....	3.11-60
Figure 3.11-32. La Verne—Sound Barriers Location.....	3.11-60
Figure 3.11-33. Claremont—Sound Barriers Location.....	3.11-61
Figure 3.11-34. Glendora—Vibration Mitigation Location.....	3.11-66
Figure 3.11-35. San Dimas—Vibration Mitigation Location	3.11-67
Figure 3.11-36. La Verne—Vibration Mitigation Location	3.11-67
Figure 3.11-37. Claremont—Vibration Mitigation Location	3.11-68
Figure 3.12-1. At-Grade Light Rail Transit Crossing with Safety Features.....	3.12-13
Figure 3.13-1. Key Observation Viewing Points and Visual Assessment Units (1 of 2).....	3.13-9
Figure 3.13-2. Key Observation Viewing Points and Visual Assessment Units (2 of 2).....	3.13-10
Figure 3.13-3. Glendora—Station Site (Glendora Avenue at Vista Bonita)	3.13-12
Figure 3.13-4. Glendora—Glendora Avenue north of the Station Site	3.13-12
Figure 3.13-5. Glendora—Glendora Avenue and Railroad Crossing	3.13-13
Figure 3.13-6. Glendora—Lone Hill Avenue	3.13-13
Figure 3.13-7. Glendora—Lone Hill Avenue	3.13-14
Figure 3.13-8. Railroad Right-of-Way at Gladstone Avenue	3.13-14
Figure 3.13-9. San Dimas—Bonita at San Dimas Avenue	3.13-15
Figure 3.13-10. San Dimas—San Dimas Avenue	3.13-16
Figure 3.13-11. San Dimas—Bonita at San Dimas Avenue	3.13-16
Figure 3.13-12. San Dimas—San Dimas Avenue at Railroad Right-of-Way	3.13-17
Figure 3.13-13. San Dimas—View toward Proposed Parking Structure Site from Arrow Highway ...	3.13-17
Figure 3.13-14. San Dimas—Walnut Avenue along Railroad Alignment	3.13-18
Figure 3.13-15. La Verne—D Street at Railroad Right-of-Way.....	3.13-19
Figure 3.13-16. La Verne—E Street at Railroad.....	3.13-19
Figure 3.13-17. La Verne—E Street	3.13-20
Figure 3.13-18. La Verne—E Street at Railroad	3.13-20
Figure 3.13-19. La Verne—Deodar Cedars along Arrow Highway.....	3.13-21
Figure 3.13-20. Pomona North—Metrolink Station Setting.....	3.13-22
Figure 3.13-21. Pomona North—Metrolink Station.....	3.13-23
Figure 3.13-22. Pomona—Proposed Parking Structure Site at Pomona North Station	3.13-23
Figure 3.13-23. Pomona—Near Rear of Palomares Park	3.13-24
Figure 3.13-24. Pomona—Towne Avenue.....	3.13-24
Figure 3.13-25. Claremont—Indian Hill Boulevard at Railroad	3.13-25
Figure 3.13-26. Claremont—Claremont Villas near Indian Hill Boulevard at Railroad	3.13-26
Figure 3.13-27. Claremont—Indian Hill Boulevard at Railroad	3.13-26
Figure 3.13-28. Claremont—Indian Hill Boulevard at Railroad	3.13-27
Figure 3.13-29. Claremont—Atchison, Topeka & Santa Fe Railroad Depot	3.13-27
Figure 3.13-30. Claremont—Sumner House 1 st Street at College Avenue	3.13-28
Figure 3.13-31. Montclair—Metrolink Station.....	3.13-29
Figure 3.13-32. Montclair—Trackside Portion of Existing TransCenter Parking Lot	3.13-29
Figure 3.13-33. Montclair—Parking Structure Site	3.13-30
Figure 3.13-34. Conceptual Flyover Structure at Towne Avenue	3.13-40

Appendices

APPENDIX A – PLANS AND PROFILES

APPENDIX B – STATION SITE PLANS

APPENDIX C – AFFECTED PARCELS

APPENDIX D – CULTURAL RESOURCES TECHNICAL REPORT

APPENDIX E – NOTICE OF PREPARATION

APPENDIX F – SCOPING REPORT