

Notice of Availability

Draft Supplemental Environmental Impact Report Metro Gold Line Foothill Extension Phase 2B (Azusa to Montclair)

Evaluating Station Area Parking Modifications at Glendora, San Dimas, La Verne, Pomona and Claremont

The Metro Gold Line Foothill Extension Construction Authority (Construction Authority) is the lead agency under the California Environmental Quality Act (CEQA) and has prepared a Draft Supplemental Environmental Impact Report (Draft SEIR) for the proposed Metro Gold Line Foothill Extension Phase 2B Project (Project). The Draft SEIR evaluates the potential for environmental impacts resulting from proposed project changes to the Project and provides mitigation measures where required. This notice is being provided to announce and solicit input on the Draft SEIR.

Project Location: The Project includes a 12.3-mile extension of the Metro Gold Line Light Rail Transit line from its current terminus in the City of Azusa, located in Los Angeles County, to the Montclair Transcenter, located in San Bernardino County. See map of project location in Figure 1-1. In 2013, the Construction Authority certified a Final Environmental Impact Report (FEIR) and approved the Project. A detailed description of the Project is included in the FEIR and four addenda thereto adopted by the Construction Authority (State Clearinghouse No. 2010121069). In 2019, the Construction Authority also certified a Final Supplemental Environmental Impact Report (SEIR) to the 2013 FEIR which addressed changes to the phasing of construction and operation of the Project and identified a new traffic/transportation mitigation measure. Construction of the Project is anticipated to occur in three phases as identified in the 2019 SEIR and on Figure 1-1. The Construction Authority is considering modifications to the Project as approved in the 2013 FEIR, its addenda and the 2019 SEIR.

Project Description: The Project Modifications include the reduction and reconfiguration of parking facilities at five stations (Glendora, San Dimas, La Verne, Pomona, and Claremont) as shown on Figures 1-2A through 1-6C. The Project Modifications are proposed in accordance with Metro Parking Ordinance (LACMTCA Administrative Code Title 18). To accommodate reconfigured parking for Phase 1, surface parking lots would be constructed at the Glendora, San Dimas, La Verne, and Pomona Stations rather than parking structures as identified in the currently approved Project. In Glendora and San Dimas, additional land acquisition would be necessary to accommodate the proposed size of the surface parking lots. In Pomona, the surface parking lot is proposed on property located south of the railroad tracks, west of Garey Avenue, requiring land acquisition not previously part of the approved project. During Phase 1, the Pomona Station would be the interim end of line. During Phase 2 when the interim end of line would be located at the Claremont Station, reduced and reconfigured parking at this station would be provided via a combination of either a parking structure or a parking lot and leased parking space arrangements. Phase 3 would complete the full build condition to the Montclair end of line station. Reconfigured parking would result in associated vehicle and pedestrian access changes at some of these stations. Parking conditions at stations west of the Montclair Station would be as developed during the first two phases of construction. All parking modifications would be designed and constructed in accordance with the Metro Rail Design Criteria.

Pursuant to Public Resources Code Section 21092.6(a), the reconfigured parking areas are not located on a hazardous waste site per Section 65962.5 of the California Government Code (Cortese List).

The proposed changes do not alter the scope of the Project as approved by the Construction Authority. The Project elements, including alignment, stations, and grade crossings, would be the same as presented in the 2013 FEIR (with addenda and the 2019 SEIR), with the exception of the revised parking configurations and associated changes to vehicle and pedestrian access discussed in the Draft SEIR. All other features of the Project would remain the same as described in the 2013 FEIR (with its addenda and the 2019 SEIR).

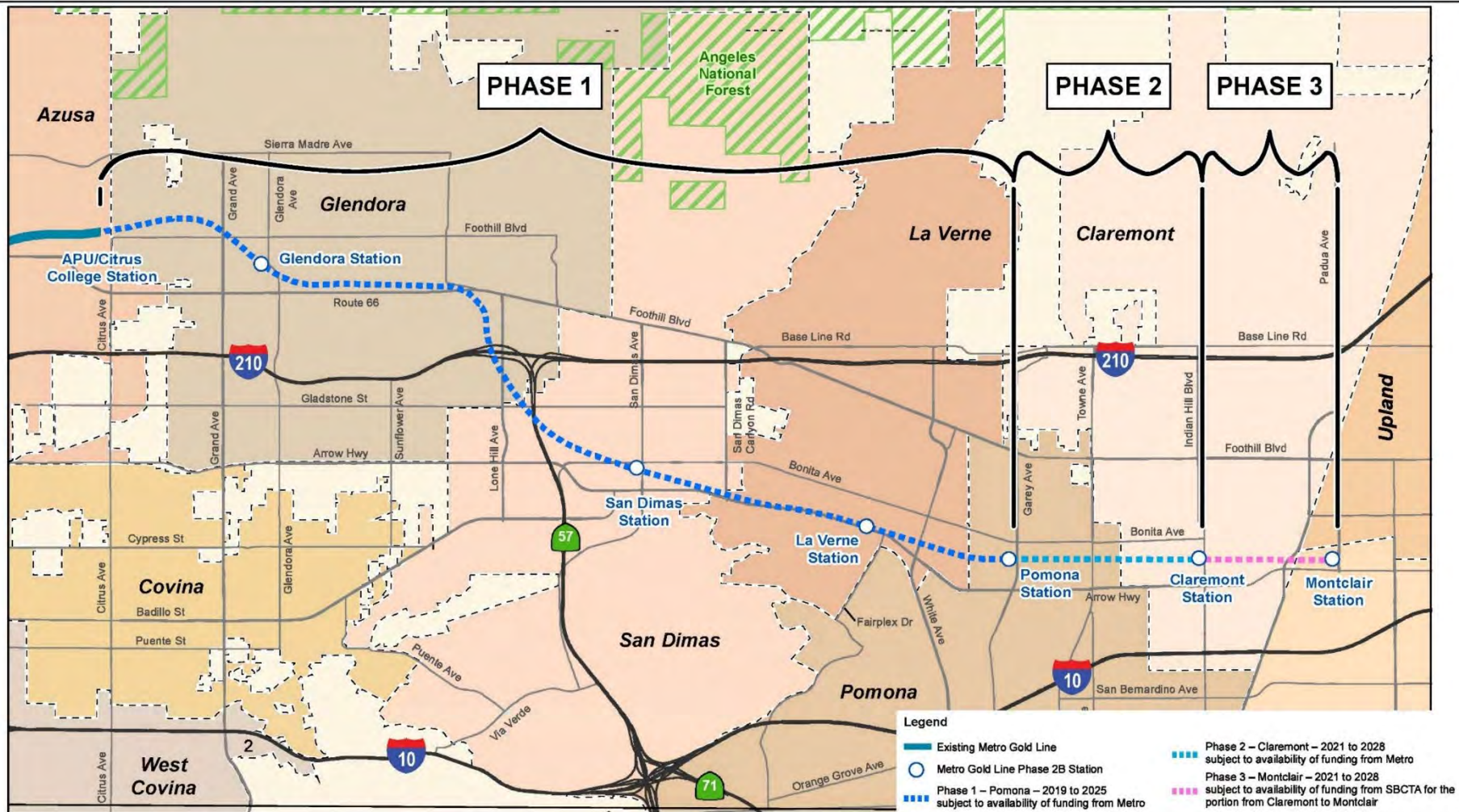
Summary of Environmental Effects: The Draft SEIR has concluded construction of the Project Modifications would not have new or more severe significant impacts or require new mitigation measures. Previously identified unmitigable impacts and overriding considerations for short-term noise impacts would remain during construction of the Project and Project Modifications. All other impacts would be no greater than those identified by the 2013 FEIR, its addenda, and the 2019 SEIR. Additionally, all mitigation measures previously committed as part of the 2013 FEIR, its addenda, and the 2019 SEIR remain in effect. Following completion of construction of the Project, the Project Modifications would not create any new or increased long-term significant environmental impacts during operation beyond those disclosed in previous environmental documents.

Public Review and Comment Period: The Draft SEIR is being made available for public review for a 45-day comment period, commencing on Friday, September 25, 2020, and concluding on Monday, November 9, 2020. Public comments on the Draft SEIR will be received during this period. The Draft SEIR, along with other project information, is available for review and download online at the Construction Authority's website at www.foothillgoldline.org. Hard copies or CD versions of the document can be made available upon written request to the Construction Authority and mailed to recipients for the cost of printing and shipping. A hard copy of the document will also be available for public review at the Construction Authority's office and can be accessed by requesting an appointment with Lisa Levy Buch at the address and e-mail below. Viewing of the document in person will only be available by pre-arranged appointment.

Please submit comments on the Draft SEIR in writing to the address or email address below by close of the comment period. All submitted comments concerning the Draft SEIR must be received **no later than 5:00 p.m. Monday, November 9, 2020.**

Ms. Lisa Levy Buch
Chief Communication Officer
Metro Gold Line Foothill Extension Construction Authority
406. E. Huntington Drive, Suite 202
Monrovia, CA 91016-3633
Phone (626) 471-9050
Email: llevybuch@foothillgoldline.org

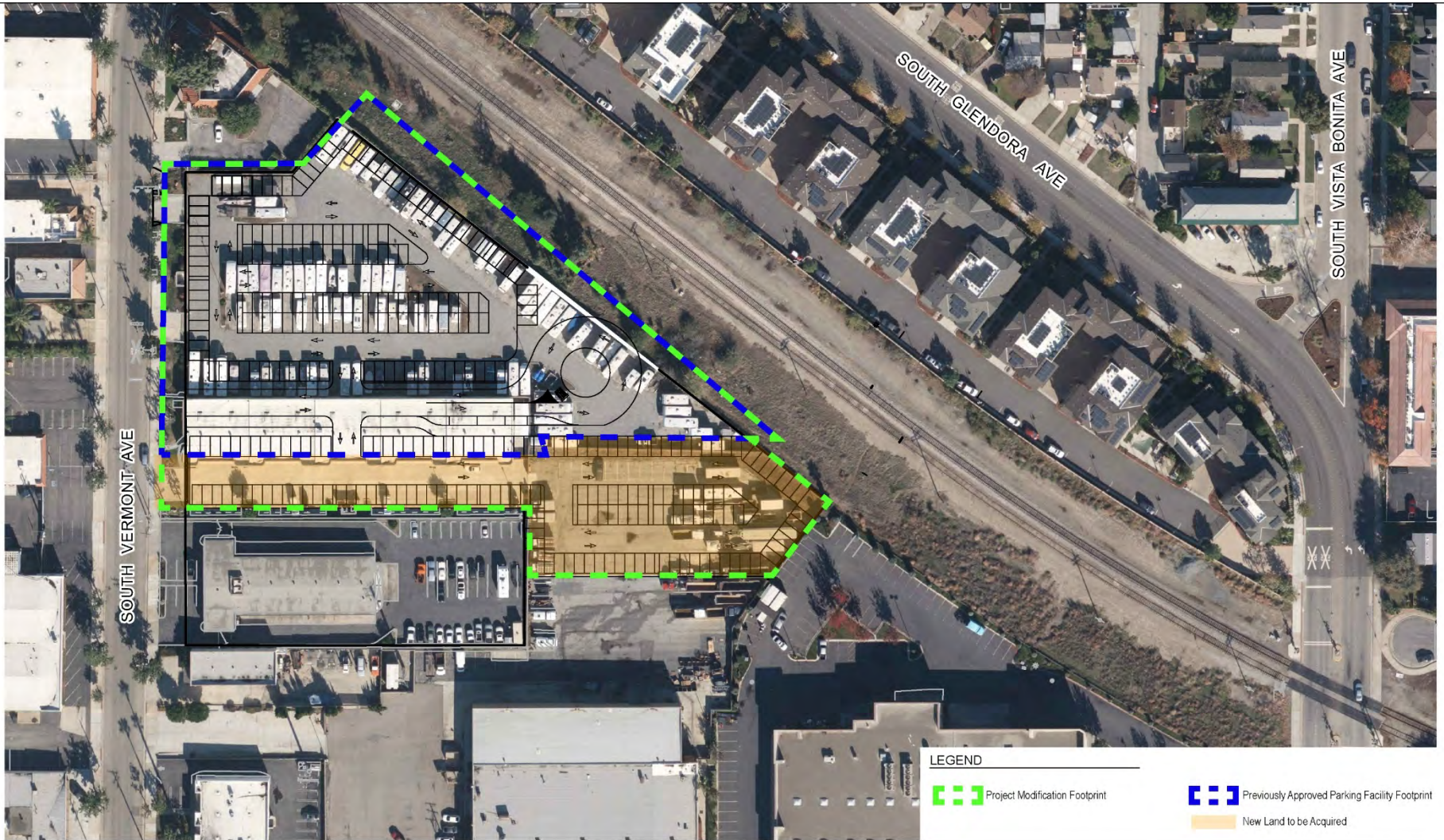
All comments received during the Draft SEIR public review period will be compiled and responded to as part of the Final SEIR. If there are any questions regarding this notice, or how to review available documents, please contact Lisa Levy Buch at (626) 305-7004 or at llevybuch@foothillgoldline.org.



Source: Jacobs 2019



Figure 1-1
Regional Vicinity Map



Source: Hill International 2017 and 2020



LEGEND

- Project Modification Footprint
- Previously Approved Parking Facility Footprint
- New Land to be Acquired

Figure 1-2A
Glendora Station Parking Facility Reconfiguration



Source: Hill International 2017 and 2020



Figure 1-2B
Glendora Station Parking Facility Reconfiguration
with Pedestrian Access

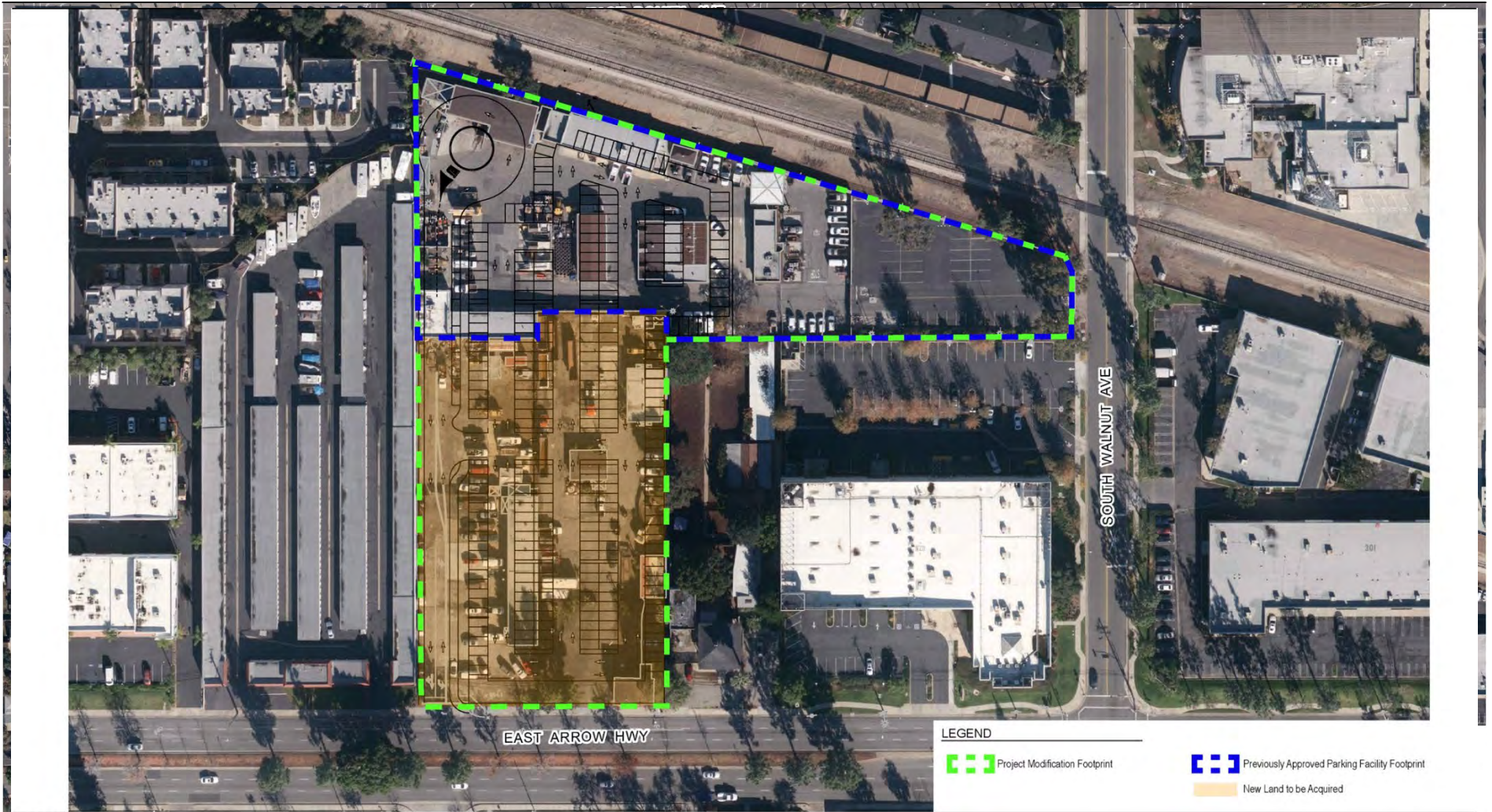


Figure 1-3A
San Dimas Station Parking Facility Reconfiguration

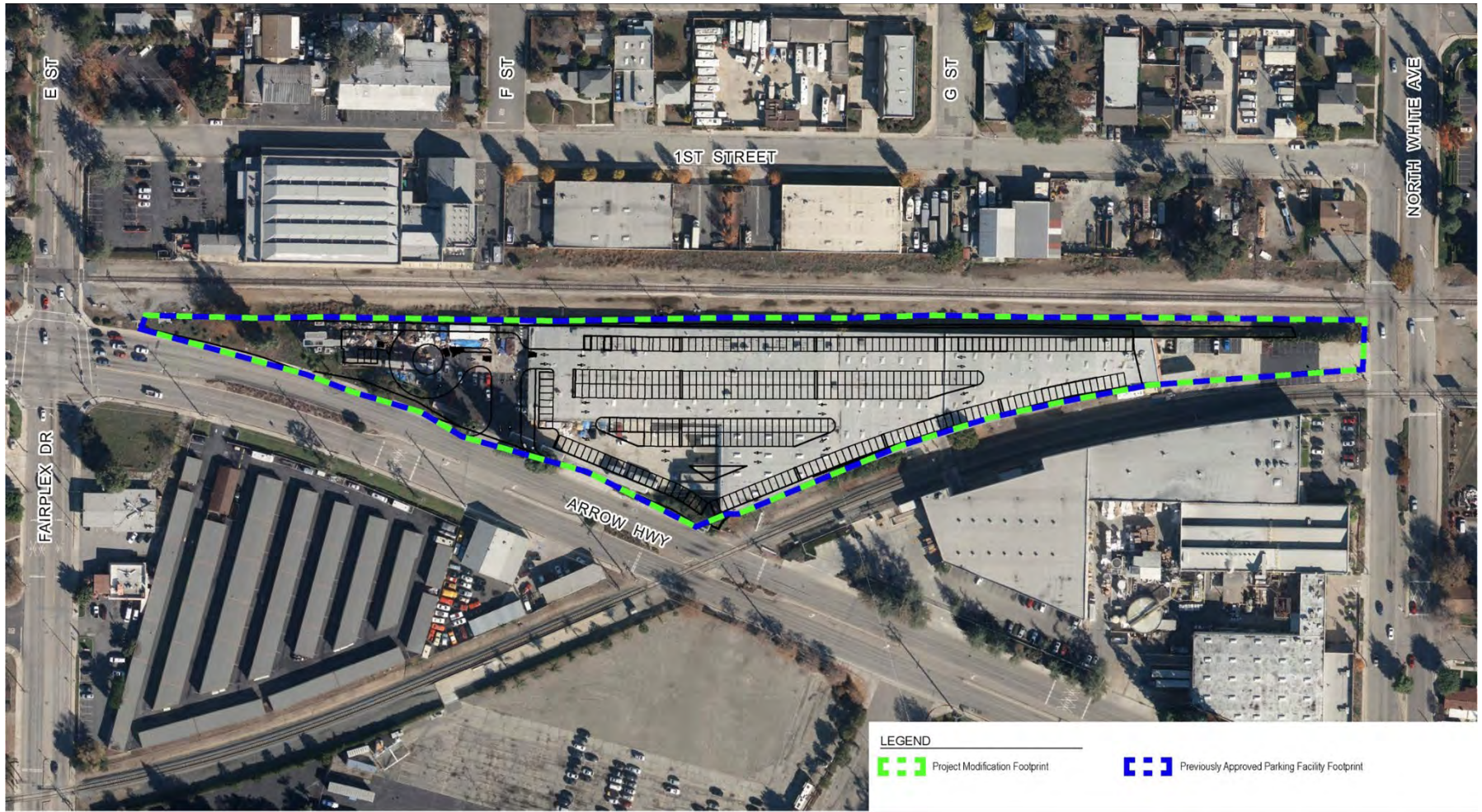


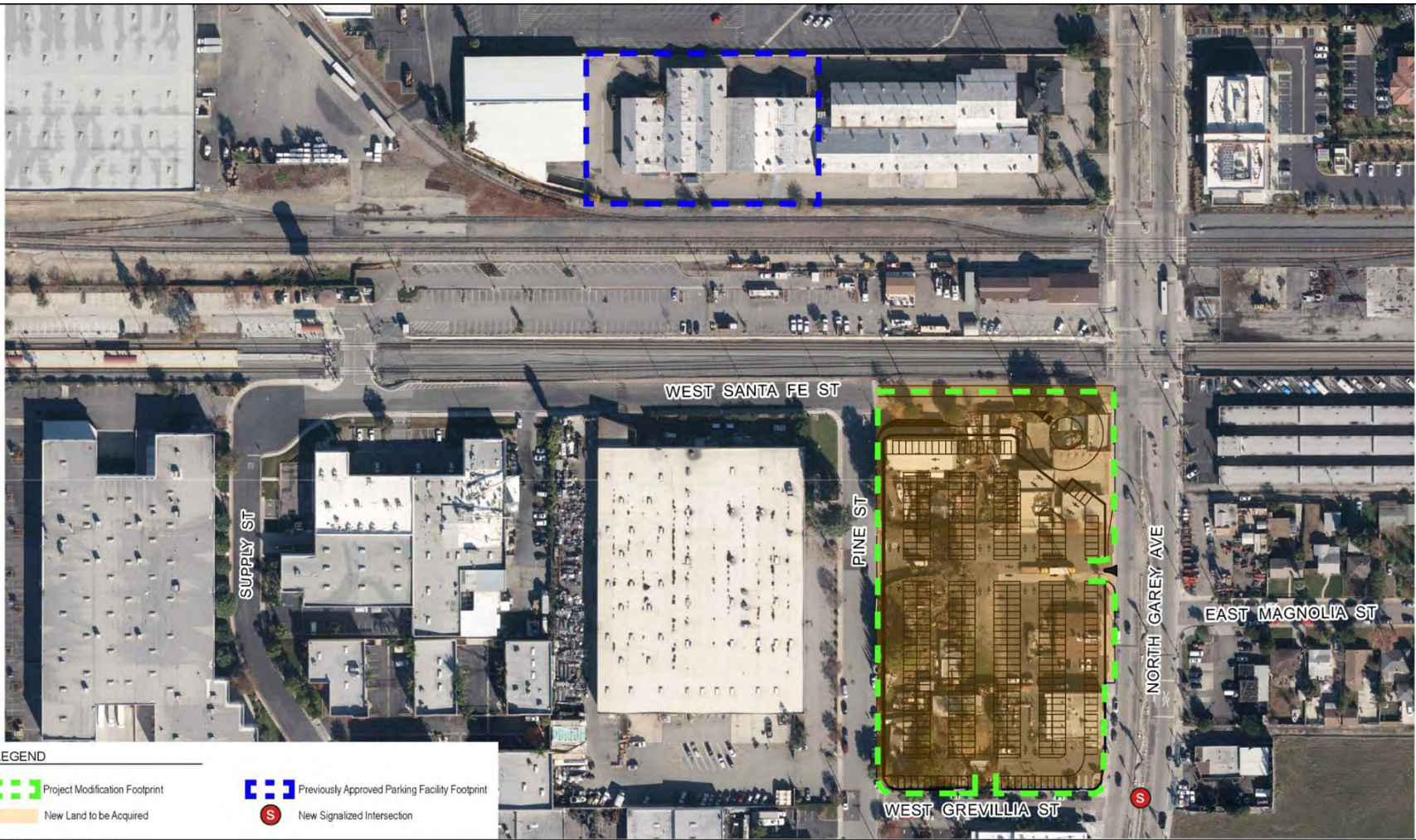
Figure 1-4A
La Verne Station Parking Facility Reconfiguration



Source: Hill International 2017 and 2020



Figure 1-4B
La Verne Station Parking Facility Reconfiguration
with Pedestrian Access



LEGEND

Project Modification Footprint

Previously Approved Parking Facility Footprint

New Land to be Acquired

New Signalized Intersection

Source: Hill International 2017 and 2020

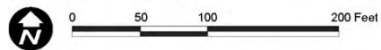


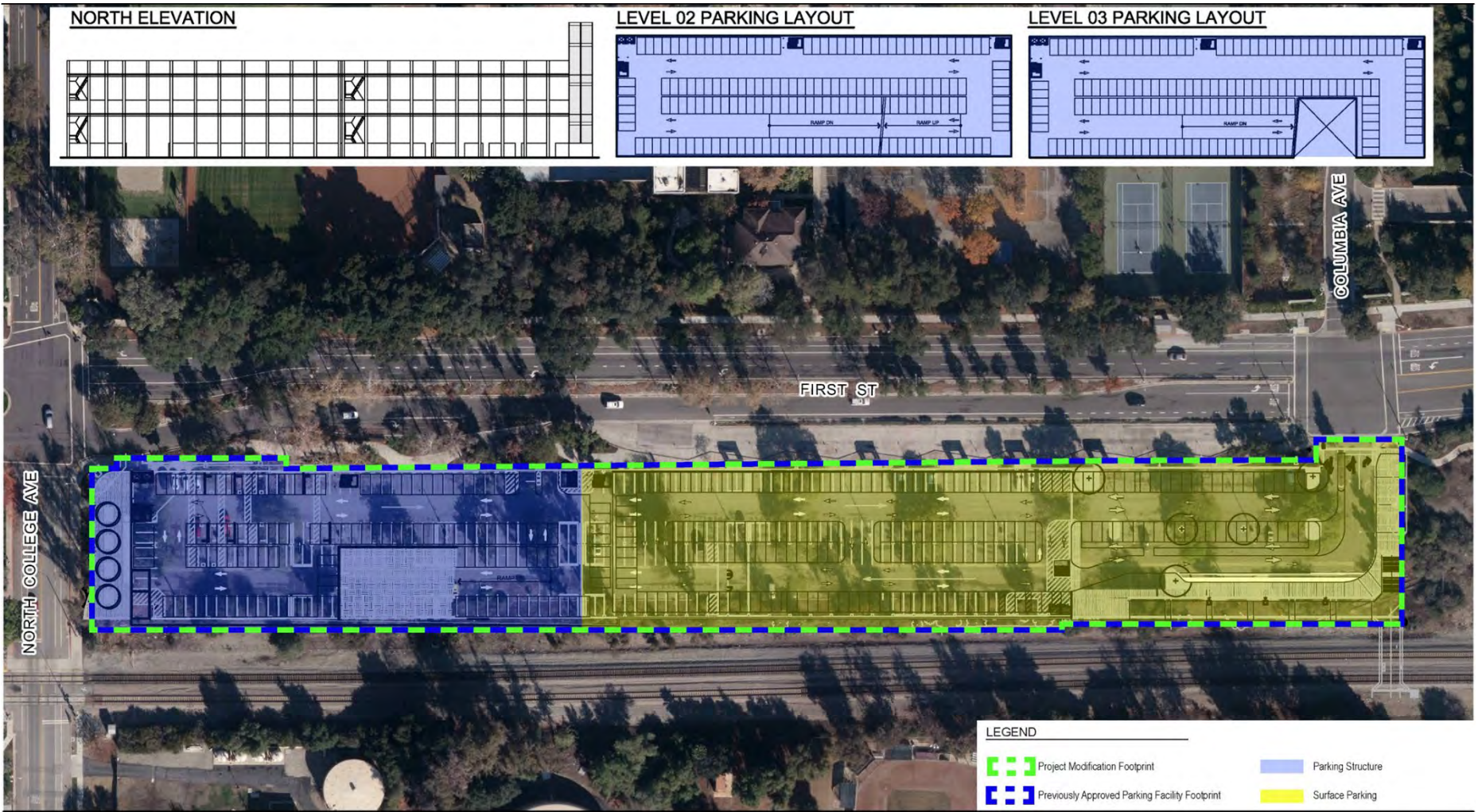
Figure 1-5A
Pomona Station Parking Facility Reconfiguration



Figure 1-5B
Pomona Station Parking Facility Reconfiguration
with Pedestrian Access

Source: Hill International 2017 and 2020

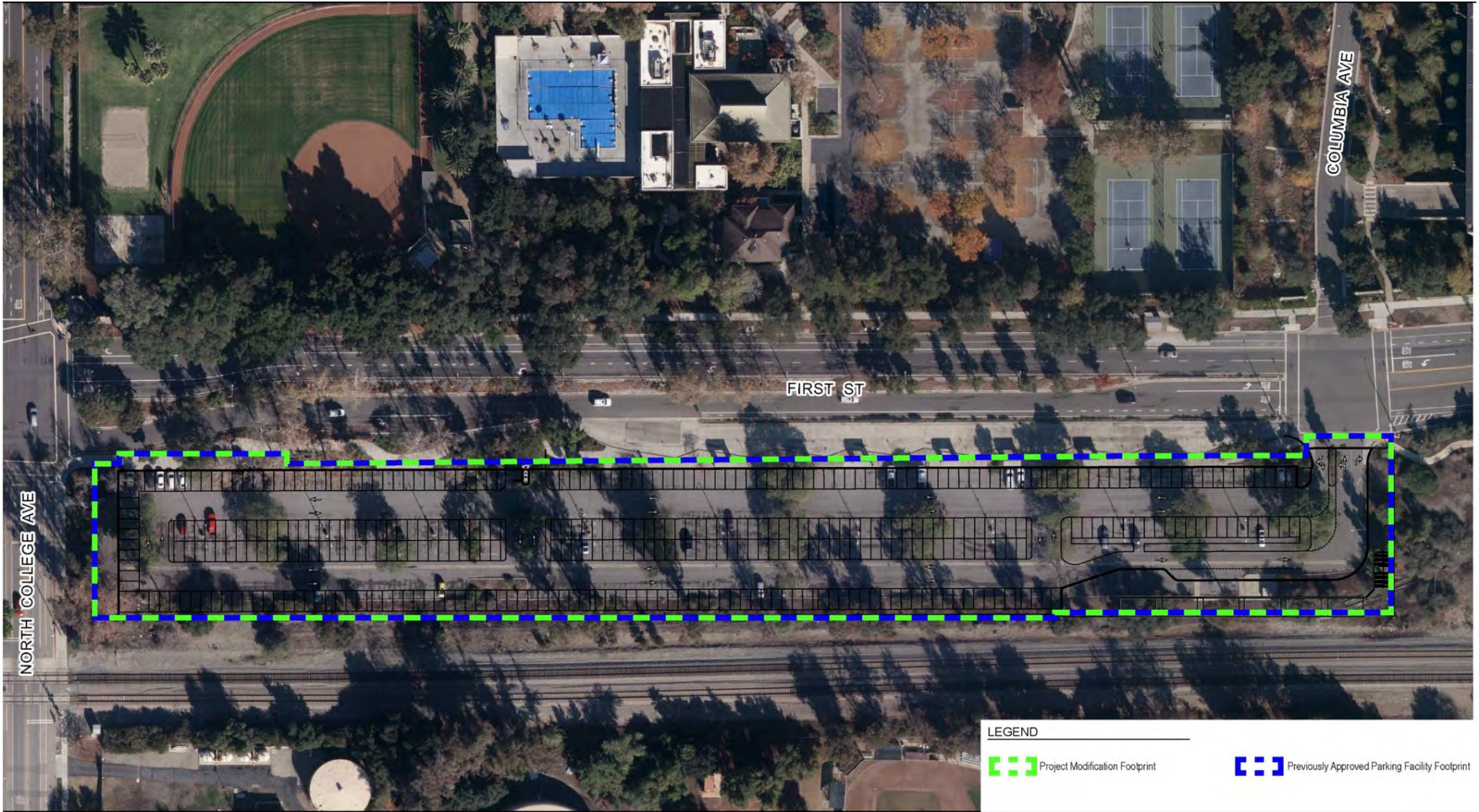




Source: Hill International 2017 and 2020



Figure 1-6A
Claremont Station Parking Facility Reconfiguration, Scenario A



LEGEND

 Project Modification Footprint

 Previously Approved Parking Facility Footprint

Source: Hill International 2017 and 2020



Figure 1-6B
Claremont Station Parking Facility Reconfiguration, Scenario B

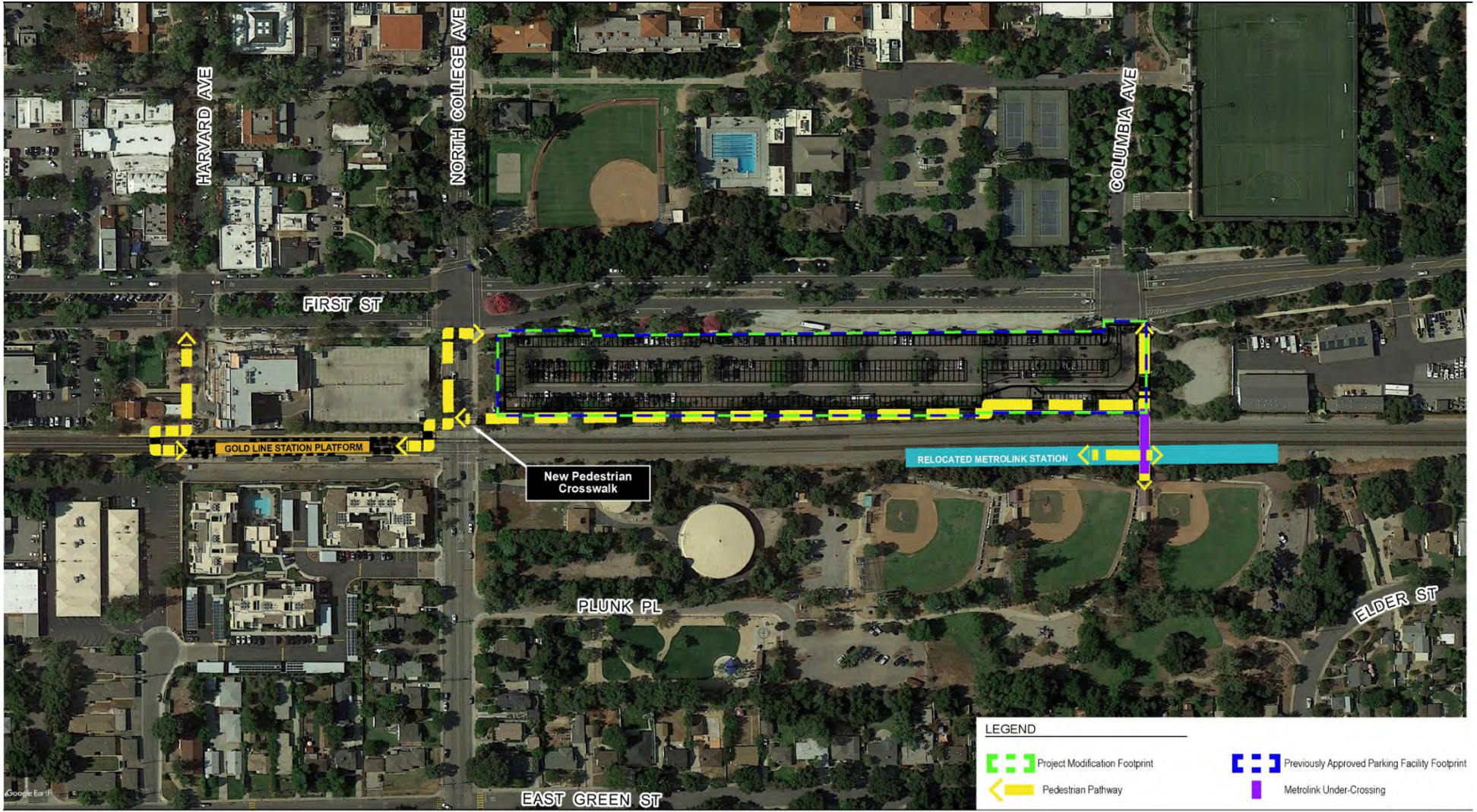


Figure 1-6C
Claremont Station Parking Facility Reconfiguration
with Pedestrian Access